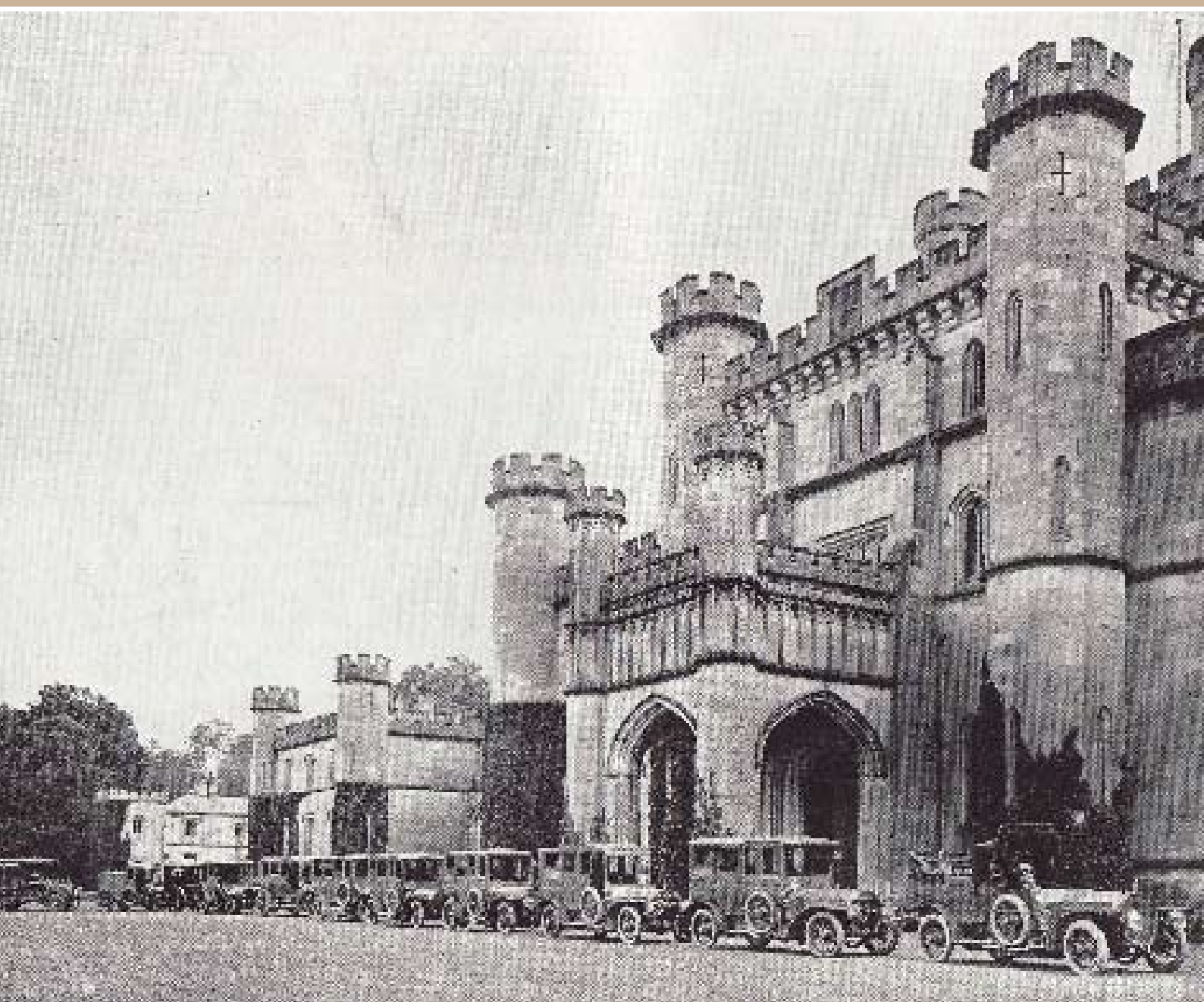


# THE MOTOR CAR AND THE COUNTRY HOUSE

## HISTORIC BUILDINGS REPORT

Pete Smith



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## THE MOTOR CAR AND THE COUNTRY HOUSE

Pete Smith

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## **SUMMARY**

*This report attempts to identify the ways in which the ownership and development of the motor car affected life in the English country house in the 20<sup>th</sup> century. Special reference is made to the buildings constructed and converted to house and maintain this new form of transport.*

*The methodology adopted for this survey was based largely on the library and archives held by the Veteran Car Club of Great Britain at Ashwell in Hertfordshire. The initial research to find the leading country house owners involved in the early development of the motor car through the journals of the period was followed by visits to establish the survival of these early motor houses. Other examples of motor houses were brought to my attention by members of the public, English Heritage colleagues and the staff of the National Trust. A number of country houses were visited at random, many belonging to the National Trust, in order to attempt to identify any buildings built or converted to accommodate motor cars. This report forms part of the larger Motor Car Project being undertaken by John Minnis and Kathryn Morrison.*

## **CONTRIBUTORS**

John Minnis, Kathryn Morrison and Katie Graham

## **ACKNOWLEDGEMENTS**

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## **ARCHIVE LOCATION**

NMR Swindon

## **DATE OF RESEARCH**

2010

## **CONTACT DETAILS**

24 Brooklands Avenue

Cambridge

CB2 8BU

Pete Smith; 01223-582793; [peter.smith@english-heritage.org.uk](mailto:peter.smith@english-heritage.org.uk)

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# INTRODUCTION

## I. Motoring and the Country House

The history of motoring in England can be said to have begun in 1895. That year the Lanchester brothers produced one of the earliest British motor cars,<sup>1</sup> and the first motor show took place at the Tunbridge Wells Agricultural Showground in October, organised by Sir David Salomons, a country house owner. In the years before the First World War car ownership mushroomed from less than 10 in 1895 to over 16,000 registered cars by 1906 and over 150,000 by 1912.<sup>2</sup> These figures reflect swift changes in car ownership. In 1895 there can have been few country houses which had been visited by a motor car, but by 1914 there can have been few country house families that did not own at least one motor. In these twenty short years motoring developed from an exciting pastime to a reasonably reliable means of regular transport. Initially motoring required specialist equipment and manpower to run a car. Only a small, but ever growing, number of country house owners participated in this earliest phase and built motor houses with specialist workshops to carry out the constant repairs and maintenance necessary with these early cars. The country houses owned by these enthusiasts often became the venues for motoring club meetings and the backdrop to early photographic records of such events (fig. 1). As the necessary infrastructure for car ownership developed, in the form of local garages and car dealerships, so the necessity to have one's own workshop declined and those who already owned extensive coach houses tended to adapt one or more of these structures to house their new cars. The increase in car numbers by 1906 meant that car ownership began to have a marked impact on the life of the country house. For example, after the garden party held by Lord and Lady Digby in August 1908

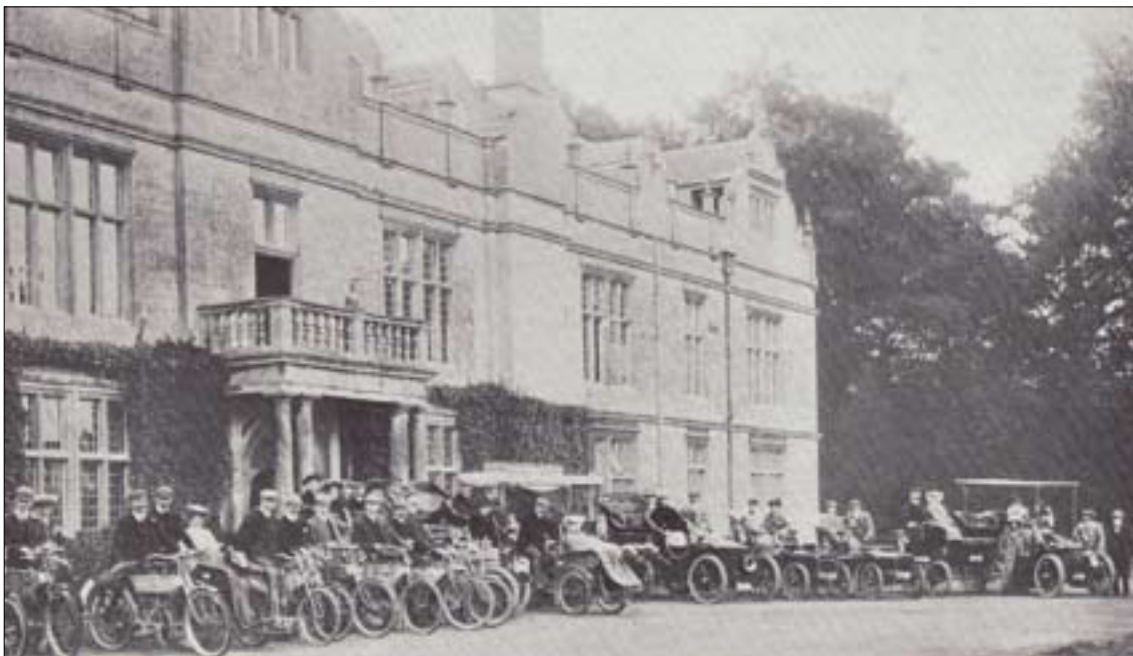


Figure 1. A meeting of the Northamptonshire Automobile Club held on Thursday, September 29, 1904 at Apethorpe Hall, the seat of Leonard Brassey (Lord Brassey). *The Car Illustrated*. VCCGB

to celebrate the completion of their new house, Minterne Magna in Dorset, Lady Digby recorded in a letter 'It was a lovely day, and all went well – about 300 people turned up and my brother counted 58 motors'.<sup>3</sup> As car journeys became more reliable, more comfortable and faster, so, far greater distances could be speedily and regularly travelled. This affected every facet of country house life, from visiting neighbours to running the agricultural estate.

In the inter-war years the ownership of motor cars became an integral part of country house life for those who could afford to carry on. Only a very few owners of country houses did not welcome the arrival of the motor car under any circumstances. For example, at Calke Abbey, in Derbyshire, the seat of the rather eccentric Harpur-Crewe family, motor cars were actually banned from the estate up until the death of Sir Vauncey Harpur-Crewe in 1924. His son, Richard, an enthusiastic motorist, was therefore forced to garage his car in the estate village of Ticknall.<sup>4</sup> The car became a glamorous symbol of the 'bright young things' that epitomised country house life at this time. But the car also contributed to the social and political changes which were slowly bringing to an end the dominant position the country house had enjoyed in rural life for more than 300 years. This speedy integration of the motor car and the country house is epitomised by the popular literature of the period. One cannot imagine Bertie Wooster without Jeeves to rescue him on yet another mad dash in his 'two seater' to or from a country house, or Lord Peter Whimsey without his valet/chauffeur Bunter, or Charles Ryder's first view of Brideshead except from the motor borrowed from Hardcastle. Though the car and



Figure 2. A meeting of the Rolls-Royce Owners' Club held at Uppark in 2009. Pete Smith DSCN6153.JPG

the country house became closely integrated during this period there was no reciprocal building boom in motor houses at most country houses. For the ever improving infrastructure available to owners meant that adaptation of now redundant coach houses was even more attractive. At the few country houses where not enough coach house space was available, stables were converted or new utilitarian garages were erected. Only at new houses, or ones which were largely rebuilt, were purpose-built motor houses built in large numbers.

The post-war period saw the motor car playing a completely different role in its relationship with the country house. The Land Rover, then the Range Rover and now the 4×4 have become the motor cars most closely associated with the image of country house life rather than the chauffeur-driven limousines of the inter-war period; though expensive sports cars still appear in front of country houses in advertisements. As country houses declined in importance and number, the motor car gave freedom and mobility to the majority of the population, allowing country houses and their estates to earn a living as tourist attractions in themselves, whilst houses shorn of their estates have become hotels, clubhouses, centres for educational, cultural and sporting activities and the sites for popular events, like car club rallies (fig. 2) and festivals, few of which could have existed before the advent of the motor car.



# THE IMPACT OF THE MOTOR CAR ON LIFE IN THE ENGLISH COUNTRY HOUSE

## 2.1 Country House Owners and the Motor Car

Members of the landed classes were amongst the few people who had the leisure time and the money to be able to afford to buy and run a motor car, as well as provide all the specialist equipment and manpower needed to keep them running. But in fact relatively few country house owners were involved in the very earliest development of the motor car. This did not stop the general public from associating motor car ownership, and especially the speedy and dangerous driving of these machines, with the aristocracy. It comes as no surprise to find that as early as 1908, when Kenneth Grahame published *The Wind in the Willows*, it is only the aristocratic Toad of Toad Hall who falls victim to the charms of the motor car. Whilst an even more populist commercial artist like Donald McGill portrayed in his postcard *The Motorist's Trials* the aristocratic owner with his pince-nez, deer-stalker hat and chauffeur colliding with a definitely 'middle class' wall (fig. 3). The earliest regional statistics for motor car ownership do tend to suggest that it was members of the middle and upper-middle classes who were in fact the most numerous owners of new cars. The car registrations for Wiltshire, for example, for the period 1903 to 1914 show that by far the greatest number of new car owners were doctors and motor car agents. The number of aristocrats is very small, only two: the Marquis of Ailesbury of Tottenham House who registered a 9 hp Darracq in 1904 and the Earl of Radnor of Longford Castle who registered a 10 hp Wolseley the same year;<sup>5</sup> though it should be remembered that many country house owners probably bought their motors from London dealers and consequently registered them there.



Figure 3. A picture postcard entitled *The Motorist's Trials* by Donald McGill: c.1907.

Early motoring was little more than a hobby or pastime, similar to many other such interests that were becoming popular at this time, like yachting, ballooning or golf, and though motoring itself would develop into a number of sports, it also became the catalyst which allowed and encouraged the development of many of these other sports. It was usually the younger members of the family who had the time and inclination to participate in this new pastime. Young sons and daughters, often living in service flats in London, were more likely to become members of local clubs and early motoring organisations than their parents, the actual owners and residents of most country houses.

It should also be remembered that many country estates were in severe financial difficulties at this time. The fall in rents and land values following an influx of cheap cereals and meat from abroad from the 1870s onwards meant that many estates were being sold off and broken up at this time. The cost of not only the motor itself, but also all the additional gadgets and paraphernalia necessary at the start, meant that many estates were in no position to acquire such a noisy, smelly and unreliable means of transport. The natural conservatism of the older generation would also have deterred a number of country house owners from acquiring a horseless carriage, when they had managed perfectly well for hundreds of years without such dangerous and foreign technology. A typical reaction to the motor car can be gauged from the prolific topographical and architectural journalists, Percy Ditchfield and Fred Roe, writing in 1911:



Figure 4. A meeting of the Lincolnshire Automobile Club held on Saturday, July 5, 1902 at Asgarby Hall, the seat of Mr C Godson.  
*The Car Illustrated*. VCCGB

The charm and poetry of the country walk are destroyed by motoring demons, and the wayside cottage gardens, one of the most attractive features of the English landscape, are ruined.<sup>6</sup>

Only when the motor car had proved itself a useful, reliable and practical means of transport did it become an essential element of country house life.

The earliest phase of motoring history was largely one of adventure and discovery. This exploration of rural England is exemplified in the motoring stories and detailed records kept by such enthusiasts as Rudyard Kipling.<sup>7</sup>

The chief end of my car, so far as I am concerned, is the discovery of England. To me it is a land of stupefying marvels and mysteries; and a day in the car in an English county is a day in some fairy museum where all the exhibits are alive and real and yet none the less delightfully mixed up with books.....That is the real joy of motoring – the exploration of this amazing England.<sup>8</sup>

Amongst these early motor excursions, country houses themselves became popular as the venues for motor club meetings which were regularly recorded in the motoring journals of the day. For example, *The Car Illustrated* reported in 1902 that:

the Lincolnshire Automobile Club had a very pleasant run on Saturday, July 5<sup>th</sup>, to Asgarby Hall, Heckington, near Sleaford, on the invitation of Mr. C. Godson, a member of the club.

The participants, all of whom are recorded, included other country house owners:

Sir Hickman Bacon, Bart., the president of the club, came from Thonock [Hall], near Gainsborough, with Mr. W. A. Baines, on a fine Panhard [and] ..... Captain Cole, of Roxholme Hall, near Sleaford, came on a Daimler.

The idyllic atmosphere of the Edwardian pastime of motoring is captured in this report:

The day was a perfect one for motoring, and the roads were in pretty good condition, although there was plenty of dust. A long halt was made at Asgarby Hall, where Mr. Godson entertained the members to tea under the shade of the fine old trees on the lawn in front of the house.<sup>9</sup>

The photograph which accompanies this article captures this fleeting moment of Edwardian tranquillity (fig. 4). This type of image has come to epitomise our idea of country house life in England in the early twentieth century, though it is interesting to note that by far the largest number of participants were actually from urban areas, presumably members of the middle and upper-middle classes, rather than country house owners.

## 2.2 Country House Owners at the Forefront of Motoring

A small number of aristocrats and other members of the landed classes became prominent motor car owners who made a significant contribution to the development and spread of motoring in England. Foremost amongst these men was undoubtedly John Scott Montagu, 2<sup>nd</sup> Baron Montagu of Beaulieu (1866–1929).<sup>10</sup> Montagu, an MP from 1892, first became interested in motoring during the passage of the Locomotives on Highways Bill through Parliament in 1896. He acquired his first motor, a Daimler, in 1898, joined the Automobile Club (the forerunner of the RAC) and established the right of MPs to drive their cars into Palace Yard at the Houses of Parliament in the following year. He participated in the Paris-Ostend Race in 1899 and the Thousand Mile Reliability Trial in 1900. But it was through his journalism, especially his publication and editorship of the weekly journal *The Car Illustrated*, subtitled *A Journal of Travel by Land, Sea and Air*, that he made his biggest impact. The journal covered all aspects of motoring from insurance to the latest modes of dress, always emphasising the usefulness and adaptability of the motor car in almost all walks of life. He blatantly promoted these machines by publishing photographs of the great and the good with their motor cars; managing in one issue to include pictures of both the outgoing Prime Minister, Lord Salisbury, and his replacement, Arthur Balfour, with their respective motors (fig. 5). Like other similar magazines he also included a series of regular articles about motor owners' homes entitled 'Cars and Country Houses'. Montagu introduced the Motor Vehicles Registration Bill to Parliament, supported by the Automobile Club, which eventually became law in 1903. He was involved in the establishment of the Brooklands racing circuit developed by H F Locking from 1907, he opened the new Rolls-Royce factory at Derby in 1908 and during the First World War he was involved with army transport in India. Lord Montagu continued to advocate the cause of the motorist until his death in 1929, when he was succeeded by his son, Edward, who eventually, in 1952, created the Montagu Motor Museum, now the National Motor Museum, at Beaulieu Abbey in Hampshire in his memory.

Less well known today, but equally important, was the motoring pioneer Sir David Salomons (1851-1925) of Broomhill in Kent.<sup>11</sup> Salomons did much to arouse early interest in the motor car by organising 'the first commercial promotion of a motor car in Britain', the Tunbridge Wells Motor Show, in 1895.<sup>12</sup> Salomons was a wealthy Jewish financier, and an amateur electrical engineer, who succeeded his uncle as second baronet by special remainder in 1869. Salomons was interested in all things mechanical from an early age and he installed private workshops, laboratories and electricity at



Figure 5. The new prime minister, Arthur Balfour, pictured with his motor car as published by John Scott Montagu (Lord Beaulieu) in *The Car Illustrated* for July 23, 1902. VCCGB





Figure 6. The competitors in the Thousand Mile Reliability Trial of 1900 arriving at Calcot Park, Berkshire, the seat of Alfred C Harmsworth (Lord Northcliffe). VCCGB

Broomhill from 1874. He was especially interested in electronics and mechanics and took out many patents for electrical devices. He was a founder member of the Institute for Electrical Engineers and his book, *Electric Light Installations*, ran through many editions in the decades before 1900. In 1874 Salomons built himself a tricycle powered by a 2 hp electric motor; and in 1895 he imported only the second petrol-driven car, a Peugeot, into England. He was president of the Self-Propelled Traffic Association which eventually succeeded in having the 'Red Flag' Act repealed in 1896,<sup>13</sup> and he was a member of the British Automobile Club from its foundation in August 1899. Salomons was amongst the earliest motorists to create a motor house and workshop at his country seat in Kent (see 3.1a) and he wrote one of the earliest guides to the establishment of such a motor house, 'The Motor Stable and Its Management', in a volume entitled *Motors and Motor Driving*, edited by Alfred Harmsworth in the Badminton Library series.<sup>14</sup>

Another staunch campaigner and promoter of the interests of the motorist and the motor car was Alfred C Harmsworth (1865-1922), created Viscount Northcliffe in 1905, the founder of *The Daily Mail*, and eventual proprietor of *The Times*. Harmsworth began his career as a journalist contributing to such newspapers and magazines as *The Hampstead and Highgate Express*, *The Cyclist* and *Wheeling*. He was an early member of the RAC and a generous supporter of its activities in its early years. He was an enthusiastic early motorist who used *The Daily Mail* to extol the virtues of motor cars;

'the vehicles of the future', as they were known to his readers. He helped to finance the Thousand Mile Reliability Trial organised in 1900 by the RAC. He entered his own Daimler, driven by Captain Hercules Langrishe, and he allowed his country house, Calcot Park at Tilehurst in Berkshire (fig. 6), to be used as the first stop on this event where he entertained the participants with a 'stupendous breakfast'.<sup>15</sup> But it was outside Sutton Place, the country house he later leased, that he chose to be photographed aboard his 28 hp 'Lohne Porsche' Mercédès, in *The Car Illustrated's* series 'Cars & Country Houses' in April 1903.<sup>16</sup>

One further member of the aristocracy who made a very special contribution to the popularity of the motor car was King Edward VII. In 1896 the Hon Evelyn Ellis gave Edward, then Prince of Wales, his first ride in a motor car, at the Motor Car Club's exhibition of motor cars at the Imperial Institute in London.<sup>17</sup> When his car reached 9 mph the prince is reputed to have cried 'Evy, Evy! Don't drive so fast. I'm frightened, I'm frightened!'<sup>18</sup> The prince soon got over his fear and in 1900 became the proud owner of his first motor car, a 6 hp Daimler Mail Phaeton 'painted in dark claret, picked out with vermillion'. From this time on Edward owned a succession of Daimlers which were used to transport him on his many now infamous visits to country houses. These vehicles were kept and maintained in the large motor house which he had constructed at Sandringham in 1902 (see 3.1a). Edward granted the Daimler Company a royal warrant in the same year, though it was not until October 1904 that the motor car was given full royal approval when a 28 hp Daimler was first used for an official royal visit to Woolwich. The king gave his official backing to the Automobile Club by allowing it to utilise the prefix 'Royal' before its name in 1907. His early endorsement of the motor car and the example which he set of using his cars to visit country houses probably did more to popularise the motor car amongst country house owners than anything else.

The man who first drove the Prince of Wales, the Hon Evelyn Ellis, was also the first person to import a petrol-driven motor car, a Daimler-engined Panhard-Levassor, into England in July 1895. He was born in 1843, the fifth son of Charles Ellis, 6<sup>th</sup> Baron Howard de Walden. As a diplomat working on the continent, Ellis became aware of the advances in motor car design being produced by foreign firms like Daimler and Peugeot and he began to promote them by example in England. He was the first person to drive a petrol-driven motor car on the roads in England. On July 6<sup>th</sup> 1895 he took possession of his first motor from the railway station at Micheldever in Hampshire and he and his mechanic, Frederick Simms, drove the vehicle to his home at Datchet. The journey was recorded by his mechanic;

We set forth at exactly 9.26 am and made good progress on the well-made old London coaching road.....On our way we passed a great many vehicles of all kinds.....as well as cyclists. It was a very pleasing sensation to go along the delightful roads towards Virginia Water at speeds varying from three to twenty miles an hour.....Going down the steep hill leading to Windsor we.....arrived right in front of the entrance hall of Mr Ellis's house at Datchet at 5.40 pm, thus completing our most enjoyable journey of 56 miles, the first ever made by a petroleum motor carriage in this country in 5 hours 32 minutes, exclusive of stoppages and at an average speed of 9.84 mph.<sup>19</sup>

Figure 7. Millicent, Duchess of Sutherland, president of the Ladies' Automobile Club, photographed with her daughter, Lady Rosemary Leveson-Gower, in her Panhard outside Stafford House, London in 1902.

*The Car Illustrated.* VCCGB



Later the same year Ellis exhibited his motor at the Tunbridge Wells Motor Show organised by Sir David Salomons. This historic motor car was purchased in 1910 by the RAC and eventually donated to the Science Museum where it can still be seen to this day.<sup>20</sup> Ellis was the reluctant chairman of the inaugural meeting of British Automobile Club in August 1897 and eventual vice-president of the RAC. He was also one of first directors of the Daimler Motor Co in Coventry, and at his home, Rosenau House, Ellis built one of the earliest purpose-built motor houses (fig. 24) (see 3.1a).

A number of other members of the aristocracy were active early motorists. Amongst them was the immensely wealthy, Cromartie Sutherland-Levenson-Gower, 4<sup>th</sup> Duke of Sutherland, (1851-1913), who succeeded his father in 1892. He became president of the Automobile Club and afterwards the RAC up until 1914, when he was succeeded by the Duke of Connaught.<sup>21</sup> Sutherland owned four Rolls-Royces, one of which was always kept running, ready for his immediate departure.<sup>22</sup> His wife, Millicent, Duchess of Sutherland (1867-1955), a society hostess and social reformer nicknamed the Democratic Duchess or Meddlesome Millie, was also a keen early motorist and president of the Ladies' Automobile Club. The Duke was 'in the early part of 1902.....the possessor of a stud of four cars, which are housed in the up-to-date garage at Trentham Hall'.<sup>23</sup> He disposed of his family's seat at Trentham in Staffordshire, which was demolished 1910-12, in favour of Lilleshall Hall in Shropshire, where the former coach houses were converted to house their stud of motor cars (fig. 70) (see 3.1c), though it was outside their London townhouse, Stafford House, that the Duchess chose to be photographed with her daughter in her Panhard motor car (fig. 7).

Various further members of the upper classes played a prominent role in the early history of the motor car including Sir Arthur Stanley, the chairman of the Automobile Club from 1905 to 1907 and then Chairman of the RAC from 1912 to 1923. Stanley was the third son of Frederick Stanley, 16<sup>th</sup> Earl of Derby, himself the proud owner of four

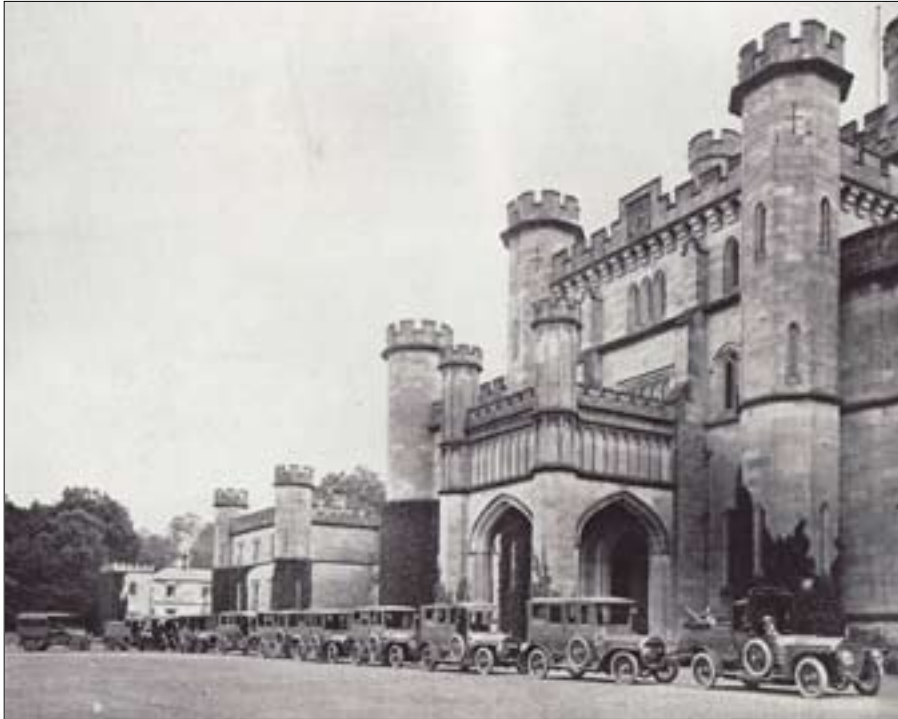


Figure 8. Lord Lonsdale's eleven Napier motor vehicles lined up outside Lowther Castle, Cumbria; photographed in 1913.

*The Car Illustrated.*  
VCCGB

motor vehicles at Knowsley Hall in Lancashire by 1902 and president of the Liverpool Self-Propelled Association since the 1870s.<sup>24</sup> Hugh Lowther, 5<sup>th</sup> Earl of Lonsdale, more famous for his associations with boxing and horse racing, was also a keen early motorist. He was the first president of the Automobile Association and the proud owner of eleven Napier motor vehicles by 1913 (fig. 8). He also owned a Mercédès, which was presented to him by the Kaiser when he visited Lowther Castle in Cumberland in 1902. 'Lonsdale returned the car to Berlin to have the chrome fittings replaced with silver.'<sup>25</sup>



Figure 9. 'Criticising the Cars', one of the stages of the first provincial meeting of the Motor Union of Great Britain held in 1905 at Welbeck Abbey in Nottinghamshire, the seat of the 6th Duke of Portland. *The Motorist & Traveller.* VCCGB



Like many early motorists, Maurice Egerton was interested in all things technical and mechanical from an early age. Born in 1874, he succeeded his father as 4<sup>th</sup> Baron Egerton and inherited the Tatton Park estate in Cheshire in 1902. He was a pioneer aviator, who imported one of the first of Wilbur Wright's aeroplanes into England in 1909 and taught himself to fly. He was interested in all the latest technical innovations being developed at the time including radio, photography and film-making. 'Lord Egerton's first motor car, a Benz of 1900 registered as M1, the first registered car in Cheshire; [and] an electric brougham by Henry Binder, Paris 1906' are still displayed within the Tenants' Hall at Tatton Park along with his many big game trophies.<sup>26</sup> The stables at Tatton, where his motors were kept shows little sign of its use as a motor house today, except for the concrete washing place recently renewed by the National Trust. Most landowners helped to popularise motoring simply by utilizing their machines at every opportunity and providing the settings for club meets and sporting events. The 6<sup>th</sup> Duke of Portland, who purchased his first car, an Arrol-Johnston, in 1901, provided the setting for one of

the stages of the Thousand Mile Reliability Trial in 1900, one of the stages of the Motor Union of Great Britain's first provincial meeting in 1905 (fig. 9) and the speed trials of the Nottinghamshire Automobile Club's annual summer meeting on his estate at Welbeck Abbey in Nottinghamshire.<sup>27</sup>

Though rarely as prominent in the world of motoring as their male counterparts, women of the upper classes took a keen interest in motoring and many were pictured, like Queen Alexandra (fig. 10), in the literature of the day driving their often electric motor cars.<sup>28</sup> At Bryanston in Dorset, for example, Walter Berkeley, 2<sup>nd</sup> Viscount Portman rarely drove, preferring to be chauffeur-driven, whilst his daughter, the Hon Mary, who possessed two cars of her own, an 8 hp De Dion and a 9½ hp Clément, was described in 1903 'as an enthusiastic and expert motorist.'<sup>29</sup> Other women who were prominent early motorist included Mrs Bernard Weguelin, the Countess of Dysart and the Countess of Warwick, who proposed using her motor car for electioneering on behalf of



Figure 10. 'Her Majesty the Queen in Her Electric Car at Sandringham', in 1902. *Motors and Motor Driving*



Figure 11. 'The Ideal Motor House' built for the Hon Charles Rolls at his father's seat The Hendre in Monmouthshire, photographed in 1905. *The Motorist & Traveller*. VCCGB

the Labour Party during the 1905 general election.<sup>30</sup> Lady Robert Manners was even reported as being driven to her wedding in a motor car in the pages of *The Tatler*.<sup>31</sup>

Perhaps the most famous member of the aristocracy to have a major impact on the development and popularity of the motor car was the Hon Charles Stewart Rolls (1877-1910) the third son of John Alan Rolls, who was created 1<sup>st</sup> Baron Llangattock in 1892. Charles Rolls was interested in mechanical devices like the bicycle from an early age, but it was during his first year at Cambridge that he was introduced to motoring by Sir David Salomons. Later that year he imported his own motor, a 3.75 hp Peugeot, at a cost of £225. He became a member of the Self-Propelled Traffic Association and joined both the French and British Automobile Clubs. He organised a meet of the Automobile Club at his father's country seat, The Hendre in Monmouthshire, in October 1900, and it was here that his father had one of the best equipped and most prestigious motor houses, or motor workshops, constructed for his son's usage (figs 11, 29 and 30) (see 3.1a). Rolls competed in the Thousand Mile Reliability Trial and over the next decade entered many of the major trials and races in Britain and on the continent.

At the same time his father financed him to set up an agency for the sale of petrol driven motor cars in the West End. In 1904 he had met Henry Royce in Manchester and began negotiating the establishment of the Rolls-Royce Company. This was finalised with more of his father's money in 1906, and by 1908 the company opened a new purpose built factory in Derby.<sup>32</sup> Rolls' flamboyant character and his aristocratic connections, combined with his racing success in his new car, meant that the company flourished. Charles Rolls had many other interests, besides motor cars, and in 1903 he helped to found the Aero Club. In 1908 he visited Wilbur Wright at Le Mans and eventually he imported a Wright aeroplane to England and learnt to fly. On 12<sup>th</sup> July 1910, whilst taking part in a flying tournament in Bournemouth, his aeroplane crashed and he was killed. Rolls had the

dubious distinction of becoming the first Englishman to be killed in an aeroplane accident. Rolls made an incalculable contribution to the promotion of motoring in Britain, through his racing success and also through the production of Rolls-Royce motor cars, which set new standards in reliability, comfort and speed. It was these motor cars which, more than any other, would find themselves parked outside the country houses of England in the years ahead.

Charles Rolls was not the only member of the aristocracy to develop his own motor car company: Charles Chetwynd-Talbot (1860-1921), 20<sup>th</sup> Earl of Shrewsbury, also founded a successful motor car company in 1903. The business, the Clément-Talbot Company, was co-financed by Shrewsbury and Adolphe Clément who initially re-branded cars imported directly from France as Talbots.<sup>33</sup> Successful production of domestically designed cars began in north London in 1906, and the firm was eventually taken over by the Rootes Group in 1935.<sup>34</sup> Shrewsbury was an enthusiastic coach driver and polo player in his youth, but by 1902 he is reported to have owned a stud of nine motor cars, mostly Panhards and Cléments. His daughter, Lady Viola, had a 12 hp Panhard, 'in the driving of which she was so proficient that she never takes a mechanic with her, although she often indulges in long runs of over a hundred miles'.<sup>35</sup>

William, 7<sup>th</sup> Earl Fitzwilliam and his wife, Countess Maud, who inherited the Wentworth Woodhouse estate in Yorkshire in 1902, were both enthusiastic early motorists, who organised Speed Trials in 1903 and 1904 in Wentworth Park. In 1906 Earl Fitzwilliam offered a site for the Brotherhood-Crocker Car Co factory, eventually becoming Chairman of the resulting Sheffield Simplex Motor Works Ltd, which began production in 1908. The company produced 1500 luxury motor cars during its lifetime; production ceased in 1925.<sup>36</sup>

Others who indirectly made money out of motor cars built themselves country houses such as Henry W Deterding, the director general of Royal Dutch Petroleum, who built Kelling Hall in Norfolk 1912-13 to the designs of Edward Maufe, Walter Samuel, 2<sup>nd</sup> Viscount Bearsted, owner of Shell, who employed Morley Horder to remodel Upton House in Warwickshire<sup>37</sup> and Robert Fuller whose income from the Avon Rubber Company paid for the restoration of Great Chalfield Manor (see 3.1b). Captain Woolf Barnato, who commissioned Ernest Newton to design and build Ardendun Place, Crowhurst, Surrey between 1906 and 1909, went on to become chairman of Bentley Motors Ltd. He put up much of the funding for the company and became a racing driver, one of the 'Bentley Boys', who won the Le Mans 24 Hour Endurance Race in 1930.<sup>38</sup> Barnato, son of the diamond millionaire Barney Barnato, also commissioned Robert Lutyens to design Ridgemean, near Englefield Green in Surrey in 1938, one of the few country houses which integrated the garage into the fabric of the house (fig. 86).<sup>39</sup>

One final aristocrat and promoter of the motor car needs mention, Freddie March, later 9<sup>th</sup> Duke of Richmond (1904-1992). Freddie and his elder brother Charles were both fascinated by mechanical toys from an early age. They became especially interested in flying after a farm on the Goodwood estate was taken over as an air base by the Royal Flying Corps in 1917. Freddie unexpectedly inherited the Goodwood estates after his elder brother was killed in action in 1919. This did not prevent him from pursuing a

career as a mechanic and as a car designer, eventually working for the Bentley Company from 1924 to 1927. In 1931 he won the 24-hour race at Brooklands known as the Double 12, this was to be the first of many racing successes. His enthusiasm for motor races led to hill climbs being held at Goodwood from 1936 and eventually to his opening the Goodwood Racing circuit in 1948, an attempt to provide much needed extra income in the lean post-war years. His family's continued interest led to its re-opening exactly fifty years later in 1998 by his grandson'.<sup>40</sup>

A number of other members of the landed class were prominent early motorists and enthusiastic supporters of motoring events such as the Duke of Beaufort, the Earl of Plymouth, Lord Carnarvon and the Earl of Craven. Though many of these men were members of the traditional aristocracy, the cost of early motoring meant that many of its most ardent supporters were those with new money whose families were in the process of establishing their aristocratic credentials through the acquisition of estates and titles. For example, Leonard Brassey, another early motorist, who was created Baron Brassey of Apethorpe in 1922, was the grandson of the railway millionaire Thomas Brassey. The Hon W F D Smith, MP, the son of W H Smith, the founder of the stationary business which still bears his name, was an early motoring aficionado who lived at Greenlands near Hambleden in Buckinghamshire, a house altered by Richard Norman Shaw in 1884-85 and 1894-1905.<sup>41</sup> The Hon Rupert Guinness was the son of Edward Guinness, who was created a baronet in 1885 eventually becoming Earl of Iveagh in 1919, and who purchased the Elveden Estate in Norfolk. Rupert used his motor car for electioneering purposes, and shocked his parents by refusing to keep a carriage when he got married in 1904. Instead he relied exclusively on stately motor cars, reputedly tall enough to allow him to wear a top hat whilst driving.<sup>42</sup> As the first decade of the twentieth century progressed the number of motor cars to be found at country houses across in England increased exponentially and with them the life within these houses slowly began to change.

### 2.3 Car Ownership and Country Houses

One of the most valuable records of this early phase of motoring history is to be found in the journals of the day. *Country Life*, which was the most popular magazine of country house life, founded in 1897 by Edward Hudson, ran a regular series of articles entitled 'The Automobile World' in which various aspects of motoring and motor cars were discussed.<sup>43</sup> For example, the magazine issued on November 7, 1903 included an article which discussed the thorny problem of the protection of drivers and passengers from the elements, and the various types of hoods or bodywork available.<sup>44</sup> This article extended over 2½ pages, about half the amount of space devoted to horses (racehorses and draught horses) in the same issue. But, these articles did not fall within the main body of the magazine, the part which was to be bound into the familiar volumes found on country house library shelves. Instead it fell into the later section which dealt with more transitory topics such as fashion and the theatre. This section also included many advertisements for motor cars and motoring accessories alongside other innovative products such as electricity generators and lighting systems. It is interesting that though motoring was considered prevalent enough to qualify for inclusion in the magazine it did not belong in the section to be kept for posterity which dealt with the really important

subjects, the houses, the gardens, field sports and racing. Though *Country Life* was prepared to acknowledge that some country house owners also owned cars, it rarely published photographs of country houses with cars parked outside.

This was in strong contrast to the better quality motor magazines, such as *The Motorist and Traveller* and *The Car Illustrated* both of which included a regular series of articles about country houses, very like *Country Life*, though often with the owners' motor cars proudly displayed in front of the coach house or garage and with a short discussion of the number and type of cars owned by the household. For example, Badminton House, the ancestral seat of Henry Fitzroy, 9th Duke of Beaufort, which was described and illustrated in *The Motorist and Traveller* for 1905 (fig. 12), included details of his cars and their accommodation.<sup>45</sup>

The garage or motor house, forms part of the coach yard, and faces the house containing the many carriages, which range from the huge van to children's tiny cars and toy motors. The house holds two cars, and has a floor and pit covered in zinc. Cupboards and shelves are placed handily around, while hot water pipes keep the temperature right.

The accompanying photographs also include Palmer the chauffeur. A further article, over a decade later, in *The Motor-Owner* for 1919, in its series entitled 'Cars and the Country House', contains far more detail about the much larger stud of motor cars then to be found at Badminton.<sup>46</sup>

The garage contains six cars - a Daimler, a Metallurgique, a Singer light car and two Panhards, one of which has seen twelve years' service as a tender at hunt meetings. The Singer is the most favoured by the Duchess herself. The character of the Straker may best be seen from our illustrations; it is used for the transport of cricket and football teams, and for that of 26 couples of the famous Badminton Hounds when the meets are some distance away. It has a detachable top - a

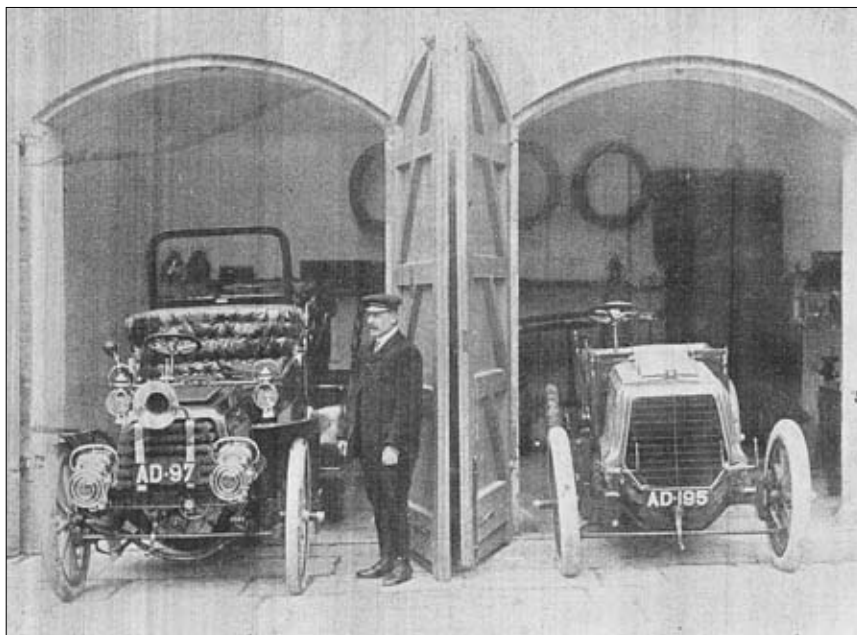


Figure 12. The first two motor houses built at Badminton House in Gloucestershire for the 9th Duke of Beaufort; photographed in 1905.

*The Motorist & Traveller*. VCCGB

feature that is becoming increasingly popular in modern body work - which, when not in use, is kept hanging from the roof of the garage, so that it may readily be lowered into position on the main body when required.

The accompanying photograph gives some idea of the status enjoyed by the Duke's principal chauffeur pictured alongside the Duke, the huntsman, Tom Newton, and the hunt's chief whip.

As can be seen from these articles his grace had acquired a number of new and more specialist motor cars in the intervening years. These collections of motor cars were originally referred to as 'stables' or 'studs' of motor cars. Six or seven motors were quite common. Different cars, like carriages, were designed for different uses, and improvements in early car design happened so quickly that cars were often out-of date within a very short period of time. The bodies of many of these early motor cars were custom built by coach builders especially for the luxury end of the car market, a tradition which continued well into the 1960s, so that the variations in function and design could be limitless. One exceptionally enthusiastic country house owner, Mr H V Holden of Eastwell Park, Ashford, Kent, could boast a stud of nine cars as early as 1902. In an article in *The Car Illustrated* entitled 'A Record Stud: Nine Cars in One House' Holden's cars are given the following entry:

The cars are, with one exception, made by the famous "Mors" firm, and all are fitted with special bodies designed and built by their English agents, the Roadway Autocar Company.



Figure 13. The five motor cars, in their blue and yellow livery, owned by Alfred de Rothschild, photographed outside Halton House in Buckinghamshire.

*From a copy held by the Rothschild Archives*

The article also mentions another usage in which the petrol driven internal combustion engine would eventually replace the horse:

In addition to these vehicles there is in constant use a motor lawn-mower, a most useful adaptation of motor power for country-house purposes, as even with the greatest care and large pads it is sometimes impossible, where a horse is used for this work, to prevent damage to the turf.<sup>47</sup>

More typical was Alfred de Rothschild who owned five cars, a Wolseley, two Renaults, a Zedel Phaeton and an Elswick all of which feature in a photograph (fig. 13) also showing three of the four chauffeurs he employed at Halton House, Buckinghamshire under his head chauffeur Mr Rolf.<sup>48</sup> These cars were all painted in the distinctive Rothschild livery of blue with strips of yellow, a common idea copied from their carriages. Whilst in 1913 *The Car Illustrated* featured a photograph of Lord Lonsdale's eleven Napier motor cars lined up in front of his families ancestral seat, Lowther Castle in Cumberland. The caption read; 'It may be doubted whether any private owner has had a more extensive experience of Napier cars than Lord Lonsdale' (fig. 8).<sup>49</sup> But perhaps the most famous and evocative of all these images is the one of the Earl of Shrewsbury's stud of eight Talbot motor cars arranged in front of the magnificent stable and coach house at Ingestre Hall in Staffordshire, for the visit of the king, Edward VII (fig. 14).<sup>50</sup>

## 2.4 The Motor Car and Life in the Country House

The motor car was eventually to affect the day-to-day lives of all those who lived and worked in country houses in the 20<sup>th</sup> century. The former isolation and quiet of country house estates was shattered by the arrival of the noisy new motor car, something often complained of by non-motorists in the early days of motoring. Initial reactions to the arrival of the motor car, especially from those of mature years, were usually unfavourable.



Figure 14. The stable of eight motor cars owned by the 20th Earl of Shrewsbury lined up in front of the coach houses at Ingestre Hall in Staffordshire. *The Car Illustrated*. VCCGB.



But as the reliability, comfort and speed of motor cars increased, as it did in the years between 1895 and 1905, so the value and convenience of these new-fangled devices quickly became an accepted part of the myth of Edwardian country house life.<sup>51</sup> The railways had increased the accessibility of most country houses by the later years of the 19<sup>th</sup> century, but the drive from the station to the house could still be a long and comparatively uncomfortable one. The arrival of the motor car could speed up the total journey time by a significant margin especially if the house was a considerable distance from the nearest railway station. Luggage vans, motor carriages or 'shooting brakes' as they became known, often replaced the 'two horsed wagonette' specifically designed for the collection of visitors and their luggage from the station.<sup>52</sup> By 1913 these types of vehicles were being produced by a large number of car companies and an article in *The Car Illustrated* entitled 'Semi-Heavy Vehicles' featured nine different makes of these 'shooting brakes' or 'estate cars' including the king's Daimler shooting brake with bodywork by Hoopers.<sup>53</sup> One such example can be seen in a surviving photograph taken in around 1914 of a luggage van and its driver parked outside the recently converted garages in the service court at Polesden Lacey, Surrey, the home of Mrs Greville, the society hostess and friend of Edward VII (Fig. 15).<sup>54</sup> Another solution is recorded in a photograph taken at Eaton Hall, Cheshire, the seat of the Dukes of Westminster, in 1909 showing two luxurious motor cars drawn up awaiting the arrival of important guests from their private railway, whilst behind a dog cart stands to take the visitors servants and a horse drawn wagon stands behind this, no doubt awaiting their luggage.<sup>55</sup>

The motor car also meant that owners and their guests were no longer dependent on the availability of horses for their travel needs. Horses, though plentiful, were often unreliable, susceptible to accident and illness and often in need of rest after a long ride

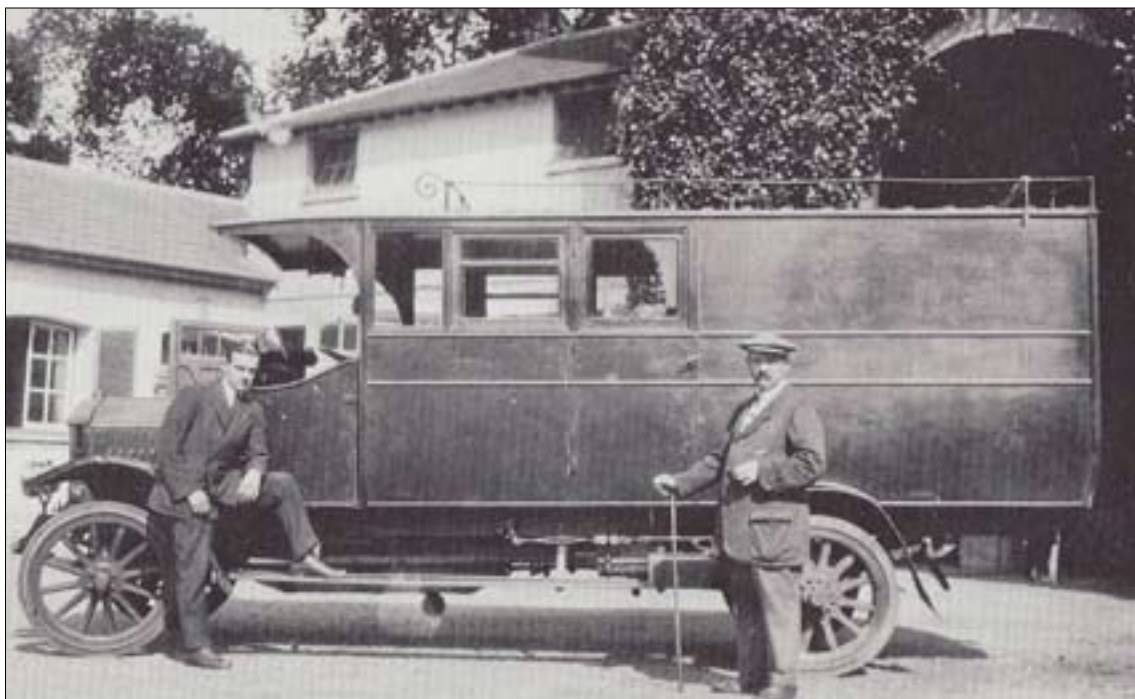


Figure 15. The luggage van outside the motor house at Polesden Lacey in Surrey, the home of Mrs Greville; photographed c. 1914.

© National Trust



the previous day or in demand from the estate at harvest or other peak times. With the arrival of the motor car, owners were able to plan impromptu outings if the weather was fine, without having to inform the head groom of their plans days in advance. As the distances which cars could cover increased so the number of events, places of interest and other country houses which could be visited in a day increased. Even though the railways had opened up travel between towns and villages, visiting neighbours from country houses was still limited by the capabilities of horse drawn transport and other houses more than twelve miles away tended to require detailed planning or an overnight stay. The advent of the motor car gradually increased the speed and distance to be covered allowing visits to far more distant neighbours, and encouraging a far wider social circle. Neighbours twenty, thirty and even forty miles away could now be invited for dinner, tea or impromptu tennis parties, neighbours from similar distances might call unexpectedly. The motor car freed up life in the country house, giving younger members of the family (those most likely to have motor cars) more freedom to pursue their own social lives, than could have been imagined in the last years of the 19<sup>th</sup> century.

The same was true for the country house week-end: rather than everyone arriving by train and then being forced to participate in whatever activities the host had organised, members of a house party could disappear on visits to neighbours or on excursions whenever they chose, often much to the annoyance of their hosts. By the inter-war years guests would arrive by car at anytime they pleased and also left if they were bored or had other house parties to attend. The motor car became an integral part of the inter-war image of the country house party, with its 'bright young things', jazz music, film stars and cocktails, as exemplified by the antics of Bertie Wooster in the novels of P G Woodhouse, or given a more recent and realistic rendition in Robert Altman's film 'Gosford Park'.<sup>56</sup>

The motor car also made it far easier and far less time consuming for country house owners to carry out all manner of their day-to-day occupations and duties. The visiting of tenants and the inspection of crops and game could now be carried out speedily and in comfort. Many of their more official duties, in their capacities as JPs, magistrates or county councillors, could also be carried out more quickly and easily. Many landowners, who were also MPs, used their motor cars not only to make electioneering far easier but also to allow them to visit a far greater number of election meetings;<sup>57</sup> though few went as far as the Hon Rupert Guinness, who covered his motor in placards and banners whilst out electioneering.<sup>58</sup>

The motor car and other types of vehicles and portable internal combustion engines all had a distinct impact on the running of the large agricultural estates usually associated with the country house.<sup>59</sup> Stewards, estate managers and other senior members of the estate staff were amongst the earliest employees to be allowed the use of estate cars. Time spent travelling across these large and often disparate estates could be cut significantly and this flexibility of movement meant that emergencies could be dealt with more rapidly. Here the development of more specialist vehicles like tractors and the Land Rover were to have an enormous impact. In fact the Land Rover and then the Range Rover were to become absolutely essential parts of the country house image after the Second World War. Portable internal combustion engines, taken from old cars,



Figure 16. Fishing. 'Landing a 2lb Tench from a Crossley car'; photographed in 1913.  
*The Car Illustrated*. VCCGB

were used increasingly as a substitute for the slow and bulky steam traction engines which powered an ever growing number of agricultural machines, from pig swill mixers to threshing machines. Old cars themselves were widely used in agriculture in the 1930s.

## 2.5 Sports, Leisure Activities and the Motor Car

Traditional field sports such as fox hunting, shooting, fishing and stag hunting were still an essential part of country house life in the Edwardian era and the motor car was to make an enormous difference to the enjoyment of these pastimes. This was encouraged by royal enthusiasm for both motor cars and field sports led by Edward VII and continued by George V. From 1900 onwards the motor car made an ever-increasing impact on the comfort and convenience of travelling to these sporting venues, for both the participants and their staff. Whilst the greater speed of the motor car cut down travelling times and allowed more time to be spent participating in these mostly winter sports, which were only in season when the days were short.

As early as 1902 articles began to appear in the motoring publications of the day extolling the advantages of the motor car over the horse when it came to participating in field sports.<sup>60</sup> Not only did the motor car make the sporting estates of England more generally accessible, it made the participation in these sports far more enjoyable in a number of ways. Primarily it did so by significantly cutting down on the time taken to get to the venue itself, allowing participants to either stay in bed longer or to arrive earlier. The motor car also provided an increasingly far more comfortable journey to these often inaccessible sites.

When it came to fishing the motor car was a real boon. Not only making it possible



Figure 17. Shooting. 'A 14 hp Maudslay in use as a Game-Cart at West Dean Park, Chichester'; photographed in 1905.  
The Motor Car Journal. VCCGB

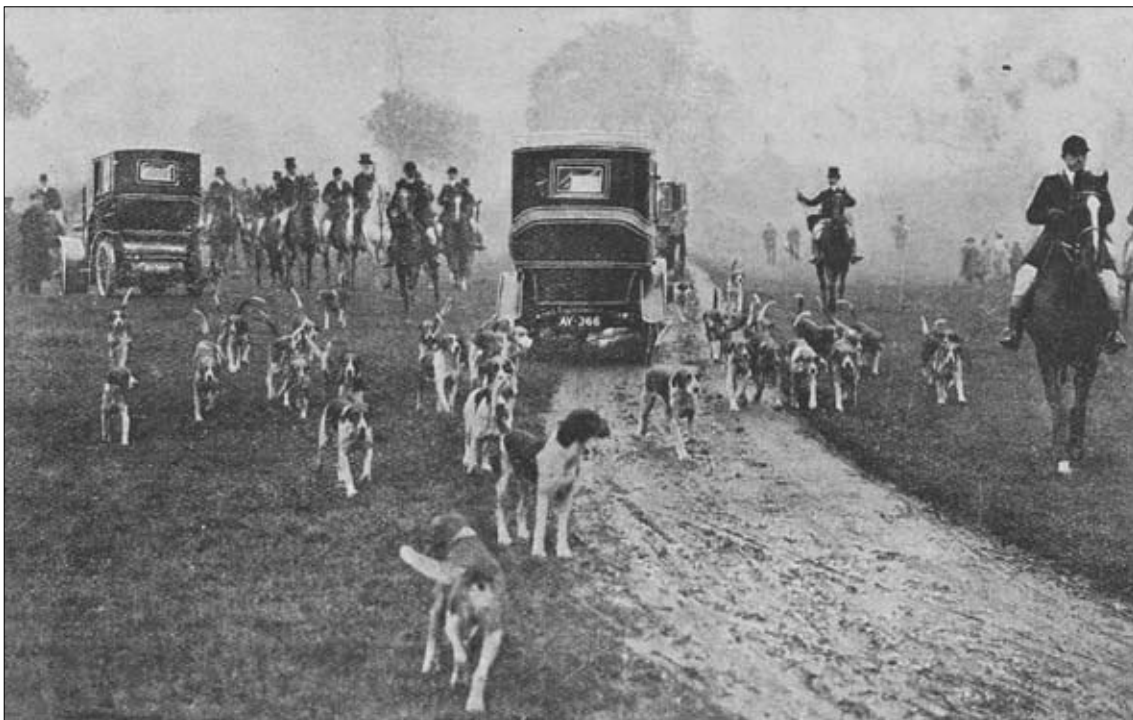


Figure 18. Fox hunting. 'A Modern Hunting Scene. Bringing up the Cottesmore Hounds (Lord Lonsdale's) at Tilton'; photographed in 1909.  
The Motor. VCCGB

to reach the favoured river more quickly, but also bringing many more lakes, rivers and streams within reach (fig. 16). Since the motor car did not need to return to the house for other duties, like the pony and trap, it allowed the fisherman the flexibility to move on to other sites if the sport was not good or allowed him to return at any time he chose whatever the weather.

As far as shooting was concerned the motor car and the 'shooting brakes', made a similar impact. For the servants, who had to set out well before the sportsmen, these converted motor cars got them to the site far faster, meaning that they did not have to rise quite so early. The vehicle would then be able to return to the house to pick up the lunch and possibly those of the party who were not shooting to join them, and perhaps most important of all it could then carry the birds home (fig. 17). These flexible vehicles contributed greatly to the growing popularity of shooting.

The impact on fox hunting was somewhat different. The railways had already made some hunts more accessible, but the motor car brought even more local hunts within range and provided a more comfortable journey (fig. 18); though one's reception at a hunt in a motor car might not always be that warm. In her semi-autobiographical novel, *The Pursuit of Love*, Nancy Mitford allows one of her characters to express a view still common in the inter-war years;

Uncle Matthew would never allow motor-cars either to take us to the meet or fetch us home he regarded this habit as despicably soft.<sup>61</sup>

This was not an idea shared by Lord Dudley of Witley Court whose first motor car, a Panhard, was photographed at a meet of the Worcestershire Foxhounds at Elmley Lovett as early as 1901,<sup>62</sup> or by William, 7<sup>th</sup> Earl Fitzwilliam, who;

set out to show how motor cars would improve the sportsman's capabilities when, in the 1902-3 season he for several days hunted alternately in Wentworth [in Yorkshire] during the early part of the day, drove to Manchester and took the train to Liverpool, crossed to Dublin on the night boat and was met by one of his own cars on the North Wall and driven to Coollattin to hunt, reversing the procedure at the end of the day and keeping this up for a whole week.<sup>63</sup>

Stag hunting, which was by the 20<sup>th</sup> century limited largely to Scotland, was assisted in the same way as other sports. The greater distances which often needed to be travelled to locate the stags and the poor quality of the roads meant that the motor car was if anything an even greater asset for all those participating. In his memoirs, the 6<sup>th</sup> Duke of Portland, discussing his first motor car purchased in 1901, states:

I did not realise at the time that the arrival of this very primitive motor car would entirely change our outlook on life, that it would bring places and hills in Sutherland and Ross-shire, upon which I had often gazed with my telescope, within easy access; or that it would be possible, as it now [1937] is to travel faster than by train from Langwell to Perth and Edinburgh. It became easy to visit Wick, John o' Groats, Dunnet Head, Thurso, Reay, Tongue, Durness, Lairg, Golspie,



Figure 19. The interior of the Hon Charles Rolls' former motor house at The Hendre, now used as a golf clubhouse.  
Pete Smith P 6101024.JPG

Brora and Helmsdale, and to return home, during a long day in summer, though the roads then, compared with those of the present day, were little more than tracks through the hills.<sup>64</sup>

The motor car had far less impact on 'the sport of kings', horse racing, where most courses were already well served by the railway, though it did allow Edward VII to stay at a wider range of local country houses, like Welbeck Abbey or Rufford Abbey in Nottinghamshire, when attending the Doncaster Races.

Cricket, Tennis and Croquet, the summer sports, were also influenced by the motor car, for the motor car made it possible to travel more quickly and easily to venues at a greater distance, as with all other forms of visiting. Cricket teams could travel to far greater distances, whilst croquet matches became part of a much less formal lifestyle strongly influenced by the arrival of the telephone. This was particularly true of the fashionable tennis parties of the inter-war period when motor cars became faster, more reliable and far more numerous.

As we have seen, motoring began as a pastime, though it soon developed into a number of recognisable sports - motor racing, hill climbs and rallying. Country house estates were often the setting for such early sporting events, like the Speed Trials of the Yorkshire Automobile Club which were held at Wentworth Park in 1903 and 1904. They continued to be the settings for hill climbs and rallying though the huge cost of constructing

motor racing circuits like Brooklands, built by the Surrey landowner, H F Locke-King at Weybridge in 1907, meant it was virtually the only venue for motor racing in England, except in the Isle of Man. At Donnington Park in Leicestershire, the former seat of the Hastings family, a racing circuit was developed for motor cycle races in the 1930s, in an attempt to save the country house from demolition, and in 1998 the Duke of Richmond re-opened the Goodwood Race Circuit first opened in 1948. Many racing drivers, especially in the early days of the sport, were land owners or their sons; Charles Rolls, Freddie March, Woolf Barnato and Sir Henry Segrave were all brought up on country house estates.

Golf, a sport unimaginable without a motor car today, was one of the sports which became very popular in the Edwardian era, and though some country house owners constructed their own golf courses on their estates, like the Duke of Richmond at Goodwood or Lord Dudley at Witley Court, golf clubs were far more popular. *The Car Illustrated* initiated a series of regular articles entitled *Golf and the Car* in which individual clubs and their facilities were discussed and illustrated. Eventually the magazine changed its name from *The Car Illustrated* to *Car and Golf*. Not only did these golf courses become completely dependent on 'motoring golfers' they were also responsible for the preservation of a number of important country houses. One of the earliest was Eltham Lodge in Greenwich which became the clubhouse for the Royal Enfield Golf Club in 1892.<sup>65</sup> Stoke Park in Buckinghamshire became the clubhouse to the Stoke Poges Club in 1909,<sup>66</sup> whilst Moor Park in Hertfordshire was converted into a clubhouse in the early 1920s, by which time golf and the motor car had become almost synonymous. A reviewer in *The Motor-Owner* for September 1920 described the former Stoke Park as:

almost the final word in golf club stateliness and spaciousness; a veritable palace in a setting of play [where] fifteen cars drew up within a period of a quarter of an hour, thirteen [of which] were Rolls-Royces.

At The Hendre, in Monmouthshire Charles Rolls' former motor house has actually become the golf clubhouse (fig. 19), whilst the enormous Victorian house stands empty and forlorn in the background.

The country house which became the clubhouse most directly linked to the motor car was Woodcote Park near Epsom in Surrey, which was purchased by the RAC as their country club, with golf course, in 1913. The RAC then proceeded to employ Harold G Lanchester to strip out most of the historic interiors on the main floor of the house. The famous 'Chippendale Room' was eventually donated by Eben Howard Gay in 1927 to the Boston Museum of Fine Arts, where it was installed in 1928.<sup>67</sup> Subsequently Woodcote Park was burnt out in 1936 and rebuilt.<sup>68</sup> Enormous numbers of former country houses have golf courses in their parks, like Stowe in Buckinghamshire, Calcot Park in Berkshire,<sup>69</sup> Kedleston Hall in Derbyshire and Wollaton Hall and Rufford Abbey in Nottinghamshire. These golf courses may well have contributed to the preservation of many country houses, but they have done little or nothing to preserve the former gardens and landscape settings of these houses.



## THE MOTOR HOUSE AND THE COUNTRY HOUSE

### 3.1 The Motor House pre-1914

In the early years of motoring the motor house, or garage, as it was to become more commonly known after the First World War, had to provide far more than simply space to house these new horseless carriages. Motor houses required an inspection pit, to allow the chauffeur/mechanic to access the engine and transmission from below, they required heating and they required a workshop with ample storage for all kinds of spares and a power supply for a lathe. Many motor houses also had a glazed canopy so that the motor could be washed and cleaned; the wooden lacquered bodywork of early cars was easily damaged and constant cleaning was a necessity. The motor house would usually include accommodation for the chauffeur or chauffeurs. Many included a generator and a battery house as part of the provision of electricity which was also extremely useful. The motor house also required a petrol store; a small detached structure situated well away from the vehicles. As the infrastructure serving the motor car expanded and local garages began to appear in many villages the necessity for all this specialist equipment at home diminished rapidly.

Early purpose-built motor houses are a rarer feature at country houses than might be imagined. The reasons for this lack of early motor houses at country houses were two fold. First, many early motorists were young people who had not yet come into their titles and estates and who lived in London, and second, there was plenty of space in the coach houses and other service buildings attached to most country houses which might well suffice to house any motors. Many of the houses illustrated in the journals of the day show that it was the younger members of the family who were the motorists. At Walhampton House, Hampshire, the owner, J P Heseltine, was an ardent yachtsman, but it was his son Major Heseltine who drove a Wolseley and his daughter Lady Cantelupe who drove a Panhard.<sup>70</sup> At 'Pitmaston', Moor Green, Birmingham, the owners, Sir John and Lady Holder, were photographed looking on as their sons proudly displayed their motors in front of the house (fig. 20).<sup>71</sup>



Figure 20.  
'Pitmaston',  
Moor Green,  
Birmingham. The  
owners, Sir John  
and Lady Holder,  
look on as their  
sons proudly  
display their  
motors in front of  
the house.

*The Car*  
Illustrated. VCCGB

### 3.1a New Motor Houses added to existing Country Houses

One of the earliest motor houses in England was built at Broomhill in Kent, the seat of Sir David Salomons (see 2.2).<sup>72</sup> This original motor house for two cars was built before 1900, but it was replaced before 1902 by a much larger and more sophisticated structure which accommodated five cars and which was slightly altered in the 1920s. Built for one of the most prominent members of the motoring fraternity, the original garage built before 1900 consisted of little more than housing for the cars, built against the side wall of the Science Theatre, with a small room probably for the accommodation of bicycles. These brick built structures were replaced before 1902 by a series of five stepped garages, with double doors of varying heights, faced in stone (fig. 21). Below three of these garages was a full-height basement reached via a spiral stair with direct access to the deep inspection pits, a forge, a storeroom, a mechanics' dressing room and a WC. The ground floor contained the five garages, four of them with cross beams fitted with lifting gear and roof-lights, plus a workshop and cloakroom. This garage was described in *The Motor* in 1909:

It may not be the largest as regards size, but we question whether any other private garage is so exquisitely arranged or kept in more orderly fashion, the absolute cleanliness and the fact that everything has its place impressing any visitor who is favoured to view the premises.<sup>73</sup>

This design with basement access to the pits from below is almost certainly unique. Today this motor stable survives almost entirely intact as part of the Salomons Museum with its original heating radiators, shelves, cupboards, electric light fittings, and most remarkable of all its original signage (fig. 22).<sup>74</sup> These garages were described and their function explained by Salomons in an article he wrote entitled 'The Motor Stable and Its Management' published in 1902 in the hope that they would become a model for other motorists.<sup>75</sup> As we will see, rows of garages of this type were built at a number of



Figure 21. Sir David Salomons' motor house at Broomhill in Kent, as rebuilt c.1902; photographed in 1906. *The Car Illustrated*. VCCGB





Figure 22. The 'Benzine in Store' board part of the surviving signage at Sir David Salomons' motor house at Broomhill in Kent. NMR DP070060

country houses but no others were built with this type of basement accommodation.

This relatively utilitarian motor house contrasts very strongly with the stable and coach house court which Salomons instructed the local architect, William Barnsley Hughes, to build in 1890. Salomons may even have been the designer of this structure, for an article in *The Car Illustrated* for 1906 stated that,

the owner [Salomons] being his own architect is justly proud of the beautifully designed block of stables and coachhouses.<sup>76</sup>

This magnificent stable building which was built of brick with stone dressings in the French Renaissance style was completed in 1894 (fig. 23). It has a monumental arched gateway and elaborate classical detailing; especially on the stupendous coach house range which dominates the courtyard with its giant Ionic pilasters and steep roof crowned with a cupola. This building which was situated just off the main drive, clearly visible to all visitors, speaks volumes about the status given to the horse and the coach in late Victorian England. The contrast between this building and the small functional motor house tucked away behind the Science Theatre and service buildings could not be stronger and the message about the status of the motor car at this time could not have been more clearly stated.

Another contender for the title, the first motor house built at an English country house, was the garage erected for the Hon Evelyn Ellis (see 2.2) at Rosenau House his country seat in Buckinghamshire. This remarkably utilitarian structure consisted of four garages



Figure 23. The stable block at Broomhill, probably designed by Sir David Salomons with the assistance of the architect William Barnsley Hughes, built 1890-94. John Minnis

in a row under a flat roof. It had four pairs of double-doors and there was hard-standing in front of these garages with an external inspection pit; to one side stood an earlier building which appears to have contained the workshop. This lost motor house was illustrated by Sir David Salomons in his 1902 article on motor stable management (fig. 24) and it shows a mechanic emerging from the external inspection pit. Salomons warns that:



Figure 24. The motor house built at Rosenau House in Buckinghamshire for the Hon Evelyn Ellis; photographed in 1902. Motors and Motor Driving. VCCGB



Figure 25. Mr John James Hissey and his family aboard his MMC Seagull in 1901 photographed in front of his motor house at Trevin Towers in Eastbourne.  
© Enthusiasts



Figure 26. The motor house at Trevin Towers in Eastbourne, the former home of Mr John James Hissey.  
Pete Smith P8121968.JPG

When this is done a wooden or metal rail must be run along each side of the pit as seen in the picture to prevent a car from being rolled in;<sup>77</sup>

though the fact that it would have filled with water every time it rained probably discouraged others from adopting this idea. This motor house unwittingly became the model for the many thousands of simple rows of garages which were built all over England, not just at country houses.

One further very early motor house is to be found at Trevin Towers in Eastbourne, though this house was in reality a very large suburban house, rather than a true country house.<sup>78</sup> Built in 1894, on land acquired from the Duke of Devonshire, this house was designed for John James Hissey, a country landowner from Longworth in Berkshire, who had become a successful travel writer.<sup>79</sup> He acquired his first motor car, a 4 hp Daimler, in 1898 and he had two purpose built motor houses constructed at Trevin Towers in 1899.<sup>80</sup> This motor house can be seen in the background of a photograph taken in 1901 of Hissey and his family seated in his newly acquired MMC Seagull (fig. 25). The motor house consists of two single-storey garages set at right angles to each other and adjoining the existing stables. The corner entrance has two sets of double doors, set at an angle, under projecting roofs; one hipped with a metal finial and the other half-hipped with a half-timbered gablet, both supported on prominent stone brackets (fig. 26). Internally these garages survive largely unaltered with their matchboard panelling and an inspection pit. Designed to match the already existing buildings, this motor house is very unusually situated opening onto the courtyard in front of the main entrance to the house, rather than hidden away behind service buildings like almost all other early motor houses. Hissey went on to write a number of further travel books based on his motoring experiences and was a pioneering disciple of the joys of motoring who probably had no wish to hide his motors away from the public gaze.

A far larger and more sophisticated motor house was constructed for Edward VII who, as we have seen, was a fervent early motorist (see 2.2). In 1902 he commissioned Messrs. Thompson of Peterborough to build him a large scale purpose-built motor house at



Figure 27. The motor house built for Edward VII at Sandringham House in Norfolk in 1902; photographed in 1905. *The Motorist & Traveller*. VCCGB





Figure 28. The large 'washing canopy' added in front of the motor house at Sandringham House in Norfolk.  
Pete Smith P8180009.JPG

Sandringham House in Norfolk. It was illustrated in *The Motorist and Traveller* in 1905 and described thus:

There are eight different compartments and a cleaning shed behind enclosed by revolving shutters, and above there are living rooms. The garage, which is in every way a model of such buildings, is immediately behind the stables.<sup>81</sup>

Built next to the power house, this garage survives largely intact and now forms the setting for a motor museum, making it one of a small number of motor-houses which are open to the public (fig. 27). Built of carstone with red brick dressings and a green slate roof, the building is designed in a typically Edwardian vernacular style with sweeping roofs and wooden casement windows. The north front of the building has eight sets of shuttered garage doors, the outer ones accessing separate garages and the inner ones leading to an open area containing the workshop and the 'cleaning shed'. This internal washing space soon proved inadequate and a large glazed canopy was eventually added in front of the motor houses (fig. 28). Further motor accommodation was provided for the King's motors at Buckingham Palace and Windsor Castle, though neither was on the grand scale of Sandringham. The garage at Buckingham Palace, added between 1903 and 1907, was little more than a glazed roof slung between two existing buildings, whilst the king's new Daimler car, which was delivered to Windsor in 1902, was housed in a converted coach house.<sup>82</sup>

Equally impressive, but of a rather different layout, is the new garage, described as 'an ideal motor-house' by *The Motorist and Traveller* in 1905, built at The Hendre in Monmouthshire, the seat of Lord Llangattock, the father of Charles Rolls (see 2.2).<sup>83</sup> Built of brick with decorative half-timbering and topped with a cupola, this building consists of



Figure 29. The 'ideal motor house' built for the Hon Charles Rolls at The Hendre in Monmouthshire.  
Pete Smith P6101307.JPG



Figure 30. The original interior of the motor house at The Hendre in Monmouthshire; photographed in 1905.  
The Car Illustrated. VCCGB



*Figure 31. The thatched petrol store built for Charles Rothschild at Ashton Wold in Northamptonshire before 1914. To the right the circular metal casing of the later petrol pump.*

*John Minnis*

an L-shaped, single-storey range containing garaging for seven cars fronted by a square glazed covered yard with a granolithic floor and inspection pits (fig. 29). The motor house is accessed through a single set of double doors on the south side with a square pavilion to the east containing the repair shop, storeroom for spares, lamp-room and office. Like Sandringham, this motor house had a central area for washing the vehicles, though here the much larger space with its partially glazed roof allowed easier access to vehicles and far better lighting (fig. 30). The building was also lit by electricity and was heated by hot water pipes. This building, though 'probably quite the best thing of its kind at any private residence',<sup>84</sup> was not copied by other motorists, who lacked both Rolls' mechanical knowledge and his father's financial backing. This remarkable motor house survives today largely intact, though its recent conversion to a golf clubhouse has involved some unfortunate alterations and the loss of almost all of its original internal fittings (fig. 19).

This motor house complex at The Hendre also included 'a separate shed for storing petrol.....a small specially constructed building well isolated from the others'.<sup>85</sup> These petrol stores must have been common amongst early car owners, because local government regulations regarding the safe storage of petrol insisted upon them, and the journals of the day gave much advice as to their position and design.<sup>86</sup> One surviving example exists at Ashton Wold House in Northamptonshire, the seat of Charles Rothschild;<sup>87</sup> it was built of brick and faced in stone with ventilators at eaves and ground level, so that heavier-than-air petrol vapour could not accumulate within (fig. 31). The fact that this building is roofed in highly inflammable thatch does not seem to have been a cause for concern. Another example of a petrol store appears to survive at Hollins Hill Hall in Lancashire built by Walter Brierley in 1909. Such petrol stores were soon replaced by underground tanks and petrol pumps, like the surviving early example here at Ashton Wold and others at Tyntesfield and Colton Fishacre.

Another well preserved early motor house was built at Rounton Grange in North Yorkshire, a house designed for Isaac Lothian Bell a local iron founder, scientist and art collector by Phillip Webb (1831-1915) in 1871 and completed in 1876.<sup>88</sup> The new motor house was probably built for Hugh Bell, Isaac's son, in 1904 to the designs of George Jack





Figure 32. The motor house at Rounton Grange in North Yorkshire designed by George Jack for Hugh Bell. Built 1904 and extended in 1913.  
Pete Smith P6070867.JPG

(1855-1931), who was for many years Webb's chief assistant (fig. 32). Situated next to the coach house, well away from the main house, this motor house consisted originally of a simple row of four garages with accommodation above. It was extended to the south by Jack in 1913 with two longer garages which project forward from the front of the building. The building is constructed of brick with horizontal timber cladding, pantile roofs and sash windows. The extension included the addition of a sleeping platform on the first floor. The main east front is dominated by four raking dormer windows with double sashes which break through the eaves. Interestingly the inspection pit is situated within the coach house building opposite, probably where the motors were kept before the construction of the new purpose built garage. This fine example of an early motor house survives very largely unaltered.

Entirely different in form is the new stables and motor house built at Tandridge Court in Surrey in 1904. This remarkable circular building was built by W H Wagstaff & Sons, to the designs of F S Brereton & Son for Maximilian Michaelis Esq. of Tandridge Court, to replace a more conventional square stable block.<sup>89</sup> Though the layout of the six motor houses in a row with chauffeurs' accommodation with dormer windows above is similar to Rounton, the circular plan form gives the building a very different appearance (fig. 33). This stable and motor house is entered through a dramatic two-storey stone gatehouse topped with a square copper dome and cupola with clock, which provided accommodation for the grooms (fig. 34). Two-thirds of the buildings around the circular court are stables and the remaining third to the north contains the motor house. The



six original sets of garage doors with their deep glazed canopy (fig. 35) led into a single open space. This large curved room retains its full-height glazed tiling, in cream, brown and green. The workshop behind retains similar tiling, a partially glazed roof and two inspection pits. The building also included a generator and battery house which provided electricity. This very novel circular building is now divided into a number of separate houses and the former motor house constitutes a single dwelling known today as the 'Chauffeur's Flat'.



Figure 33. The motor house, built as part of the circular stable and motor house at Tandridge Court in Surrey in 1904. Designed by F S Brereton & Son for Maximilian Michaelis Esq. and constructed by W H Wagstaff & Sons. The original garage doors have been replaced with French windows. Pete Smith 8132044.JPG



Figure 34. The gateway to the stable and motor house courtyard at Tandridge Court in Surrey. Pete Smith P8132061.JPG



Figure 35. The glazed canopy in front of the motor house at Tandridge Court in Surrey.  
Pete Smith P8132051.JPG



Figure 36. The motor house built at Moor Court at Oakamoor in Staffordshire for Mr Francis Bolton in 1913.  
Pete Smith P6101078.JPG

Moor Court in Staffordshire was built in the late 19<sup>th</sup> century as the country seat of the Bolton family, the owners of Thomas Bolton & Sons, an iron foundry and smelting works in Widnes. Francis Bolton, JP, had an impressive motor house erected at Moor Court in 1913. Bolton was a keen early motorist. He purchased his first motor car in 1900 and joined the Automobile Club of Great Britain the following year. He was president of the Derbyshire and North Staffordshire Automobile Club and an eager competitor in hill climbs and motor races. The motor house which he erected was featured in *The Car Illustrated* in 1915.

The cars are housed in a very attractive building, constructed on the most scientific lines and architecturally beautiful withal. In contrast with the dark and ramshackle hovels of the converted mews type that pass for garages at some of the country houses of the kingdom, this was a revelation of neatness and efficiency. It was the last note of luxury in an establishment that constitutes a perfect home for a lover of the motor-car.<sup>90</sup>

This unusual building consists of two parallel ranges, a taller and wider one to the north and a longer and lower range to the south, part of which contained workshops. The gabled south front, overlooking the gardens, is topped with a lantern (fig. 36). The main garage was a single open space, which was entered from the east. It had large roof lights over the central area which was also used as an internal washing place (fig. 37). This garage has been converted into a house. The basic structure and its roof survive though the original east entrance wall has been rebuilt and the interior has been sub-divided.

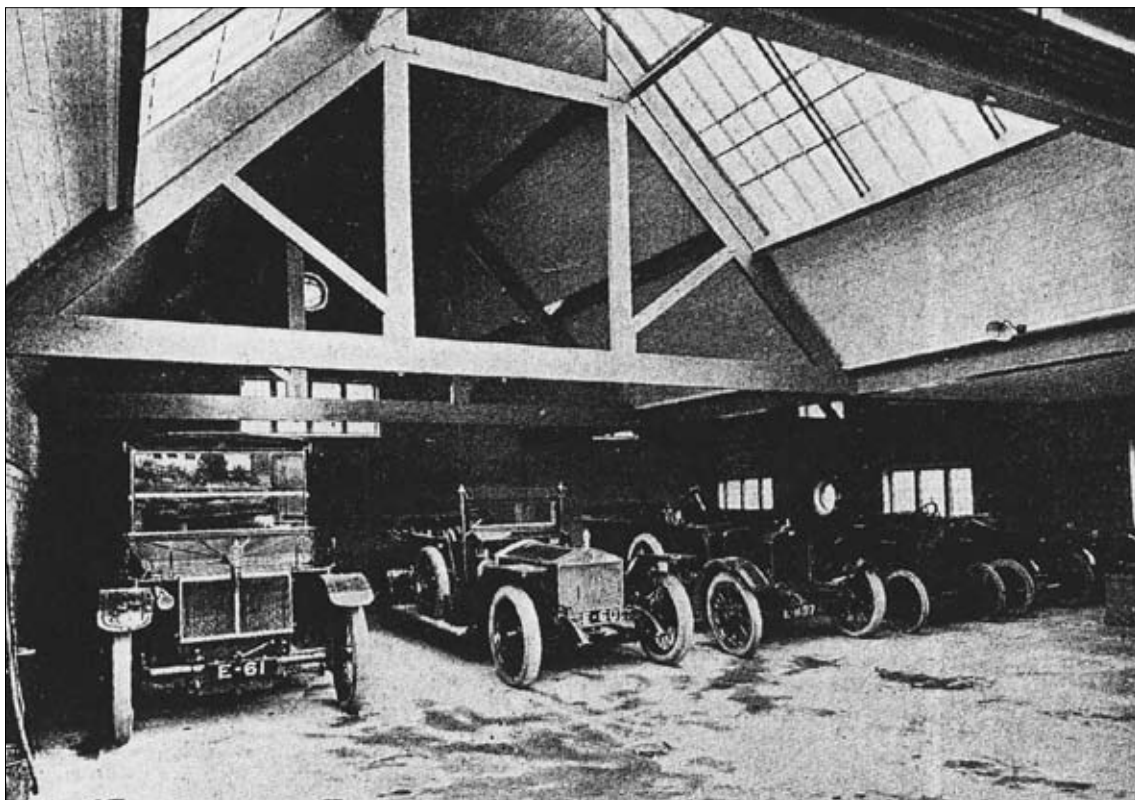


Figure 37. The interior of the motor house at Moor Court in Staffordshire; photographed in 1915. *The Car Illustrated*. VCCGB





Figure 38. The motor house added to the stable range at Easton Lodge in Essex for the Earl and Countess of Warwick; photographed in 1902.  
*The Car Illustrated.* VCCGB

Most new motor-houses were far less impressive than these relatively lavish examples. For example at Easton Lodge in Essex, originally designed by Thomas Hopper in 1847, the Earl and Countess of Warwick added a motor house to the existing stables before 1902.<sup>91</sup> This building consisted of four separate garages each with glazed double doors under a half-timbered gable with ornate barge boards (fig. 38). The building had an inspection pit, a workbench, heating, electric lighting and outside an asphalt pavement; all the equipment necessary for early motoring, but with no accommodation for a chauffeur or mechanic, who was presumably housed with the other servants. The Earl also owned Warwick Castle, but it was here at Easton, much closer to London, that he chose to build his motor house. The ownership of more than one house and estate by many aristocrats is yet another reason why many country houses did not have early motor accommodation. Easton Lodge was demolished in 1949. The motor house still survives though it has since been converted into a separate dwelling.



Figure 39. The inspection pit within the motor house at Nostell Priory in South Yorkshire built for Rowland Winn, 2nd Baron St Oswald, by the architect James MacVicar Anderson in 1904.

Pete Smith  
P6070822.JPG

Another early set of garages can be found within the already existing stable-block at Nostell Priory in West Yorkshire, the seat of the Winn family. This traditional 18<sup>th</sup> century stable quadrangle, designed in part by Robert Adam and built mostly in the 1760s and 1770s, also incorporated an earlier section, built in 1722, which was out of alignment with the later buildings. In 1904 Rowland Winn, 2<sup>nd</sup> Baron St Oswald, who was 'devoted to motoring' and the proud owner of four English motor cars, employed the architect James MacVicar Anderson to rectify this deficiency by replacing this earlier section of stabling with a range of four garages in a style which matched the remaining later 18<sup>th</sup> century buildings.<sup>92</sup> These four garages with their pairs of double doors, concrete floors, single inspection pit (fig. 39) and heating were designed to house Winn's '25 hp Maudslay omnibus, two Wolseleys, 10 hp and 6 hp, and his most recent purchase, an 18 hp landaulet, built by James and Brown of Hammersmith'.<sup>93</sup> Here the accommodation for the new motor car was fitted seamlessly within the traditional stable-block format. The garages were converted into a shop by the National Trust in 2010 as part of a major restoration of the stables.

At a more modest 18<sup>th</sup> century country house such as Mottram Hall in Cheshire, the seat of the Wright family since 1738, a more modest and pragmatic architectural solution was devised combining new build with conversion of an existing structure; though one which also incorporated some sophisticated new technology.<sup>94</sup> According to an article in *The Motor* in 1909, the motor house at Mottram consisted of a single new garage-workshop

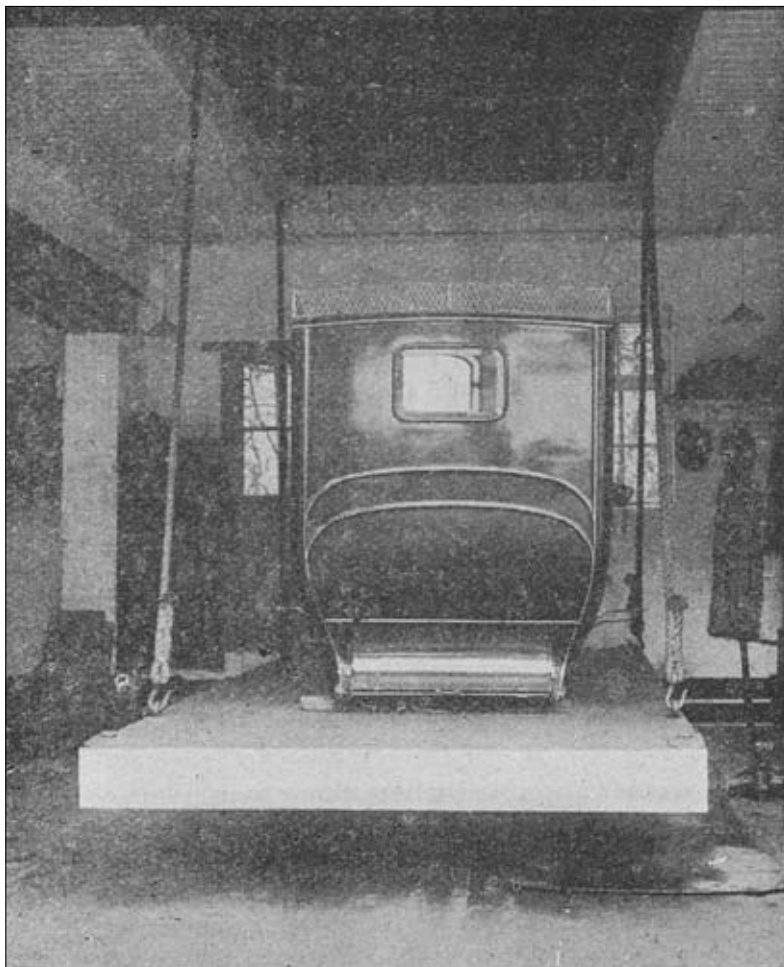


Figure 40. The electric lift within the motor house at Mottram Hall in Cheshire; photographed in 1909.

*The Motor.* VCCGB

which was linked to the main garage, sited within a converted barn, by a glazed canopy over the washing place.<sup>95</sup> The main garage had,

a cement floor, and provides comfortable accommodation for four or five large cars, a range of coach houses at the opposite side of the yard furnishing yet additional housing,

for the Wrights owned a stud of at least seven motors at this time. The buildings were well equipped with,

Nuts and bolts of every size, shape and variety of thread, chains, gear-wheels, differential pinions, brake parts, tyre accessories of every description, such as security bolts and valve components, copper and brass pipes, washers, asbestos fibre, ignition and electrical sundries – in effect the thousand and one little needs which most owners are content to dispense with until urgently needed.<sup>96</sup>

This was not all, for the main garage even contained an electric lift which could raise the body of any vehicle (up to 2 tons) into the attic above for storage (fig. 40). Here the practical concerns of running a motor car far outweighed any aesthetic considerations. This unusually interesting motor house was unfortunately demolished to make way for a gymnasium and spa at the present Mottram Hall Hotel.

A much smaller example of a motor house, also attached to an existing structure, is to be found at Ightham Mote in Kent, the seat of Sir Thomas Colyer-Fergusson, who had



*Figure 41. The motor house, with louvered vents over the doors, added to the stable at Ightham Mote in Kent, the seat of Sir Thomas Colyer-Fergusson, before 1907.*

*Pete Smith P8111888.JPG*



purchased the estate in 1890.<sup>97</sup> This motor house appears to have been constructed before 1907 and it is sited just to the west of the moat. It consists of a single lean-to garage attached to an older L-shaped stable and barn. This building has a roofed canopy linking the stable and the barn. The barn has two sets of double coach house doors.<sup>98</sup> To the east is the small purpose-built lean-to garage that has double doors and a half-timbered gable containing two louvred ventilation panels (fig. 41). It also has an ornate barge-board which matches the gable to the barn. This former barn or coach house has recently been converted by the National Trust into a shop and all the internal fittings have been removed, so it is not possible to know if it was ever converted to further motor accommodation.

Plain and simple ranges of garages were often erected on even the largest country house estates. At Badminton House in Gloucestershire, the seat of the 9<sup>th</sup> Duke of Beaufort, a pair of simple stone garages was constructed in the coach house court to the west of the house. These were described in an article in *The Motorist and Traveller* in 1905.

The garage or motor house, forms part of the coach yard, and faces the house containing the many carriages, which range from the huge van to children's tiny cars and toy motors. The house holds two cars, and has a floor and pit covered in zinc. Cupboards and shelves are placed handily around, while hot water pipes keep the temperature right.<sup>99</sup>

These had been extended to six garages by the time another article appeared in *The Motor-Owner* in 1919.

The garage contains six cars - a Daimler, a Metallurgique, a Singer light car and two Panhards, one of which has seen twelve years' service as a tender at hunt meetings. The Singer is the most favoured by the Duchess herself. The character of the Straker may best be seen from our illustrations; it is used for the transport of cricket and football teams, and for that of 26 couples of the famous Badminton Hounds when the meets are some distance away. It has a detachable top - a

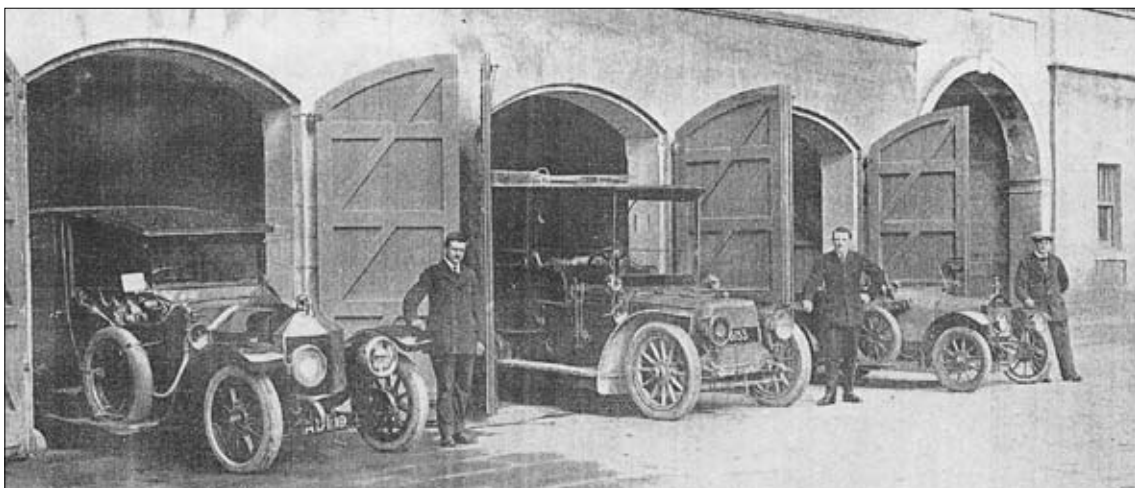


Figure 42. Three of the six motor houses built at Badminton House in Gloucestershire for the 9<sup>th</sup> Duke of Beaufort; photographed in 1919.

*The Motor-Owner*. VCCGB



Figure 43. The motor house at Rufford Abbey in Nottinghamshire built for Baron Savile; photographed in 1905. *The Motorist & Traveller*. VCCGB

feature that is becoming increasingly popular in modern body work - which, when not in use, is kept hanging from the roof of the garage, so that it may readily be lowered into position on the main body when required.<sup>100</sup>

This is another example of technological invention situated within a relatively plain architectural exterior (fig. 42). These garages are markedly similar to those built by Salomons at Broomhill (fig. 21) and it is possible that the Duke was influenced by his article 'The Motor Stable and Its Management' though there is no sign of any elaborate basement.<sup>101</sup>

Even more typical of the type of early motor house built at country houses was the utilitarian example built at Rufford Abbey in Nottinghamshire for John Lumley Savile, 2<sup>nd</sup> Baron Savile, who inherited in 1896. He was a keen motorist and a friend of the Prince of Wales, who often stayed at Rufford during the Doncaster Races. By 1905 Savile owned three motors and he had a simple motor house constructed to accommodate them at Rufford (fig. 43). Built of brick with a slate roof it had three garage openings with sliding doors.<sup>102</sup> The building has unfortunately either been demolished or so altered that it is



Figure 44. The motor house at Bryanston in Dorset built by Lord Portman for his daughter's motor cars; photographed in 1903.

*The Car Illustrated*. VCCGB

no longer recognisable amongst the surviving service buildings which surround the ruin of the former abbey buildings.<sup>103</sup> An equally utilitarian motor house was built at Bryanston in Dorset. This was added to the house recently rebuilt to the designs of Richard Norman Shaw in 1889-94, by the 2<sup>nd</sup> Lord Portman for his daughter, the Hon Mary, who owned two motor cars. The plain brick, flat-roofed building with its two garage doors was situated just outside the stable court (fig. 44). These garages were in existence by 1903, and though they are still identifiable today the building has been converted into classrooms for the present school.<sup>104</sup> Another plain garage range was built at Thorpe Hall in East Yorkshire for Mr Alexander Bosville, vice-president of the Yorkshire Automobile Club. Thorpe Hall was an 18<sup>th</sup> century house, enlarged in the 19<sup>th</sup> century, which the Bosville family had owned since 1773. The owner of three motor cars and an Ariel motorcycle, Mr Bosville had a single storey brick range with a shallow hipped slate roof built behind his stables (fig. 100).<sup>105</sup> The three garages each have a pair of double doors. The building appears to survive today in a relatively unaltered state.

Equally plain was the pair of garages added to the stable court at Somerleyton Hall in Suffolk before 1905. Somerleyton Hall was largely rebuilt for Samuel Morton Peto by John Thomas between 1844 and 1851. It was sold in 1863 to Sir Francis Crossley, a carpet manufacturer from Halifax. His son, Sir Savile Crossley, who was created 1<sup>st</sup> Lord Somerleyton, added the flat-roofed garage illustrated in *The Motorist and Traveller* in 1905. Sir Savile is described in this article as 'not perhaps the keenest of motorists, still, like most country gentlemen, he finds it necessary to have cars – as, I predict, in time will all owners of country houses' and it is perhaps this lack of particular enthusiasm which led him to commission such an extremely utilitarian structure.<sup>106</sup> This garage incorporates



Figure 45. The motor house added to the stable at Somerleyton Hall in Suffolk for Sir Savile Crossley before 1905. To the extreme right the stables later converted to form further motor accommodation with top-hung sliding doors.  
Pete Smith P6040778.JPG

one feature which was to become commonplace; rather than having a pair of double doors to each garage, the building simply has a single large opening with a sliding panelled door on runners (fig. 45). This also meant that there was no internal division between the garages making for a more flexible and practical space. This garage does survive today but it has recently been converted into a kitchen, and the only clear evidence of its original purpose can be seen in the floor where the scar of the filled-in inspection pit can be seen.

### 3.1b New Houses and their Motor Houses

When it came to new houses, or those which were very largely rebuilt, provision for housing a motor car became an essential element from around 1903 onwards. Sometimes the motor accommodation was provided separately, but most often it was combined with the stables and coach houses. As the decade progressed, and coach houses were no longer required, motor houses were combined with stables. The timing of this change over from carriages to motor cars can best be illustrated by a Scottish example, though one designed by an English architect. Grey Walls in Lothian was designed by Edwin Lutyens in 1901 for the Rt Hon Alfred Lyttleton with no garaging, but after its sale in 1906 to Walter James, a very wealthy motor enthusiast and friend of the King, Lutyens was recalled to add a pair of gate lodges which carefully concealed a motor house with a cantilevered glazed canopy providing garaging for three cars (fig. 46).<sup>107</sup>

One of the earliest and also one of the grandest motor houses built for a new house was constructed at Tylney Hall in Hampshire. Though only built in 1878, Tylney Hall was sold to Sir Lionel Phillips, a rand millionaire and a partner in Wernher Beit & Co, in 1895, and he employed R Selden Wornum to completely rebuild and greatly enlarge the old house between 1899 and 1901.<sup>108</sup> This rebuilding included a separate motor court situated between the service court and the stable court (fig. 47). This magnificent motor court,



Figure 46. The motor house at Grey Walls in Lothian in Scotland added by Edwin Lutyens after 1906 for Walter James.  
© Country Life



which is entered through a pilastered gateway, has a tall water tower at one corner and garages on one side and a workshop on the other. In front of these garages and workshop are Doric colonnades supporting an almost continuous balcony. The projecting colonnade over the main north-west garage range has glazed portions over each of the three garages to provide individual washing places. The court is paved with glazed tiles laid in a hexagonal pattern, apart from the washing place which is concrete with drainage channels and outlets. Phillips' early interest in motor cars is elucidated in an article in *The Car Illustrated* in early 1903.

Mr Phillips and his wife are ... devotees to that up-to-date movement, automobilism, using the motor-car as a means of transit on every possible occasion. Indeed the motor-car is a very important factor in the life of Tylney Hall. A car may nearly always be seen travelling in and about the grounds, whilst almost every London train is met by one of Mr Phillips's horseless vehicles. The guests at the hall are very numerous, and the automobile is not only pressed into service for conveying the luggage and themselves to and from the station, but also in the matter of entertainment during their stay. The garage at Tylney is fully adequate, and has room for an increased number of cars, which no doubt Mr Phillips will in time acquire.<sup>109</sup>

Doubtless this motor house also once contained stores and chauffeur's accommodation though today all the interiors have been converted into hotel accommodation.



Figure 47. The motor court at Tylney Hall in Hampshire built Sir Lionel Phillips. Probably designed by R Selden Wornum in 1901.  
Pete Smith P8192088.JPG

The brand new house, Ewelme Down in Oxfordshire, which was built for Frank Lawson to the designs of the architect, Walter Cave in 1905, has a detached motor house set well away from the main house (fig. 48). It was featured in an article in *The Car Illustrated* in 1906 where it was described as 'a model of what a private garage should be'.<sup>110</sup> The article included illustrations of the building and a plan detailing all the finer points of its layout (fig. 49). The motor house is designed in what can best be described as a Voyseyesque style which contrasts strongly with the Elizabethan-style house. Designed around a granolithic paved courtyard (fig. 50), the motor house is of brick with Portland cement rough cast, prominent green slate roofs, wide gables and plain casement windows. The west, entrance range is entered through a round-headed archway topped by a prominent gable. The north range which is two-storey, due to the slope of the site, contains two chauffeurs' cottages.

On the east side immediately facing the entrance is the engine house and the electric light plant. .... This plant not only supplies the power for the electric lighting for house and garage, but also for the motors for the lathe and the soft water and deep well pumps.

Next. .... are the motor repairing shops with pit and overhead traveller. The workroom adjoining is fitted with an 8 in. centre back-gear lathe driven by motor, also a forge, bench, cupboards for spare parts, and all the usual appliances. A door from these shops communicates directly with the motor stable, which occupies the entire southern side of the court. It measures 60 ft. wide giving ample accommodation for seven cars with 3 ft. gangways all round. Ventilation is secured by sliding gratings in the front doors and back wall and continuous outlets provided in the open boarded roof. .... [They] are lit by large skylights and are boarded on the under side of the timbers, and the whole is heated by a complete low pressure hot water system. The sliding doors, which occupy the whole of the north side of the [motor] stables, run on overhead tracks. A door leads from the motor stable into the men's room, on the west side of the court, thus



Figure 48. The entrance front of the motor house at Ewelme Down in Oxfordshire designed by Walter Cave for Frank Lawson in 1905. *The Car Illustrated*. VCCGB



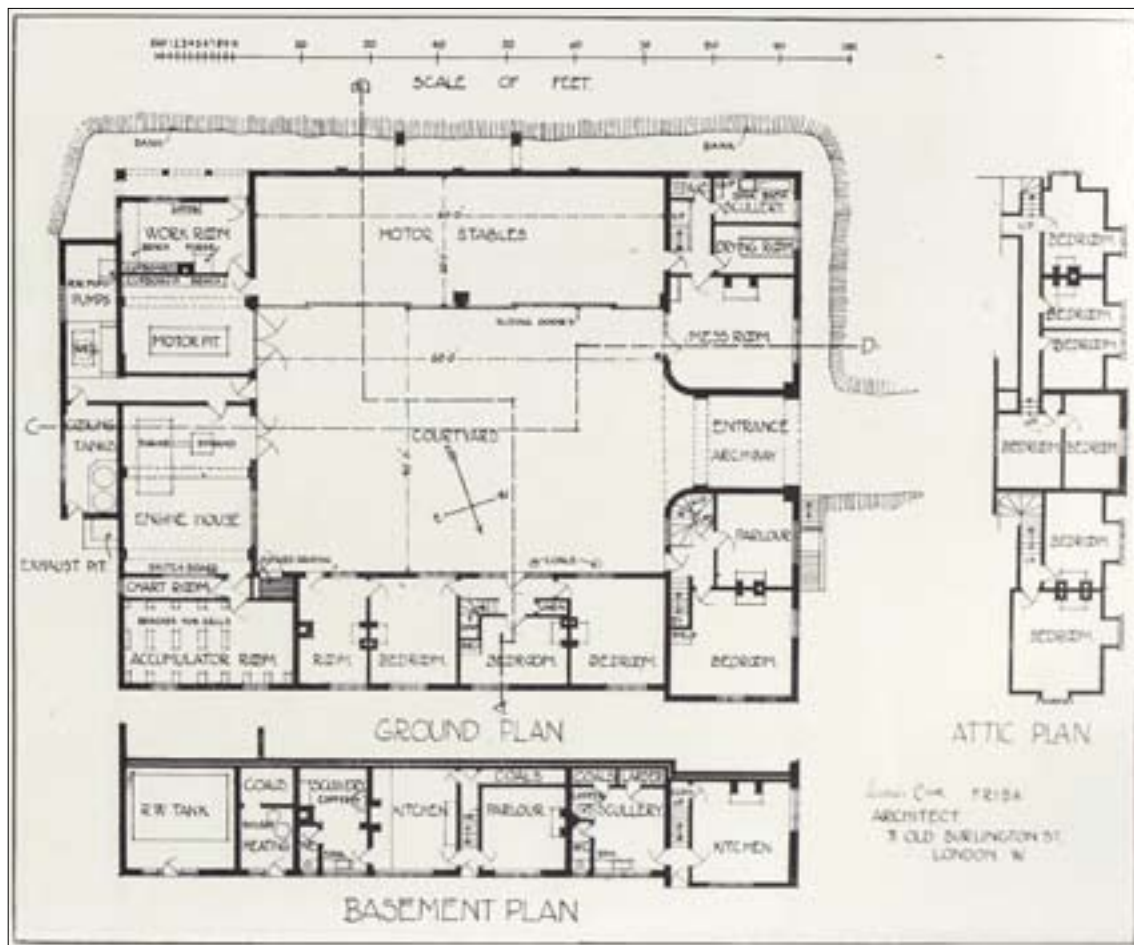


Figure 49. The plan of the motor house designed by Walter Cave at Ewelme Down in Oxfordshire in 1905. *The Car Illustrated*. VCCGB

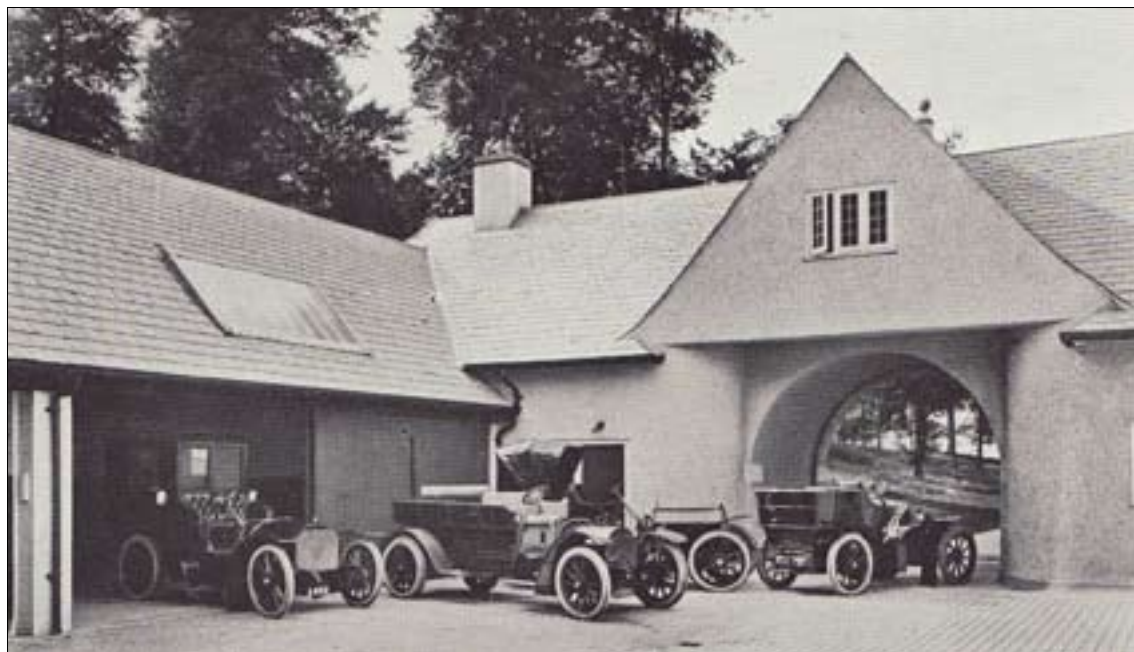


Figure 50. The south (entrance) and the west (motor house) ranges and the granolithic courtyard at Ewelme Down in Oxfordshire. *The Car Illustrated*. VCCGB

allowing all the work in connection with the cars to be done without going out of doors. These rooms consist of a large mess-room with windows commanding the entrance and the courtyard. Beyond is the drying room with specially heated racks, and scullery, bathroom, etc.; stairs lead to five bedrooms above for the staff and visiting chauffeurs, and the whole is in telephone communication with the house.<sup>111</sup>

Outside the entrance archway is a surviving early petrol pump, which must have replaced the petrol store 50 yards to the north. This motor house, perhaps more than any other featured in this report, epitomises all the requirements of an early motor enthusiast combined in a single building. Interestingly when this house was featured in *Country Life* in 1912 no mention was made, and no photograph was included, of this remarkable building.

<sup>112</sup> This motor house survives unaltered and still in use.

A much more typical and tentative example of the type of accommodation provided for the motor car at a new house can be found at Crathorne Hall in North Yorkshire. This large new Palladian-style house was built for James Lionel Dugdale by George Trollope & Sons to the designs of Ernest George & Alfred Yeates, between 1903 and 1906. Dugdale's grandfather had been a Lancashire cotton-mill owner, who had purchased the estate at Crathorne in 1844. As the house was nearing completion in 1906 work began on the stable block, which included stabling, coach houses and motor houses.<sup>113</sup> This large detached quadrangular stable has a prominent two-storey south entrance range with a tall entrance pavilion. It is built of rendered-brick with stone quoins and the pavilion is topped with a lantern. Within the courtyard the single-storey brick ranges to the east

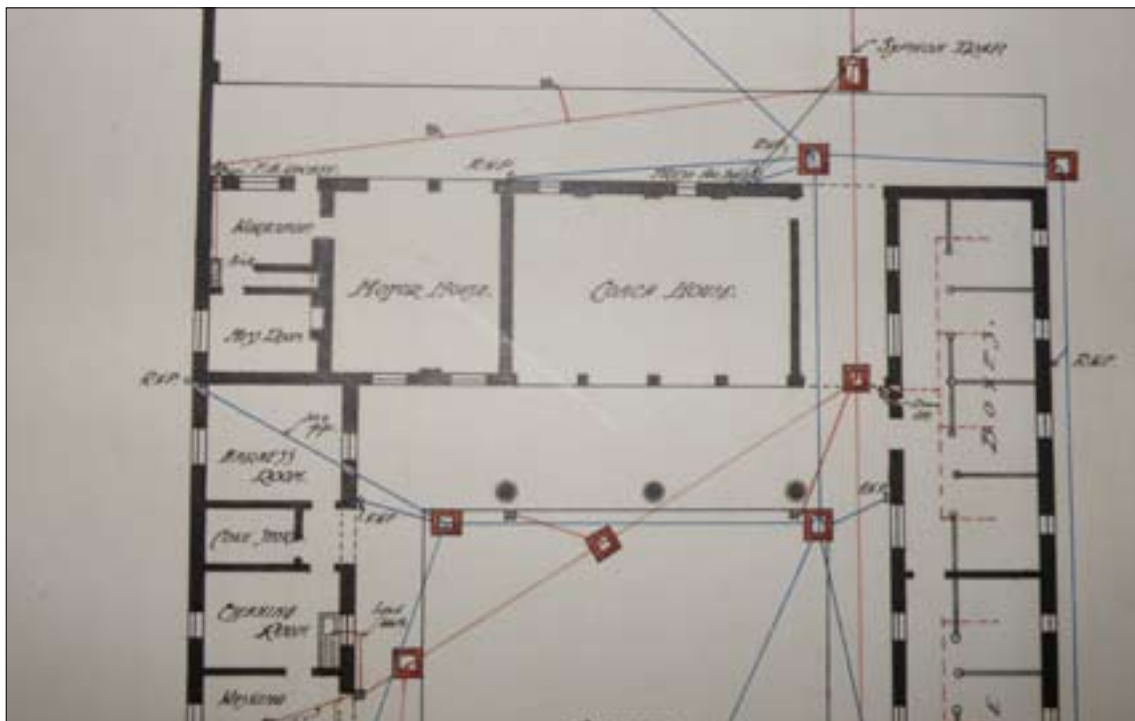


Figure 51. A detail of a plan of the stable and coach house court at Crathorne Hall in North Yorkshire designed by Ernest George & Alfred Yeates in 1906. The motor house for two cars faces outwards away from the stable and coach house courtyard.

Pete Smith P6080889.JPG



Figure 52. The motor house at the rear of the stable court at Crathorne Hall in North Yorkshire designed by Ernest George & Alfred Yeates in 1906.  
Pete Smith P6080878.JPG

and west contain stables, whilst the taller north range contains three coach houses with a prominent glazed canopy. The motor houses are situated in the same range as the coach houses, but they are only accessible from the rear of the building (fig. 51). These two relatively small garages have an adjoining 'workshop' and 'mess room'. There can be no doubt that this arrangement, with the larger and more prominently sited coach houses fronting into the court, reflects the remaining dominance of the coach over the motor car at this moment in time. These motor houses survive though they have been altered and one of the original doors has been bricked up (fig. 52).

One other example representing a slightly later moment, when the car and the coach were of equal importance, can be found at Witley Park in Surrey, although its exact date of construction is difficult to ascertain. The house was completely rebuilt for one of the most infamous rand millionaires of the Edwardian era, Whitaker Wright, who committed suicide after being sentenced to seven years in prison for fraud in 1905. The lavish new house, designed by H Paxton Watson in 1890, included such essential features as an underwater billiard-room and a velodrome. The quadrangular stable building was probably designed by E P Warren for the new owner, William James Pirrie, the designer of SS Titanic and chairman of Harland & Wolff, who acquired the estate in 1909. This very impressive stable courtyard contained stables in the east range, coaches in the south range and garages in the whole of the west range with a projecting glazed canopy. An early photograph, probably taken soon after its completion, judging by the cars, shows that there was garaging for at least eight motor cars (fig. 53). Whatever its date it was one of the finest and largest examples of a motor house, coach house and stable





Figure 53. The motor house range within the stable court at Witley Park probably designed by E P Warren for William James Pirrie after 1909; photographed c. 1920. VCCGB

combination. Witley Park was burnt to the ground in 1956; the stable court survives although the interiors have been altered, the building is now a conference centre.

A later example of the same combination of stables, coach house and motor house survives at Littlecourt, Farthingstone in Northamptonshire. The new house was designed by Walter Cave for Philip L Agnew in 1906 and the stable court, also designed by Cave, was added in 1913-14. Agnew, who was prominent in publishing and the arts, edited and owned *Punch* magazine and was also a keen huntsman. The stables, built in the Cotswold vernacular style, were designed around an open court and positioned some distance from the house. The stabling and coach houses face into this main court which

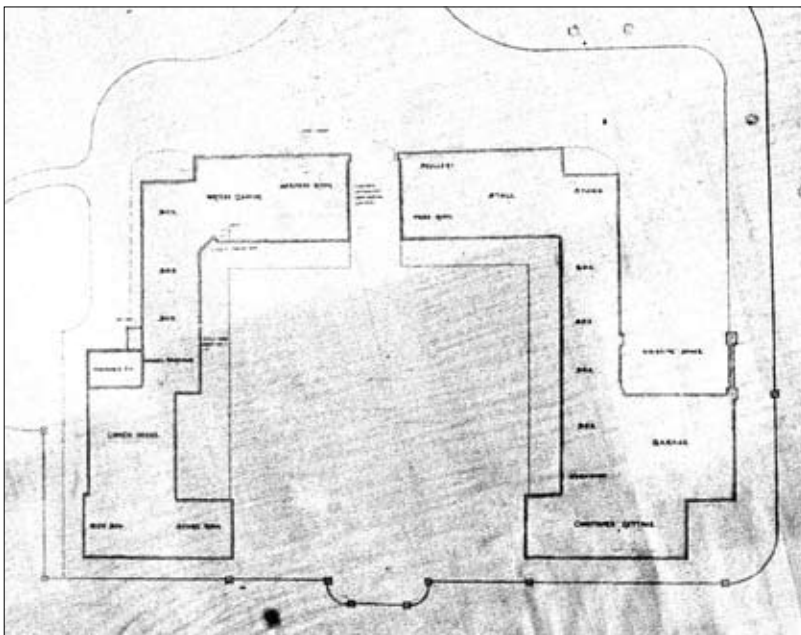


Figure 54. The plan of the stable court at Littlecourt in Northamptonshire designed by Walter Cave for Philip L Agnew in 1913-14. The motor house is on the right facing towards the road completely separate from the stable and coach house courtyard.

is entered through an archway, whilst the motor house for two motor cars is situated on the east side, accessed directly from road (fig. 54). It has a projecting glazed canopy over the washing place. Like at Crathorne Hall the motors and horses are kept separate, presumably so that the noisy and smelly motor cars did not disturb the horses.<sup>114</sup>

Great Chalfield Manor in Wiltshire was not a new house, but its restoration by the architect, Sir Harold Breakspeare between 1905 and 1912, was so thorough that it redefined the former farmhouse as a country house. Originally the seat of Thomas Troppell, the 15<sup>th</sup> century manor house had been allowed to decay to a partial ruin by the late 19<sup>th</sup> century. The restoration and partial rebuilding of the house was carried out for Robert Fuller, who with his father, G P Fuller, ran the Avon Rubber Company in Melksham.<sup>115</sup> Fuller had trained as an electrical engineer at Faraday House and joined his father as works manager at Avon Rubber in 1897. The company expanded rapidly with the ever increasing demand for rubber tyres for first bicycles and then motor cars. With the profits from this company Fuller was able to convert Great Chalfield Manor back into the idyllic Cotswold manor house that survives today. This conversion required the addition of all modern services including a motor house, which was built in 1908. The necessity of fitting this building in alongside already existing structures meant that it did not follow the typical pattern for new motor houses. Built in a style to match the late medieval manor house the motor house is situated just off the service court. It is an L-shaped building which has a large steel and glass canopy partly supported by the new stable range to the south-east. The floor of this washing place is paved and has a central drain (fig. 55). The west range has top-hung sliding doors to the main garage, with a



*Figure 55. The motor house and glazed canopy at Great Chalfield Manor in Wiltshire. The motor house was added as part of the restoration of the house carried out by Sir Harold Breakspeare for Robert Fuller between 1905 and 1912.*  
John Minnis IMG\_0604.JPG

concrete floor; an inspection pit and evidence of original heating pipes. The north range has a single tall garage probably to house a luggage van or shooting brake. This unusual but eminently practical arrangement allowed access through the washing place and into the service court.

Edwardian country houses were designed in an often bewildering series of fashionable styles. Moundsmere Manor in Hampshire epitomises one of the most popular of these styles; the Wrenaissance or Baroque Revival style. It was built to the designs of Reginald Blomfield for Wilfred Buckley, a wealthy lawyer with an interest in dairy farming, between 1908 and 1909. Sited well away from the house and its formal gardens, the combined stables and motor house courtyard was designed by Blomfield in a plainer, more Neo-Georgian style with brick diaper work and hipped roofs.

Hollins Hill Hall near Accrington in Lancashire is not a traditional country house. It is in fact a large suburban house with a generous garden which provided all the same functions as a country house, though without the agricultural estate. Built for a local industrialist William Haworth it was designed on the same scale as a small country house. It was designed by Walter Brierley and constructed between 1908 and 1909. The small purpose-built stable and motor house was designed in the same style as the main house. The single range building is sited in front of a square walled yard with cobbles and a central drain (fig. 56). The central pavilion has an arched entrance to the stable on the right, whilst to the left are three sets of top-hung sliding double doors to the motor house with the fragmentary remains of a timber and glass canopy. Internally the motor house is a single space with heating pipes, a concrete floor and an inspection pit. The work benches and storage cupboards have been removed from the motor house but a fine set of stalls survive in the stable. In the south-west corner is a small building with



*Figure 56. The motor house and stable at Hollins Hill House near Accrington in Lancashire built by Walter Brierley for William Haworth between 1908 and 1909.*

*Pete Smith P6080896.JPG*





Figure 57. The front range of the motor house at Tuesley Court in Surrey designed by Guy Dawber for Major General Douglas Alexander Scott and completed in 1910.  
Pete Smith 132005.JPG

ventilation slits which was probably built as a petrol store. Almost indistinguishable from a coach house and stable from the exterior, this typical small scale motor house and stable is only identifiable by its surviving internal features and sliding doors.

The motor house built at Tuesley Court in Surrey is situated relatively close to the main entrance to the house, but well hidden behind the service range. Designed by Guy Dawber for Major General Douglas Alexander Scott and completed in 1910, the house is a fine example of the Arts & Crafts style. The motor house consisted of a small courtyard with a single storey front range containing an entrance archway surmounted by a tall lantern. This range contained the accommodation for the chauffeur, whilst behind was a small courtyard surrounded by garages and a workshop. Today Tuesley Court is a religious retreat and the surviving front range of the motor house has been converted into guest accommodation, the archway has been filled in and tall pairs of elaborate Tudor-style chimney stacks have been removed (fig. 57). The garages behind were converted into a laundry in the 1950s and subsequently demolished, only the runners to the original sliding garage doors survive in the concrete yard.

Port Lympne in Kent, which was designed by Herbert Baker and Henry Willmott for the Rt Hon Philip Sassoon and completed in 1912, represents the triumph of the motor car over the coach. Here the motor house, which shares its court with the stables, is conveniently situated next to the entrance wing of the house. There is no attempt



*Figure 58. The motor house at Port Lympne in Kent designed by Herbert Baker and Henry Willmott for the Rt Hon Philip Sassoon and completed in 1912. The glazed roof was added over the courtyard when it was converted into a restaurant.*  
Pete Smith P8121962.JPG

to hide the motor house and there is no sign of any coach houses. Built in the Dutch Colonial style Port Lympne was one of a number of new houses which embraced the car completely. The large square court in front of the motor house was walled around with prominent gates. The motor house with its steep hipped roof and cupola occupied the whole of the north side of this court. Its main façade had sets of garage doors divided by surviving Doric pilasters. Unfortunately this building was converted into a restaurant in 1973, the court was glazed over and the kitchen sited in the former garages (fig. 58). The workshop, chauffeur's accommodation and stables have also been converted. This type of layout, with the garages sited next to the entrance to the house, would remain unusual even at houses built after the First World War.

Far more typical was the solution adopted at Horton Priory in Kent, another ruin which was so enthusiastically restored that it qualifies as a new house. Here the tradition of positioning the motor house at a good distance from the house continued. The house was converted and enlarged by the architect, George Hornblower, between 1913 and 1914 and the garage was built the following year.<sup>116</sup> The house was built of flint in a Neo-Tudor style to match with the surviving ruins, but the new detached garage and stable are built of brick with plain tile roofs and simple casement windows (fig. 59). The two-storey garage and chauffeur's accommodation forms the main building with the small single storey stable attached to the south. Originally the garage had three sliding doors, which have since been replaced. Internally it has a deep inspection pit, a concrete floor and heating pipes plus an adjoining former workshop (fig. 60). The small stable was only intended to house horses for riding: there is no provision for coach horses and no coach house. Here at Horton, as at Port Lympne, the motor car reigned supreme.



Figure 59. The motor house at Horton Court in Kent designed by George Hornblower in 1914.  
Pete Smith P9222503.JPG



Figure 60. - The inspection pit within the motor house at Horton Court in Kent.  
Pete Smith P9222505.JPG



### 3.1c Conversions of existing structures into Motor Houses

The use of former coach houses as garaging was by far the commonest solution adopted by country house owners for the accommodation of their new motor cars, though the types of conversion carried out varied considerably. At Cheswardine Hall in Shropshire, the seat of R C Donaldson-Hudson, which was illustrated and described in detail in *The Motor* magazine for 1909 (fig. 61), the former coach house was converted into a motor house.

It is the former coachhouse that now shelters the motors. Being large and lofty, it affords ample accommodation for three cars, with a convenient space around each, and it is well heated by water pipes. In front of it. ....is a covered space, measuring about 35ft. in width and 60ft. in depth, approximately one-third of the large courtyard. Under the shelter of the glass roof the cars can be washed down in all weathers. At night it is lighted by four electric lamps. The floor is laid with narrow tiles, and is sloped to be self-draining, the water running down a gully extending from end to end of the covered space. Each car is brought out through a separate door, and, whilst all three can be placed side by side under the roof, because the latter is as wide as the motor house itself, the great depth of the space also enables the cars to be manoeuvred quite conveniently without exposing them to the weather. The floor of the car house is covered with concrete.<sup>117</sup>

This impressive and extensive conversion also included a magnificently equipped workshop with power tools run off a generator, a dynamo room and plenty of well organised storage space. The original stable and coach house were built as a part of the new house constructed for Thomas Hudson in 1875. Today the former motor house has been converted into an industrial unit, though the basic structure of its conversion to a motor house still survives.

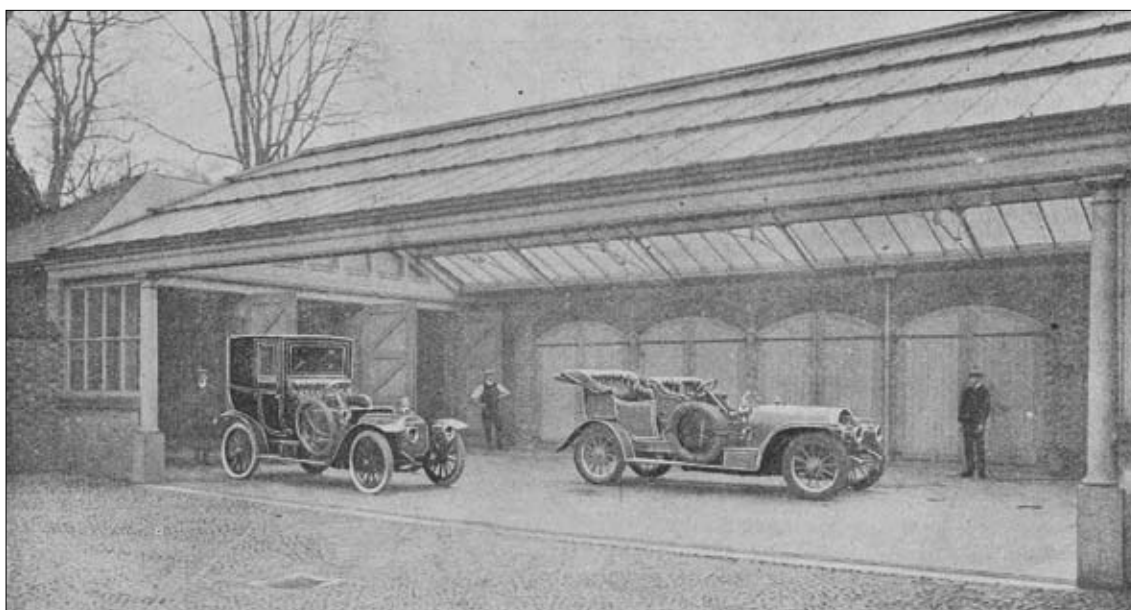


Figure 61. The former coach house converted into a motor house at Cheswardine Hall in Shropshire for R C Donaldson-Hudson; photographed in 1909.

*The Motor.* VCCGB

Wroxall Abbey in Warwickshire is best known as the country house purchased by Sir Christopher Wren in the early 18<sup>th</sup> century, but this building was demolished and a completely new house built in 1866-68 for James Dugdale, a banker and mill-owner from Lancashire, to the designs of Walter Scott.<sup>118</sup> It was described as having 'one of the finest garages in England' according to *The Motor* magazine in 1909. By then the property belonged to James Broughton Dugdale, and it was he who commissioned this conversion with its exceedingly well equipped workshop and tool-room powered by a Crossley gas engine.<sup>119</sup> The garaging for four or five cars was housed in one wing of the former stables and included an unusual internal washing place. The stable block survives today, though it has been entirely converted to hotel accommodation and the very complete workshops illustrated in *The Motor* are no longer recognisable.

One other conversion which included an internal washing place can be found at Dunham Massey in Cheshire, the seat of William Grey, 9<sup>th</sup> Earl of Stamford, who inherited in 1905. Stamford immediately initiated a modernisation of the services and a complete refurbishment of the house, which was carried out by the architect Joseph Compton Hall. This modernisation included the conversion of half of the coach house, built in 1721, into a motor house. The three former coach houses to the north of the entrance archway were not altered externally (fig. 62), but internally the wall was removed from between the two most northerly coach houses, hot water heating pipes were introduced (fig. 63) and two inspection pits were let into the new concrete floor. The unlit separate garage to the south is now used to display the 10<sup>th</sup> Earl's 10 hp Morris purchased in 1934.



Figure 62. The early 18<sup>th</sup> century coach house, converted after 1906 into a motor house by Joseph Cotton Hall at Dunham Massey in Cheshire for William Grey, 9<sup>th</sup> Earl of Stamford. To the right, the arched opening to the internal washing place.

Pete Smith P6080945.JPG





Figure 63 The heating pipes installed within the motor house at Dunham Massy in Cheshire.  
Pete Smith P6080937.JPG

In the adjoining wing, the former brewhouse, Hall inserted a large stone archway (fig. 62) which gave vehicular access to the double-height internal washing place, thus avoiding the necessity of providing a canopy which would have disfigured the appearance of the historic coach house.<sup>120</sup> Though the double garage serves today as the National Trust ticket office, most of its essential features survive intact.

At Polesden Lacey the stables and coach house quadrangle built by Thomas Cubitt in 1821-23 for Joseph Bonser was radically altered by the architect Ambrose Poynter for Sir Clinton Dawkins, between 1903 and 1905.<sup>121</sup> Part of this rebuilding involved conversion of half the former coach houses into a motor house. The new arrangement on the east



Figure 64. The former coach house range at Polesden Lacey in Surrey. The section to the right of the water tower was converted into a motor house by the architect Ambrose Poynter for Sir Clinton Dawkins, between 1903 and 1905.  
Pete Smith P8132015.JPG

side of the stable court has two coach houses to the left and a double motor house to the right of the huge new brick water tower inserted by Poynter (fig. 64). There is no distinction visible from the exterior to differentiate the coach houses from the motor houses. Today only the double doors survive, with their glazed lights and Collinge hinges, all the internal fittings have been removed by the National Trust. The similarity between the external appearance of these coach houses and motor houses highlights the problem of attempting to identify coach houses converted to motor houses when the interiors have been altered.

Rather than sacrifice half the coach houses to create a motor house, as had been done at Polesden Lacey, at Scotney Castle Edward Hussey appears to have added three new motor houses to the already existing coach house range. Originally designed by Anthony Salvin as part of the new house he erected for Edward Hussey, between 1837 and 1843, the coach house was extended at sometime before 1907. Salvin's designs show that a three coach house range was built at right angles to the stable block with an open shed at the end.<sup>122</sup> This open shed was converted into accommodation, presumably for the chauffeur, and given a jettied and half-timbered upper gable. Three matching motor houses were erected beyond this to create the present symmetrical arrangement (fig. 65). The new buildings are distinguished at the rear by exposed brick walls unlike the original buildings which are faced in stone. A curved scar in the stonework above the arch in the adjoining stable is now all that survives of a curved, possibly glazed, canopy which once existed over the washing place. This canopy and the extended coach house are shown on the 1907 OS map. As at so many other National Trust properties this range has been stripped out internally and converted into a tea shop.

George Abraham Gibbs (created 1<sup>st</sup> Lord Wraxall in 1928) the owner of Tyntesfield, in Somerset, was a keen sportsman and successful politician.<sup>123</sup> Like many other such country houses owners, he had a large family, many of whom became motorists. The Gibbs family owned eleven motor cars in the years between 1904, when George



*Figure 65. The motor house and chauffeur's accommodation added to the coach house at Scotney Castle in Kent for Edward Hussey before 1907.*

*Pete Smith P8122003.JPG*



Figure 66. The glazed canopy added to the coach house designed by William Woodyer at Tyntesfield in Somerset when it was converted into a motor house. The two former coach houses to the south-east were extended forwards reputedly in the 1920s.  
Pete Smith P8252215.JPG



Figure 67. The mechanics' graffiti (tyre pressures) chalked on the boarding within the converted motor house at Tyntesfield in Somerset.  
Pete Smith P8252213.JPG

purchased his first motor, a 10 hp Argyll, and 1915 when he purchased his sixth motor, a 15-18 hp Buick. In the intervening years he also purchased, a Daimler in 1907, a Vulcan in 1908, a Sunbeam in 1912 and another Daimler in 1914. His brother Anthony purchased a Humber in 1905, his mother bought an 18-25 hp Austin in 1908, his youngest brother Lancelot acquired an 18-12 hp Hotchkiss and in 1915 his sister Janet purchased a 16-20 hp Wolseley.<sup>124</sup> There were usually five or six motors in the stud at Tyntesfield at any one time and they were housed in the former coach house designed by William Woodyer in 1888 (fig. 66). This large six vehicle coach house has a prominent iron and glass canopy which, with the concrete floor and heating pipes internally, are part of its conversion to a motor house. A few of the surviving wooden cupboards have chalked graffiti which relates to the former motor cars, including records of tyre pressures (fig. 67). The two motor houses to the south-east were extended forward to include their canopies reputedly to house a new Phantom II Rolls-Royce in the 1920s.





*Figure 68. The former motor house converted in 1905 from the chapel at Beechwood Park in Hertfordshire, the seat of Sir Edgar Sebright. The motor house was subsequently converted into a classroom.*

*Pete Smith P8041855.JPG*

A rare example of a conversion not of a coach house or stable can be found at Beechwood Park in Hertfordshire, where the chapel was, most unusually, converted into a motor house in 1906. Beechwood Park, the seat of the Sebright family, was built in 1702 with wings added in the mid-18<sup>th</sup> century. By the end of the 19<sup>th</sup> century the Sir Edgar Sebright, 11<sup>th</sup> Bt. was forced to lease the house to various tenants for financial reasons. And in order to retain one of these tenants, G C McCorquerdale, who had leased the house in 1903, he commissioned Judge & Sons to convert the chapel into a motor house. A plan dated 1905 survives showing the proposed motor house with inspection pit situated within the 18<sup>th</sup> century north wing of the house, where the chapel had been, with two sets of double doors facing onto the stable court (fig. 68). This plan also shows that Sebright had the adjoining billiard room converted to three coach houses at same time.<sup>125</sup> The openings for the former double-doors to the motor house still survive, but the motor house has been converted internally into a classroom (fig. 69). The willingness of Sebright to sacrifice the chapel and the billiard room of his family seat to the needs of a tenant shows, not only his desperate financial position, but also the attractiveness of providing accommodation for a motor car in the flooded property market of time. This is confirmed by the regular mentioning of garages and motor houses in the sales particulars for country houses from around 1903 onwards.

Many country house owners made only minimal alterations to their coach houses in order to garage their new motors, whilst others built new but very functional and



Figure 69. The interior of the former motor house converted from the chapel and now a classroom, at Beechwood Park in Hertfordshire.  
Pete Smith P8041853.JPG

utilitarian structures. Even such prominent members of the early motoring fraternity as the Duke and Duchess of Sutherland (see 2.4) simply housed their lavish stable of early motors within the already existing coach houses at their Shropshire seat, Lilleshall Hall.

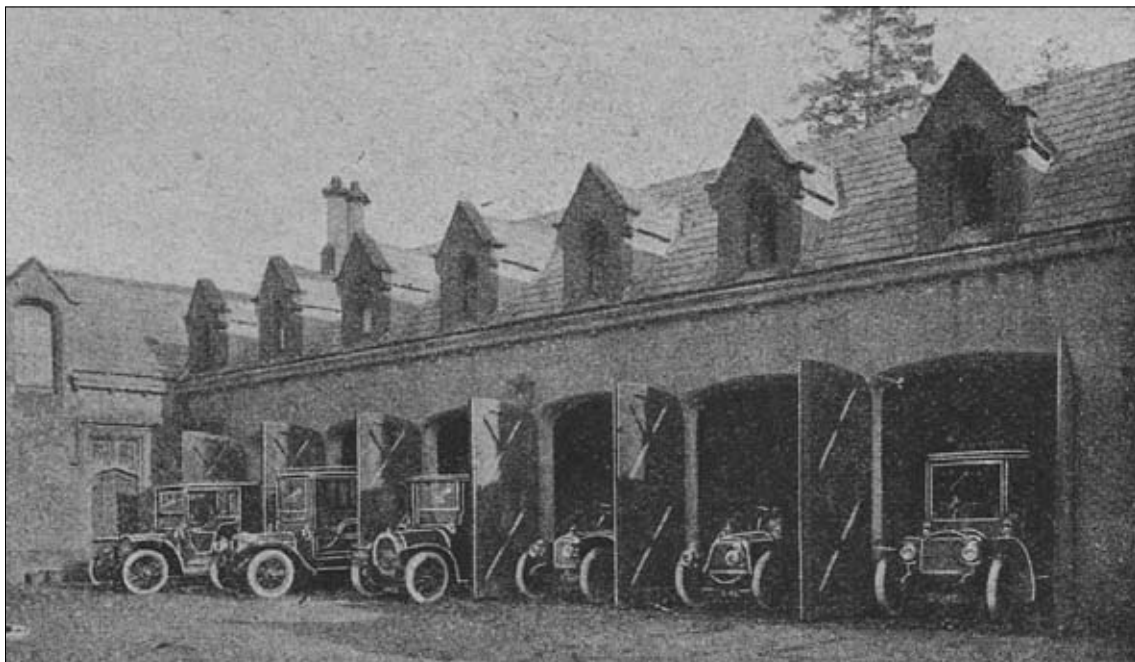


Figure 70. The former coach house range at Lilleshall Hall in Shropshire, the seat of the Duke of Sutherland, in use as motor accommodation in 1909.  
The Motor. VCCGB



A photograph published in *The Motor* magazine for 1909 shows this large stable court, designed by Jeffrey Wyattville in 1829, with all six of the coach houses occupied by a motor car (fig. 70). It shows no sign of any external alteration to the buildings, though the article details the many internal fittings installed as part of their conversion.

A long row of locker cupboards for spares, rugs, clothing, etc., extends along the wall at the back. At one end is a charging board and a vice bench for small jobs, a few tools being hung in the racks. The shallow pit at the same end is provided with coamings, and the cover consists of two large, light sections, instead of heavy cross planks. Hot-water pipes run around the walls. A winding drum and hoist is fitted for lifting the detachable top of one of the cars. . . . . On the other side of the yard is the small garage, with sliding doors, for the house cars. In this, as in the other, several fire extinguishers are hung on the walls.

As well as this garaging there was also a workshop and petrol store.

The workshop adjoins the engine house, several hundred yards form the stables. It contains two pits, and is equipped for light repairs with a screw-cutting lathe and power drill, both driven by an electric motor from shafting.<sup>126</sup>

The construction of a separate workshop meant that only minimum alterations needed to be made to the coach houses themselves. The courtyard of this stable block was later covered-in, with a roof constructed of laminated Belfast trusses, and converted into a dance hall, though the main features of the stable court can still be discerned beneath its present decor. In 1951 Lilleshall Hall became the headquarters of the National Sports Centre and the stable court is used for entertaining.

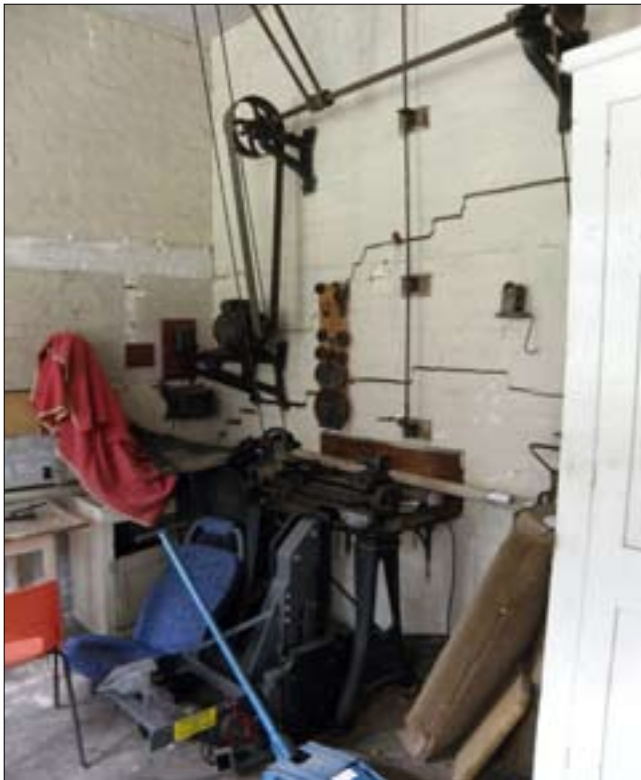


Figure 71. The lathe in the workshop, installed when the coach houses at Longford Castle in Wiltshire were converted into motor houses before 1905. Pete Smith P8252159.JPG

Similarly at Longford Castle in Wiltshire, the seat of the Earl of Radnor, the Victorian stable block, which was designed by Anthony Salvin in 1874, was partly converted for motors.<sup>127</sup> The range of seven coach houses was initially adapted for use as garaging for his two Wolseley motor cars. Here there was no external alteration and only minimal internal change. The floors were covered

in concrete and an inspection pit was installed in one of the garages. There is also an adjoining workshop with a surviving lathe and other equipment which was fitted out at the same time for the use of the mechanic/chauffeur (fig. 71). These alterations are sometimes very difficult to date, though thanks to *The Motorist and Traveller* we know that in this case the conversion took place before May 1905.<sup>128</sup> The same magazine also records another reason why little was spent on this conversion, for in this case Earl Radnor admits:

that he regards his motor cars rather as necessary methods of getting from place to place than as an amusement. He still prefers horses to cars, but he admits smilingly that his children don't share his preference.<sup>129</sup>

The remainder of these seven former coach houses have since all become garages, though with even less alteration than these first two.

Wollaton Hall in Nottinghamshire, a house designed by Robert Smythson in 1580, was the ancestral seat of the Lords Middleton. The house was let during much of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, and it was probably for the Crossley family of Halifax that the motor accommodation was created. The stable quadrangle, which was built in 1743, has three coach houses each with a segment arched doorway. These coach houses survive



Figure 72. The former coach house at Wollaton Hall in Nottinghamshire built in 1743. The glazed panels inserted into the doors and the scar of a former glazed canopy are all that survives from its conversion into a motor house.  
Pete Smith P4080352.JPG

today with their original panelled doors, including the glazed panels which were inserted when they were converted into motor houses. The scar of a former iron and glass canopy, added at the same time, is still visible over these doors (fig. 72). The interiors have recently been altered when the building was converted into a tea shop. To the rear of the stables is an outer courtyard where a small 18<sup>th</sup> century building survives with two sets of double doors, this building was probably altered sometime in the early 20<sup>th</sup> century to accommodate motors. These very utilitarian brick buildings with their slate roofs are commonly found amongst the lesser service buildings at many country houses and they were probably converted by estate workers to accommodate older or less grand motors. This particular example has a further set of double doors with prominent louvres which may once have housed an electricity generator.

At Shipton Court in Oxfordshire, a Jacobean house, which was restored and remodelled for W F Pepper by the architects Perkin & Bulmer in 1903, it is recorded that 'part of the fine range of stabling had been converted into excellent garage accommodation' before 1907.<sup>130</sup> This house has recently been divided up into numerous separate dwellings and 'the fine range of stabling' has also been converted into various separate houses: two of these houses are now owned by the Vivat Trust.

A few examples of these rudimentary types of conversions of a coach house into a garage are displayed for the public. One example, which has only very recently been opened, can be seen at Audley End House in Essex. Though the seat of Lord Braybrooke, Audley End was leased to Lord Howard de Walden between 1904 and 1913, and it was he who commissioned an atmospheric photograph of his new motor parked in front of the 17<sup>th</sup> century stable building. Opposite this stable is a set of three 19<sup>th</sup> century coach houses one section of which has been converted into a motor house.<sup>131</sup> This former coach house is fitted with matchboard panelling, cupboards and a workbench along one wall, plus a brick floor with an inspection pit (fig. 73).

Two more examples of motor house conversions displayed for the public, this time by the National Trust, can be found at Uppark in West Sussex and at Bateman's in East Sussex. Uppark was, during the early years of the twentieth century the home of Lt. Col. the Hon Keith Turnour-Fetherstonhaugh, and it was presumably for him that garages were first inserted into the stable block. This stable pavilion to the west of the house, which was possibly designed by James Paine in around 1750, has two short wings both of which have been converted to garaging. The eastern wing was probably converted first: it has a double opening, one half of which has since been in-filled with brick walling and a re-used 18<sup>th</sup> doorcase. To the right, the surviving double doors reveal a garage with stone floor and an inspection pit (fig. 74). The western wing with its new flat roof and top-hung sliding doors was probably converted much later, in the inter-war years. Adjoining this wing is a further outbuilding with inserted double garage doors and around this whole stable and barn complex there are a number of other sets of garage doors inserted into various buildings (fig. 75). This somewhat *ad hoc* arrangement of installing garages into all sorts of service or farm buildings can be seen at many of the larger country houses, such as Blickling in Norfolk or Belton Hall in Lincolnshire, and it became more and more prevalent as the housing required for motor cars became less demanding.





Figure 73. The interior of the coach house converted to a motor house with its work-bench and inspection pit at Audley End in Essex.  
Pete Smith P4080004.JPG



Figure 74. The coach house at Uppark in West Sussex probably designed by James Paine and converted into a motor house for Lt Col the Hon Keith Turnour-Fetherstonhaugh.  
Pete Smith P9222520.JPG.



Something similar can be seen at Bateman's, where a barn was converted to house Rudyard Kipling's motors. Bateman's was built in 1634 and purchased by Rudyard Kipling in 1902.

Kipling was one of those pioneer motorists for whom a short drive in a 'horseless carriage' was an adventure, every policeman a natural enemy, and a return to base in the same day a cause for thanksgiving. Kipling's first 'very own' motor, a temperamental steam car, frequently drove him to despair. 'Amelia' was the first of several early Lanchesters to occupy the Bateman's garage. Number sixteen off the production line, she was a two-cylinder 10 horsepower model with tiller steering and perfect springing, but of a fickle disposition. Her designer F. W. Lanchester, became a frequent visitor in response to urgent telegrams. 'Amelia' was the original of the big black-dashed 'Octopod' that 'sang like a six-inch shell' across the Sussex Downs in *Steam Tactics*, the first of many farcical motoring tales that helped to defray her, and her successors' repair costs.<sup>132</sup>

Today the garage is displayed to the public containing the Rolls-Royce Phantom I which Kipling purchased in 1928.

Conversions of coach houses can be found at many more country houses. At Donnington Grove in Berkshire, originally built for James Pettit Andrews by John Chute in 1763, the contemporary Gothick-style stable and coach house was converted to garages and given a glazed washing canopy (fig. 76).<sup>133</sup> Five garages were eventually



Figure 75. A farm building with inserted garages at Uppark in West Sussex.  
Pete Smith P9222532.JPG



Figure 76. The coach house and stable at Donnington Grove in Berkshire. The coach house was converted into a motor house and given a glazed canopy. Pete Smith P7221749.JPG

squeezed into this relative small building. Internally, little survives as evidence of this conversion apart from the concrete floors and the panelled walls. The gradual insertion of too many sets of garage doors, without sufficient structural support, plus poor maintenance and neglect, has led to the partial collapse of this building.<sup>134</sup> At Shirburn Castle, the Oxfordshire seat of the Earls of Macclesfield, the range of six former coach houses still survives on the eastern side of the entrance courtyard. Only the filled-in northern coach house and the full-width glass and iron canopy survive as evidence of its conversion to garaging. This coach house, filled with various motor vehicles, was illustrated in *The Motor-Owner* magazine in June 1920.<sup>135</sup>

Perhaps an even more typical stable conversion can be seen at Moor Park in Hertfordshire, the seat of Lord Robert Grosvenor, before his death in 1918.<sup>136</sup> The stable and conservatory quadrangle, which was built and altered in various stages throughout the 18<sup>th</sup> and 19<sup>th</sup> centuries, contains garages of differing dates and types. The north-west range has two coach houses converted into motor houses with a stone floor and evidence of a former inspection pit; the north-east range has a full-width glass and iron canopy, whilst the south-east range consists of four purpose-built lean-to garages (fig. 77). One of these garages has been extended forwards at a later date, perhaps for Lord Leverhulme who converted the house into a golf club after 1923. Here the garage conversions and additions appear to have been carried out gradually, probably reflecting the increasing number of motors owned by different members of the household.



Figure 77. The four garages added into the stable courtyard at Moor Park in Hertfordshire.  
Pete Smith P8242118.JPG

### 3.2 Inter-war Motor Houses and Garages

For those who survived the carnage of the First World War, often described as the first motorised war, the motor car became an essential element of the ensuing peace. It was one of a number of new technologies, like electricity, the telephone and the aeroplane, which were desirable in the 1920s but had become an essential part of country house life by the 1930s. As the motor car's reliability improved so there was less and less need for specialist equipment for the storage of motor cars, and as the number of carriages in use decreased, cars simply took over the coach houses with very minor alterations. It was therefore usually only at new houses or at old houses which were taken over and restored by wealthy new owners that specialist modern garaging was built.

#### 3.2a New Motor Houses added to existing Country Houses

Completely new garages or motor houses added to existing country houses were relatively rare. Barrington Court in Somerset, an important mid-16<sup>th</sup> century house, was acquired by the National Trust in 1907 through the generosity of Miss J L Woodward. It was their first country house and it came empty, in ruins and with no money for its adequate repair. It was not until 1920 when Colonel A A Lyle, who had been collecting panelling and other interior fittings, took a lease on the property that much needed repairs began. Lyle employed the architectural firm of Forbes & Tate to restore the house, convert the 17<sup>th</sup> century stables into living accommodation and add new service buildings, including a motor house. Set well away from the house, the motor house formed the central part of a range of buildings to the north side of the kitchen garden,





Figure 78. The roof of the motor house built at Barrington Court in Somerset for Col A A Lyle by the architects Forbes & Tate in the 1920s.

Pete Smith P8252188.JPG



sandwiched between the Laundry Cottage and the Gardener's Cottage. The motor house consists of a large garage range with six sets of double doors set well back between the flanking cottages. In front is a walled courtyard and central gate. A glazed canopy originally stretched the full length of the garage range. There are two further garages, a workshop and chauffeur's accommodation on the east side of this small motor court. This motor house has all the same features found in pre-war examples, an inspection pit, concrete flooring and heating pipes. The main garage has a steep timber roof of unusual scissor brace construction and a row of six dormer windows on the north side which act as roof lights (fig. 78). This motor house is still in use today, though more for the storage of motor mowers than motor cars. The glazed canopy has been replaced with roofing, the garage doors have been moved forward and the central section has been raised, but apart from this, the building survives largely intact.

One further fine quality motor house, which was probably built in the inter-war period, survives at Cliveden in Buckinghamshire. The house was purchased by the American property tycoon William Waldorf Astor in 1893 and modernised by J L Pearson. It was then given to his son Waldorf Astor and his new wife, Nancy, as a wedding present in 1906. They set about further modernisation including the installation of electricity and other services. It is uncertain when this motor house with chauffeur's accommodation, now known as the Gardener's Cottage, was actually built. It was not in existence when the OS map of 1912 was surveyed in 1910 and it is marked on an estate plan of 1925.



Figure 79. The motor house at Cliveden in Surrey built for William Waldorf Astor between 1910 and 1925.  
Pete Smith P7221757.JPG

Probably built during or immediately after the First World War, it consists of a pair of garages to the north with a two-storey house to the rear for the chauffeur. The garages are single storey, but they are topped with a three-sided dormer which forms a type of glazed clerestory above (fig. 79). The interior of the garage presumably has an inspection pit, heating and workshop space in the small lean-tos on either side. Unlike the stables and coach houses, this motor house was positioned well away from the main house, partially hidden amongst the trees. The building survives intact and still in use.

At a much newer house, Pyrford Court in Surrey built in around 1910 by the architect, Clyde Young, for the 2<sup>nd</sup> Lord Iveagh, the garage, constructed to the designs of Lord Iveagh and the architect J A Hale in the 1920s, was attached to the main house. This classical style garage was added to the south-west corner of this Neo-Georgian house.

### 3.2b New Houses and their Motor Houses

All new houses built after the First World War had garages or a motor house. One of the largest and earliest of these new country houses was Castle Drogo in Devon. Built for Julius Drewe, who amassed a fortune through ownership of the Home & Colonial Stores, the house was designed by Edwin Lutyens. Actually begun in 1910 on a vast scale, the design of the house was radically altered and eventually reduced in size over many years. One of the preliminary drawings shows garages and coach houses of equal size, but the coach houses soon disappeared.<sup>137</sup>

At one stage in the 1920s Lutyens planned an avenue approach to the south end of the garden, linked to the house and a crescent-shaped stables and garage



Figure 80. The motor house at Castle Drogo in Devon designed by Edwin Lutyens for Julius Drewe and constructed in the 1920s.  
Pete Smith P9162450.JPG

block. The garage block, when eventually completed was surprisingly modest considering the magnificent vehicles housed within.....It was typical of Mr Drewe's attention to detail that the size of the forecourt and the gravel was determined only after he had practised turning circles in his car.<sup>138</sup>

The garage and stable courtyard eventually constructed in the late 1920s was positioned well away from the house, to the north of the main drive, next to the formal gardens. In comparison to the fortified grandeur of the house, these buildings are somewhat tame (fig. 80). They were designed as two detached L-shaped blocks around either side of a small court which was originally partially covered by a glazed canopy. The garage and stable are constructed of the same granite as the house, though with hipped slate roofs. The main range of the garage has five sets of double garage doors. The garage has a concrete floor and an inspection pit. The smaller range to the north, which has a clock over the doorway, houses the workshop and boiler room. The smaller stables to the south side of this court 'always contained a Dartmoor pony or two and hunters which were regularly exercised.'<sup>139</sup> As one would expect of a man of Drewe's wealth, the house had all the available modern conveniences. The garage was linked directly to the house by the telephone system which was first installed in 1915. Even today the telephone switch board situated in the Butler's Pantry records that the telephone number required to contact the chauffeur in the garage was '23' (fig. 81).



Figure 81. The telephone board at Castle Drogo showing the telephone number - 23 - for the garage.

Pete Smith P9162470.JPG



Not far away from Castle Drogo another much smaller and more practical country house was being constructed to the designs of one of Lutyens' former pupils Oswald Milne. Coleton Fishacre on the south Devon coast was built for Rupert D'Oyly Carte, the theatre impresario and hotelier, between 1923 and 1926. Not a traditional country house with an estate, it represents a new type of family holiday home or week-end retreat, only really feasible in the age of the motor car. Designed in an Arts and Crafts style on the exterior with an interior containing elements of the Art Deco style, reflecting something of the new style which D'Oyly Carte was responsible for popularising in his Art Deco style improvements to the Savoy Theatre and the Savoy Hotel.<sup>140</sup> The motor house at Coleton Fishacre is situated on the main drive, clearly visible to all visitors. Designed in a Voyseyesque style with white render, sweeping roofs and simple casement windows, it has a central garage section with space for three motors and a projecting flat roofed canopy (fig. 82). The garage retains its three top-hung sliding garage doors, and the washing place with its concrete floor and drain retains its original petrol pump. To the left is the chauffeur's flat and to the right two staff cottages. This remarkably well preserved example of a motor house survives almost completely unaltered.

An even greater contrast in styles between motor house and country house can be seen at Thanet Place situated on the outskirts of Broadstairs in Kent. Both were built for Sir Edmund Vestey, Bt, to the designs of the architect Edgar Ranger in 1929. The main house is designed in a version of the classical style, redolent of the French Riviera or California,



*Figure 82. The motor house with chauffeur's accommodation at Coleton Fishacre in Devon built for Rupert D'Oyly Carte by Oswald Milne between 1923 and 1926.*

*Pete Smith P7061257.JPG*





Figure 83. The motor house at Thanet Place near Broadstairs built for Sir Edmund Vestey, Bt, to the designs of Edgar Ranger in 1929. Pete Smith P8111910.JPG

whilst the motor house is designed in a homely English vernacular style with tile hanging, broad hipped roofs and tall brick stacks. This motor house, which is topped with an elaborate cupola and clock, is reminiscent of a traditional stable building. The south front of the motor house, which faces onto the garden, gives no clue as to its true function (fig. 83). The garages and workshop were accessed from the north under a large square glazed canopy. The chauffeur's accommodation was on the first floor. The garages and the workshop have since been altered. The canopy retains its glazed roof though the washing place has been walled in and the interior covered with a sprung dance floor. Largely unaltered externally this motor house has been extended and converted into a dwelling.<sup>141</sup>

At Eltham Palace in South London Stephen and Virginia Courtauld converted a ruined royal palace into what might be termed a suburban country house, 'within fairly easy reach of the London theatres and concert halls, and [with]...enough space to make a really outstanding garden'.<sup>142</sup> The completely new house, which was added to the restored medieval hall, was designed by the architects John Seely and Paul Paget. The red brick extension had a traditional style exterior and Art Deco style interiors. Built between 1933 and 1937, the house has a detached motor house situated outside the moated site of the former royal palace. Situated to the north-west of the house the motor house was designed in a different and more vernacular inspired style. It consists of a long low range with tall hipped roof and prominent chimney stacks at either end. The main west front has two sets of double garage doors flanking a central doorway with further domestic accommodation at either end (fig. 84). This motor house, like



Figure 84. The motor house at Eltham Palace designed by Seely & Paget for Stephen and Virginia Courtauld between 1933 and 1937.  
© Country Life

many other examples from this date, simply consisted of garaging for the motor and accommodation for the chauffeurs. All the specialist features such as an inspection pit and work benches were included within the garage space and there was rarely any need for separate workshop or petrol store. Most of these services were now readily available at the local garage or service station in the nearest town or village.

For houses designed in a more traditionally classical style, like Lutyens' two late houses, Gledstone Hall and Middleton Park, the position and style of the motor house was far more easily solved. Here the motor house simply took the place of the stable as one of the wings of the main house. At Gledstone Hall in North Yorkshire, the original house was completely rebuilt for Sir Amos Nelson by Edwin Lutyens, between 1922 and 1925. Here the motor house is situated to the west of the main forecourt, matching the service

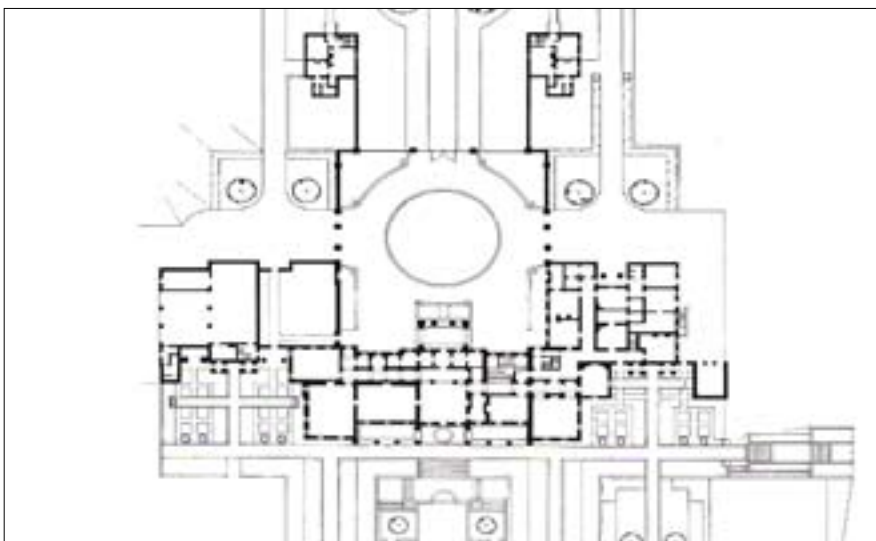


Figure 85. The plan of Gledstone Hall in North Yorkshire designed by Edwin Lutyens for Sir Amos Nelson and built 1922 and 1925. The motor house is situated on the left.

© Peter Inskip



Figure 86. The motor house at Marsh Court in Hampshire designed by Edwin Lutyens in the 1920s for Herbert Johnson.  
© Country Life



Figure 87. The inner courtyard of the motor house at Marsh Court in Hampshire designed by Edwin Lutyens in the 1920s for Herbert Johnson.  
© Country Life

wing to the east. But it is not directly accessed from this forecourt: in fact it is largely hidden behind a wall and a small courtyard (fig. 85). The motor house is actually accessed from behind, from the west, out of sight of both the formal gardens and the house. It consists of a main garaging space for at least three cars with a projecting partly glazed canopy and chauffeur's accommodation above. A similar though much larger motor house was included in the layout of Lutyens' last house, designed with the assistance of his son Robert, for the Earl of Jersey, Middleton Park in Oxfordshire. Built between 1935 and 1938 the layout is similar to Gledstone, though here the drive accesses the forecourt at right angles and the motor house is situated on the north side of the drive opposite the service wing. This motor house, which was designed to accommodate nine cars, is also hidden behind a wall and is accessed from the north well away from the main house. This motor house has been converted into a dwelling.

This same type of layout was also adopted for houses of a less traditional style and plan. At Little Horwood Manor in Buckinghamshire, a huge new house was designed by A S G Butler for the industrialist George Gee in 1938.<sup>143</sup> The butterfly-plan house has a forecourt flanked by wings; the northern wing contains a gardener's cottage and a series of garages accessed from the service courtyard. These garages have been partly converted into a dwelling.

One further example must suffice to illustrate the many motor houses which were undoubtedly built at the large number of new country houses constructed in this period. The motor house at Marsh Court in Hampshire, though strictly speaking an addition to an already existing house, shows the continuing care and attention which some architects paid to the design of this vital new element of country house life. Marsh Court was designed by Edwin Lutyens in 1901 for Herbert Johnson and the motor house (fig. 86)



Figure 88. Ridgemoor in Surrey built for Captain Woolf Barnato, one of the 'Bentley Boys', to the designs of Robert Lutyens in 1938. © Country Life.



was added in the 1920s when Lutyens made extensive additions to the house. Situated well away from the main house, it and the original power house flank the main drive. Built of brick with rustic timber cladding on the exterior and an entrance arch in the form of a midstray, this seemingly vernacular building hides an impressive motor house block with large brick Doric columns facing into the inner courtyard (fig. 87). This grand motor accommodation may well have befitted the new status the motor car was achieving, at this time, but it was still kept well away from the house.

An alternative solution to the problem of where to site the garage can be seen at the new house built for Captain Woolf Barnato (see 2.2) by Robert Lutyens in 1938.<sup>144</sup> Barnato was chairman of Bentley Motors Ltd and one of the 'Bentley Boys'. His new house, Ridgemean in Surrey, was designed in the Spanish Mission style and the motor house was sited in a pavilion to one side of the main forecourt (fig. 88).<sup>145</sup> It is closely integrated into the main house and most importantly it is directly accessed from the forecourt. Woolf Barnato, with his passion for motor cars, obviously had no wish to hide his motor cars, or his garage, behind a wall. Here the garage has finally become part of the house, accessible directly from the interior, and no longer a separate structure which had to be hidden behind a wall or out of sight of the house.

### **3.1c Conversions of Existing Structures into Motor Houses**

Most traditional country houses had no need to build new garages because they had plenty of stables or coach houses standing half empty which could easily and cheaply be converted into garages. How this conversion was achieved varied greatly from house to house. Even the richest of owners were willing to house their motors in converted service buildings of one sort or another. Lord Bearstead, one of the richest men in England by the 1930s, was happy to house his Rolls-Royces in an existing building at his country seat Upton House in Warwickshire. Originally built in 1695 for Sir Rushout Cullen, Upton eventually became a lesser seat of the Earls of Jersey. They sold the property to Andrew Motion in 1894 and he in turn sold the property on to Walter Samuel, 2<sup>nd</sup> Lord Bearstead, in 1927. Samuel's father, Marcus, had founded the Shell Oil Company and as motor car ownership and usage had increased so the profits from the sale of lubricating oils and petroleum made Lord Bearstead a wealthy man. Upton was enlarged by the architect, Percy Morley Horder, between 1927 and 1928, to house Lord Bearstead's growing art collection and provide a setting for the many week-end house parties which he hosted. The house was modernised with all the new technological services then available. Part of this modernisation included the creation of garaging, housed in a building which had certainly been in existence since 1774. This simple rectangular building was given two sets of garage doors and a cupola (fig. 89). A range of open sheds which stood along one side of the motor court were also converted soon afterwards to more permanent garaging with the addition of garage doors. More garaging was presumably required as Lord Bearstead's elder sons, Marcus and Peter, became old enough to run cars of their own. Lord Bearstead employed two chauffeurs, Jimmy Boyle and Percy Walker, whilst his sons were driven by their valet/chauffeurs, Bill Eyke and Mr Bramwell. Today these garages have been converted into the National Trust shop and all their internal fittings have been removed.



Figure 89. The motor house, converted from an 18th century structure, at Upton Park in Warwickshire remodelled for Lord Bearstead by Percy Morley Horder in 1927-28. Pete Smith P7211631.JPG

At Buscot Park in Oxfordshire it was the 18<sup>th</sup> century stables, remodelled in the 1860s, which were converted into a series of nine garages in the 1930s for the 2<sup>nd</sup> Lord Farringdon by the architect Geddes Hyslop. Alexander Henderson, a wealthy financier and leading figure in the City, who was created Lord Farringdon in 1902, purchased the Buscot estate in 1889. When his grandson, Gavin, inherited in 1934 he set about major



Figure 90. The former 18th century stables at Buscot Park in Oxfordshire converted to motor houses by the architect Geddes Hyslop in the 1930s. Pete Smith P7211706.JPG



*Figure 91. The former stables, converted by estate craftsmen into garages at Hanbury Hall in Warwickshire.*  
Pete Smith P9022234.JPG

alterations to the house and gardens. Situated well away from the main house the E-plan stable building was built of brick with a stone façade and a tall central tower above an entrance archway. The north front has long ranges either side of the central arch and projecting wings at both ends. Each of the long wings has four segmental arches, each with a pair of top-hung sliding garage doors (fig. 90). The wing to the east has another similar arch with garage doors. All these arched openings are rusticated and their rusticated blocks are then linked in imitation of the central archway. The scale of this building makes this one of the most impressive conversions of a stable building in the inter-war period. The west wing now houses the tea shop. The converted stable building survive today unaltered and still in use as garages. Geddes Hyslop also added a small new replacement stable close to the house for accommodation of horses used for riding and hunting rather than travel.

Many other conversions of stabling were carried out at country houses all over England, usually with far less care and attention to detail than was the case at Buscot. For example, the 18<sup>th</sup> century stable at Hanbury Hall in Warwickshire had four sets of garage doors inserted into it in a most arbitrary manner. These garages were presumably inserted for the impoverished Sir George Vernon, who owned Hanbury between 1920 and 1940, and who eventually left the house to the National Trust. Unwilling and probably also unable to employ an architect, he presumably entrusted the job to his estate craftsmen. Like Buscot, the former stable at Hanbury consisted of a single long range with a central archway. This archway and the three tall rounded-headed windows either side of the east front were bricked up, and three sets of double garage doors were inserted: the southern one even crashes through quoins of the slightly projecting central pavilion (fig. 91). A further set of garage doors was inserted into the blocked central arch. All these openings have simple timber lintels. The stable flooring was retained within the three northern garages but a concrete floor and an inspection pit was inserted in the garage in the central archway. The three garages to the south have been converted into the National Trust tea shop and shop, though the northern garage survives intact.

At Brodsworth Hall in South Yorkshire, which was inherited by the enthusiastic motorist and yachtsman Charles Grant Dalton in 1931, the stable and coach house block was left virtually unaltered and a large glass canopy was simply inserted into the courtyard. At Montacute House in Somerset, three very utilitarian garages were inserted into the north range of the single-storey stable court built in the 1860s. The new garages were given sets of double doors and an inspection pit was inserted into the western garage (fig. 92). This alteration was most likely carried out for Lord Curzon, another motor enthusiast, who leased the house between 1915 and 1929. At Somerleyton Hall in Suffolk, where a utilitarian lean-to garage for two cars had been added before 1905 (see 3.2a), further garaging was soon needed. Here a short range of former stabling was stripped out internally and given a concrete floor, to make room for at least three further cars. The front wall was removed completely and steel girders inserted to allow for a set of top-hung sliding doors (fig. 45). Probably at around the same time a tall garage was inserted into one of the farm buildings which back onto the stable court, this was presumably added to accommodate a luggage van or utility truck.

At Wimpole Hall in Cambridgeshire the magnificent stable court commissioned by the 4<sup>th</sup> Earl of Hardwicke from the architect H E Kendall and built in 1852, was adapted to motor usage with the minimum of alteration. Wimpole Hall was leased to Captain and Mrs Bambridge from 1936 and purchased by them in 1938 from Lord Clifden. Mr Bambridge was a soldier and diplomat and his wife Eliza, was the only daughter and heir of Rudyard Kipling, another motoring enthusiast (see 2.2b).<sup>146</sup> An inspection pit was inserted into one of the former coach houses and all the six sets of double doors to the coach houses in the south range were replaced by top-hung sliding doors. The partly glazed canopies which run around three side of this stable block appear to be part of the original design. These converted coach houses now contain the National Trust shop.



*Figure 92. The garages inserted into the stables at Montacute House for Lord Curzon.*  
Pete Smith P8252162.JPG



### 3.3 Post-war Country House Garages

Though the motor car had a huge impact on country house life in the second half of the 20th century, little changed in the way motor cars were housed. If anything their increased reliability and the new materials used in their construction, especially in the last quarter of the century, meant that it was no longer essential to protect vehicles from the weather when not in use. Consequently very few new garages were built, except at new country houses, and though the use of coach houses and stables as garaging increased the amount of specialist alteration that these buildings required also declined.

One example of a post-war conversion of a coach house into garaging can be seen at Hoveton Hall in Norfolk. This small country house was built for Mrs Henry Negus by Humphry Repton, between 1809 and 1812. Situated behind the main house Repton provided a small courtyard with a coach house flanked by stable wings. Part of this complex had already been adapted for motor use earlier in the century, when the north stable range was converted from stables to garaging. But in the 1960s the father of the present owner decided to have the coach house converted into garaging (fig. 93). The central, coach house, section of the building was given three sets of garage doors and a mezzanine floor was added above. Post-war cars did not require the height provided for coaches and this allowed for the insertion of extra accommodation. The building does still have an inspection pit and heating, though both these features were rarely necessary by this date. The stable range, which had already been converted to take four motor cars, had its front wall replaced with hinged and sliding doors (fig. 94). The surviving petrol pump situated outside the former coach house appears to date from the 1970s, presumably it replaced an earlier pump.



Figure 93. The coach house designed by Humphry Repton at Hoveton Hall in Norfolk, converted into garages in the 1960s.  
Pete Smith P6040756.JPG



*Figure 94. The stable range designed by Humphry Repton at Hoveton Hall in Norfolk, converted into garages with hinged and sliding doors in the early 20th century.*  
Pete Smith P6040757.JPG

A rather more radical and larger scale conversion can be found at Grimsthorpe Castle in Lincolnshire. Here James, the 27<sup>th</sup> Baron Willoughby de Eresby, and 3<sup>rd</sup> Earl of Ancaster, employed the architect, J R Page, to convert the building to the north-west of the castle, which was reputedly designed by John Vanbrugh as a Riding School, into a garage.<sup>147</sup> This large U-plan building has five garages inserted on its north façade, a large central segment arched opening in the centre with rusticated surround and two flanking openings with plain stone surrounds and a keystone (fig. 95). The wings, on their return fronts have single garage openings with keystones. The remainder of the building was converted to accommodation. The building's design, with blind roundels and prominent keystones, reflects the Baroque style of the castle's north façade. The stonework was carved by the mason, Archie Ireson of Stamford. Interestingly Grimsthorpe already had two Edwardian buildings which appear to have been built as motor houses. One has large double doors and the other top-hung sliding doors, and both have gables with glazed panels and louvred ventilation slits (fig. 96). As well as this there is a further range of former cart sheds which have been converted into five garages with double doors and a single larger garage added to one end. This large number of garages, fifteen in all, reflects the huge increase in car ownership in the late 20th century. These garages housed not only the large number of personal vehicles owned by the family but also the increasing number of estate vehicles and, even later, the vehicles belonging to members of staff. This garage conversion is perhaps the last and most splendid example of its type.

More typical were the new garages built at Ickworth in Suffolk at around the same time. They were built either for Frederick Fane, 4<sup>th</sup> Marquess of Bristol, before his death in 1951 or perhaps for the National Trust who took over the property in 1956. Built behind a shrubbery just to the west of the western wing, this row of utilitarian motor house



Figure 95. The former riding house converted into a motor house by the architect J R Page in 1959 at Grimsthorpe Castle in Lincolnshire.  
Pete Smith P5230658.JPG

consists of two garages with double doors, a workshop/garage with top-hung sliding doors with glazed panels and an office. The building has a flat asphalt roof and the blank side walls are now largely covered in ivy to hide the building. Again the early 19<sup>th</sup> century stables and coach house range situated beyond the eastern wing, which remained in family occupation after 1956, has a number of inserted garages, one with a formerly glazed canopy. These relatively small new garages were designed to house the smaller



Figure 96. The pair of early 20th century motor houses at Grimsthorpe Castle in Lincolnshire.  
Pete Smith P5230650.JPG





Figure 97. The range of post-war garages at Ickworth House in Suffolk.

Pete Smith P6291230.JPG

and more compact cars developed in the post-war era (fig. 97). These garages are no longer in use. A somewhat similar flat roofed range of garages can be found at The Elms, near Apperley in Worcestershire. This mid-18<sup>th</sup> century house, traditionally the seat of the Brooke family, became a hotel in the 1980s.<sup>148</sup> The stable block was converted into hotel accommodation and a long row of garages and workshops were built. Today these garages have themselves been converted mostly for storage, reflecting the fact that today motor cars no longer necessarily need to be garaged at all.

As far as new houses are concerned the garage simply took the place of the stable as a lesser wing to the main house. This was especially true of Georgian or classically inspired houses, for instance at Merks Hall in Essex, built for Mr & Mrs Richard Wallis by Quinlan Terry, between 1984 and 1986. Here the cars are garaged in a simple detached block with a hipped roof and cupola, following the traditional form of a stable or coach house (fig. 98).<sup>149</sup> More modern houses, especially those designed in the style of Le Corbusier, like The Homewood in Surrey, designed by Patrick Gwynne in 1938, occasionally housed the motor cars under the house, but the most common solution seems to have been to site the garage block a short way from the main entrance though carefully screened from the gardens by a wall.<sup>150</sup>

The huge increase in the weather resistant properties of motor cars in the years since the 1970s means that garages themselves are no longer an essential part of motoring. Since most existing country houses already have either existing garaging or vacant coach houses, new garages from this period are exceptionally rare. Whilst the increased complexity and sophistication of most cars means that they can no longer be serviced or repaired at home, so the need for the garage to provide anything other than basic shelter has gone. Today the major car related problems which most owners of country houses face concerns the provision and positioning of parking spaces for the ever increasing number of visitors.





Figure 98. The garage at Merks Hall in Essex designed by Quinlan Terry for Richard Wallis in the 1980s.  
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### 3.4 Architectural Designs and Competitions

The earliest technical discussion of the requirements for a motor house can be found in 'The Motor Stable and Its Management' by Sir David Salomons, which was published in a volume entitled *Motors and Motor-Driving* edited by Alfred Harmsworth of 1902.<sup>151</sup> Salomons used his own motor house at Broomhill as his major exemplar (see 3.1a), and the text is largely concerned with describing this building and the method of its construction (fig. 21). He details such technicalities as the thickness of the glass to be used in skylights and the use of cavity walls to increase insulation, as well as the provision of water, electricity and heating, plus the storage of all the necessary spares and other equipment needed to service and maintain a horseless carriage at this early date. He even goes so far as to recommend the best types of paint for touching up the bodywork of these vehicles. His text is full of useful information about the equipment needed for the general usage of the motor car, such as:

Every car should have mackintosh rain-covers, neatly made, so as not to be disfiguring, for use in wet weather; also dust-covers, which are useful on many occasions.<sup>152</sup>

Salomons also illustrated one other example of an early motor house which was constructed for the Hon Evelyn Ellis at his country seat Rosenau House at Datchet in Buckinghamshire.<sup>153</sup> This motor house consisted of little more than a detached rectangular structure with a flat roof consisting of four garages in a row (fig. 24). This article was obviously written by a motoring enthusiast who was more interested in aspects of the motor and its performance, than the architectural form or style which best suited this brand new building type. A number of short articles did appear in the

contemporary automobile journals concerned with the design of the motor house, though they were rarely concerned with the storage of more than a single motor.<sup>154</sup>

There is an equally surprising lack of discussion of the motor house and its design in the architectural press of the day. The well known Arts & Crafts architect, Charles Harrison Townsend, appears to have been one of the few architects who gave the matter serious consideration. In a paper entitled 'Garages and Motor Houses' which he gave to the Architectural Association in February 1908, and which was subsequently published in full in *The Builder*, he concluded:

For buildings such as we have been considering this evening, mine is, as far as I know, the first attempt to collect the facts and to co-ordinate the data.<sup>155</sup>

This paper, like Salomons' article, concentrated on technical necessities: the length and height of cars, the size of pits and the necessity for ventilation for the storage of petrol. He mentions all those features which occur in most early motor houses; concrete flooring, tiled walls, heating pipes, work benches or workshops, accumulator rooms, generators, adequate lighting, and an external washing place with drainage, though he rarely mentions the actual design or arrangement of the building. He does discuss (and illustrate to his audience) the work of other architects in passing (Lutyens, Prentice and Voysey), though rarely identifying which buildings he is discussing; plus a large number of unidentified American, French and Dutch examples. The only motor house that he discusses and also illustrates in *The Builder* is that designed by Walter Cave (presiding president of the Architectural Association) for Ewelme Down in 1905 (figs 48 - 50) (see 3.3).

Your President's plans for the garage at Wallingford I recommend to your careful study. In this very comprehensive and complete scheme he arranges for two houses of four and two bedrooms respectively, and for a number of other bedrooms for the use of visitors' chauffeurs. The latter have also a messroom, drying-room and bath. There is an engine and dynamo-house 25ft. by 18ft. and an accumulator-room for the electric installation, and, lastly, a motor house, light 60ft. by 20ft. The fall of the ground has most ingeniously been utilised for the lower storey of the houses.

Townsend's recommendation of this courtyard type of motor house is obviously strongly influenced by the service and stable courts which had been built at country houses for centuries. His design concerns centre round the best and most convenient arrangement of the necessary motor facilities required, rather than any interest in the style or look of the buildings. This is perhaps understandable in a period when country houses were being designed in a bewildering number of styles, from the castellated to the classical all of which could be easily adapted to clothe a motor house.

The only articles which do at least illustrate some of these available styles when applied to the problem of motor house design can be found in a series of competitions run by *The Building News* in 1907, 1911 and 1913.<sup>156</sup> These competition designs were submitted as part of the Building News' Designing Club for young architects, and the winning

three entries are illustrated and criticised in each case. The first two competitions were for a pair of cottages and motor house, and the results show how little those who set the conditions for the competition understood about the designing of a motor house. There is no provision for a workshop or any form of spares storage, no sign of water, heating, power or artificial lighting, no washing place with drainage and all the resulting plans simply show two garages with inspection pits situated between lodges and all the assessors' comments refer to the layout of the lodges and their design details. The styles of these buildings are very similar, all slight variations on the prevalent Arts & Crafts, Vernacular, Domestic and Tudor styles so popular in the Edwardian period. The last of these competitions for 'A Motor Garage and Chauffeur's Lodge' had rather more intelligent conditions laid down for it.

The garage accommodation to provide a stable, with sliding doors, for four full-size motors' standings, and in addition a further stable or shed, set at right angles to big stables, with a pit; and adjacent to it a workshop fitted with a small forge. Likewise there must be a small lock-up shed for motor spirit, etc. There must be room for washing motors in the courtyard.<sup>157</sup>

These more detailed specifications resulted in rather more realistic designs. The winning entry (fig. 99) is similar to the motor house which was designed by Walter Cave at Evelme Down and recommended as a model by Townsend (figs 48, 49 and 50). It does

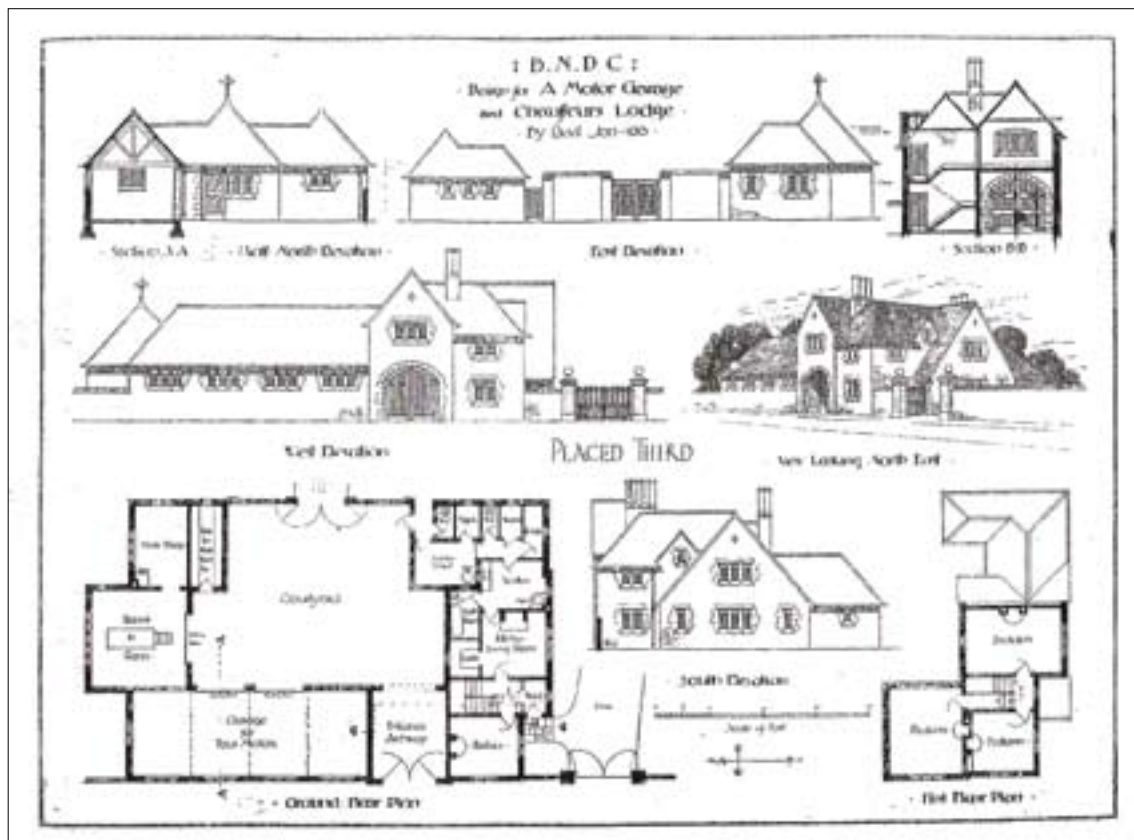


Figure 99. The winning entry for a competition for 'A Motor Garage and Chauffeur's Lodge' organised by the Building News' Designing Club in 1913.

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at least have most of the features which a motor house of that date required, though the placing of the workshop and its forge next to the petrol store doesn't seem a very sensible solution. Even so none of these designs includes such essential details as water supply and drainage, power supply or heating. In the winning design the chauffeur's lodge occupies one range and it is linked to the L-plan motor house by an entrance archway. Like the previous competitions these entries are designed in various styles, all with casement windows, broad roofs and tall chimneys, which reflect the variety of styles found in country house motor houses.



## CONCLUSION

This study has not uncovered the large number of fine quality purpose-built motor houses which might have been expected. There are two important reasons for this; firstly, only very early motor enthusiasts actually needed to build complex motor houses with workshops etc, and secondly, most country houses already had large numbers of coach houses and other buildings which could be readily adapted to house a motor car. Unsurprisingly this means that most of the more innovative and important motor houses were built before the First World War, and that large numbers of motors were housed in existing service buildings which were altered to suit their new function. Only at new country houses, where purpose-built motor houses were an essential element of the overall design, are there likely to be large numbers of as yet unrecorded motor houses waiting to be discovered.

The purpose-built motor houses fall into two basic forms: the row of garages or the courtyard layout. The row of garages type, which was definitely the earliest form, can be seen in both the earliest known motor houses, the Hon Evelyn Ellis' garage at Rosenau House (fig. 24) and Sir David Salomons' at Broomhill (fig. 21). Though arranged in slightly different ways these motor houses basically consist of rows of individual garages with attached service buildings. The use of underground workshops at Broomhill with direct access to the inspection pits was an ingenious solution, but it was not one which was repeated elsewhere. The simpler solution, adopted at Rosenau House, would survive until the present day, though the external inspection pit, open to all weathers, was not a successful idea. Many other equally utilitarian rows of garages were built at both old and new country houses, though the internal divisions between the garages, found in these two early examples were soon abandoned: for example at Badminton House (figs

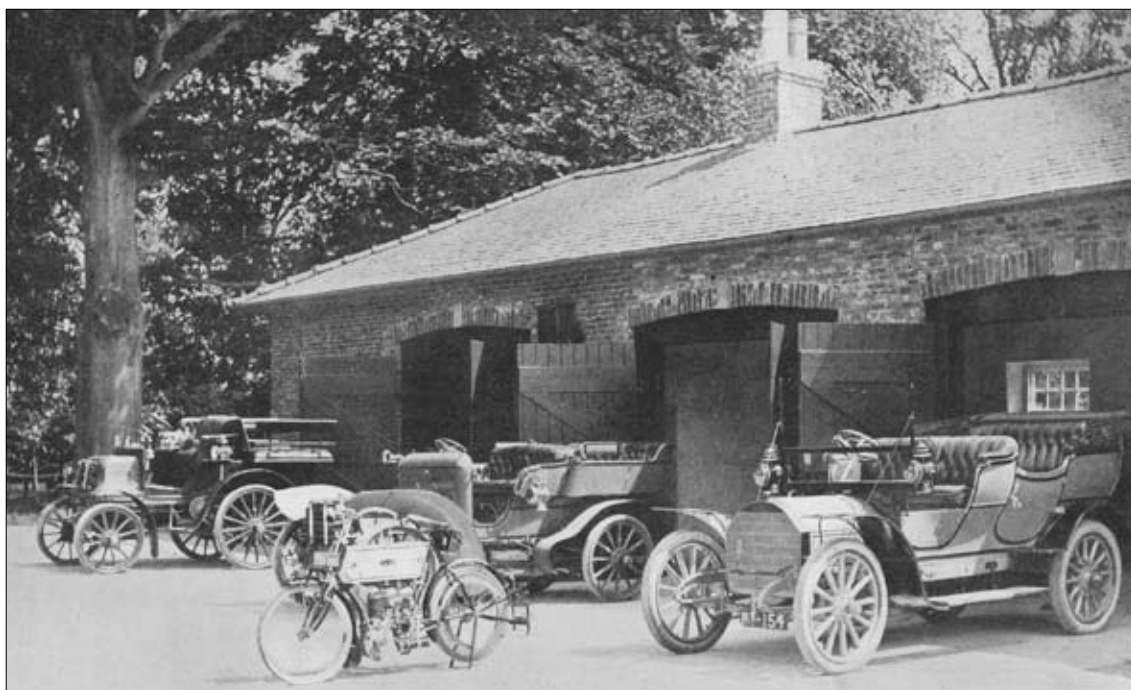


Figure 100. The motor house at Thorpe Hall in North Humberside built for Alexander Bosville; photographed in 1905. *The Motorist & Traveller*. VCCGB

12 and 42), Rufford Abbey (fig. 43), Bryanston (fig. 44), Somerleyton House (fig. 45) and Thorpe Hall in East Yorkshire (fig. 100).<sup>158</sup> When this type of plan was combined with chauffeur's accommodation the result was equally simple with either a cottage at one end of the row of garages or cottages at both ends. The original motor house at Rounton Grange had a single lodge at one end; this was later altered to include a second lodge at the other end (fig. 32). This two-lodge arrangement is epitomised in Seeley & Paget's new motor house at Eltham Palace (fig. 84). Occasionally this single range plan form was used in combination with stabling, as can be found at Hollins Hill Hall (fig. 56), and with chauffeur's accommodation at Horton Priory (fig. 59). As the need for ancillary structures such as workshops, spares stores and chauffeurs' accommodation declined, so the utilitarian row of garages became the norm in the later 20<sup>th</sup> century, as at Merks Hall (fig. 98).

The courtyard plan form, adopted from the traditional stable and coach house format can be seen emerging in examples like Crathorne Hall (figs 51 and 52), Witley Park (fig. 53) and Littlecourt (fig. 54), where the motor houses were simply added into the standard stable and coach house format. This transitional form, needed whilst both carriages and motor cars were in use together, soon became unnecessary as carriages fell out of usage. The format survived with garages and stables combined; the garages merely replacing the coach houses, since stables were still required to house horses for both riding and hunting, as can be seen at Castle Drogo (fig. 80), Tandridge Court (figs 33 and 34) and Moundsmere House. The courtyard format was not often used solely for motor cars, except at new country houses. Ewelme Down (figs 48 - 50), Tuesley Court (fig. 57) and Tylney Hall (fig. 47) are all fine examples of this type, built as part of completely new country houses. They were built for owners who put their faith in the motor car from a very early date, and they are the finest architectural expressions of the needs of the Edwardian motor car, articulated in a variety of styles. It should be noted, however, that Ewelme Down and Tylney Hall both combined their motor accommodation with some other functions: a pump house to an artesian well at the former and a water tower at latter. A variation on the courtyard plan did develop later, where the standard row of garages occupied one side of a walled motor court, as can be seen at Port Lympne (fig. 58).

Two other important early motor houses had plans based to some extent on the courtyard layout. The motor house at Sandringham had a central internal washing place with garaging around it, though the row of garage doors along its north front belies its original courtyard format (fig. 27). The central space, lit by clerestory windows proved itself inadequate and eventually a very large glazed canopy was constructed over a new washing place in front of the garage doors (fig. 28) thus removing all semblance of a courtyard plan. At The Hendre the courtyard arrangement is much clearer. Again, the courtyard is also roofed over, though here the central roof was largely glazed (figs 19 and 30). It appears that this motor house soon proved to be too small for all the Rolls family's motors, because the large stable and coach house court was also roofed over with a largely glazed roof soon afterwards. Both these architecturally interesting motor houses were built for motor enthusiasts who were exceptionally wealthy, Edward VII and the Hon Charles Rolls, and they represent a fleeting moment in time, when the motor car was in its infancy.



Figure 101. The motor house at Rolleston Hall in Leicestershire built for Lord Churchill; photographed in 1923. *The Autocar*. VCCGB

The glazed canopy over a washing place is probably the architectural feature which is most commonly associated with the motor car, but it should be noted that iron and glass canopies were constructed for the washing down of coaches, and that they do not always denote a conversion to car usage. At Sandringham, for example, the coach houses, which stand next to the motor house have two iron and glass canopies which pre-date 1895, and similar canopies were in existence at Buckingham Palace well before this date.<sup>159</sup> The royal necessity to appear in public in immaculately turned out coaches, especially on state occasions, probably explains why they were rarely installed at non-royal houses. The continuous and partially glazed canopies which run around three sides of the stable courtyard at Wimpole Hall appear to pre-date the motor car; the glazed canopy included in the new stables which were designed by Peter Dollar at Stapleford Park in Leicestershire for the wealthy brewer John Gretton in 1899, was definitely built for cleaning coaches and the glazed canopy in front of the coach houses at Crathorne Hall was also designed for washing the coaches (fig. 51).<sup>160</sup> Glass canopies were included at quite a large number of motor houses, built at both existing and new country houses, such as Sandringham House (fig. 28), Tandridge Court (fig. 33), Moundsmere House, Great Chalfield Manor (fig. 55), Barrington Court, Thanet Place, Hollins Hill Hall (fig. 56) and Witley Park. One exceptional example of a glazed canopy, at Rolleston Hall in Leicestershire, was even 'enclosed by shutters of the roller slat variety in front and at the sides to keep out the wet' (fig. 101).<sup>161</sup> A solid canopy was built outside the garages at Coleton Fishacre (fig. 82) and at Tylney Hall the loggia supported on Doric columns around most of the courtyard has glazed sections outside the garages which acted as washing canopies (fig. 47). But the largest number of canopies were added to existing coach houses, as at Moor Park, Wollaton Hall (fig. 72), Donnington Grove (fig. 76), Scotney Castle (fig. 65), Tyntesfield (fig. 66), Brodsworth Hall, Elveden Hall, Cheswardine



*Figure 102. The doors of the former coach houses at Sion Hill Hall in North Yorkshire cut down to accommodate motor cars.*  
Pete Smith P6070885.JPG

Hall (fig. 61), Hampton Court House and Ickworth. The glazed canopy, or the scar of a former glazed canopy, is often one of the few external clues which can help identify whether a coach house has been converted into garaging. A much rarer feature is the internal washing place, like those found at Moor Court (fig. 37), The Hendre (figs 19 and 30) and Wroxall Abbey, and completely unique is the separate internal washing place at Dunham Massey converted from a former brewhouse (fig. 62).

As we have seen, by far the commonest solution for the housing of the motor car was the conversion of existing buildings. These existing buildings were usually either, coach houses, stables or barns, though occasionally other structures were converted, like the chapel at Beechwood Park or the squash court at Bletchley Park in Buckinghamshire.<sup>162</sup> Apart from glazed canopies, the only other external alterations usually found on former coach houses concern the doors. The doors needed for coach houses were much taller than those required for motors. Coach house doors were usually also contained within round-headed archways, whilst those of motor houses most often have flat headed openings. Coach house doors were sometimes reduced in height by cutting smaller doors into the existing doors as can be seen at Sion Hill Hall (fig. 102). Occasionally glass panels were inserted, either into the doors themselves, as at Wollaton Hall (fig. 72), or as overlights, as at Polesden Lacey (fig. 64). Hinged coach house doors were increasingly replaced by top-hung sliding doors and, very rarely, all the coach house openings were replaced with a single set of these sliding doors, as can be seen at Wimpole Hall. Further features, which can assist in identifying coach house conversions, are the existence of petrol pumps – whether early examples like the one at Tyntesfield or later replacements like the one found at Hoveton Hall (fig. 91) – and surviving concreted washing places, as at Tatton Park. Often coach houses were used as garages without any alterations, like those which were only used as garaging in the post-war period, or those which were



only used to accommodate visiting motors. Many coach house conversions have gone un-noticed, and hopefully this report will highlight the tell-tale signs which need to be recognised if these conversions are to be identified.

Conversions of barns were not hugely popular unless these barns happened to be situated conveniently. At Batemans and Groombridge Place the converted barns were both positioned close to the house, though away from the gardens and the main entrance. With their existing barn doors, it is often very difficult to identify these conversions, unless they have been altered in some other way. Stable conversions, by contrast, can be much more easily identified, either by the introduction of random sets of double doors, as at Hanbury Hall (fig. 89) and Sion Hill, or, more commonly, as at Hoveton Hall (fig. 94) and Somerleyton House (fig. 45) where the front wall has been removed entirely and replaced by girders with top-hung sliding doors.

Most motor houses were either sited well away from the main house or close to the house but out of view from the main façades. The motor houses at Ewelme Down, Cliveden, Witley Park, Moundsmere House, Castle Drogo and Horton Priory, for example, are all situated at a significant distance from the house. The chauffeur or mechanic would have brought the motor around to the main entrance of the house when required. The advent of internal telephone systems, like that recorded at Ewelme Down in 1905 or the one surviving at Castle Drogo (fig. 65), would have made communication between the motor house and the main house much easier. By contrast, the motor houses at Broomhill, Tylney Hall, Tuesley Court and Upton House were positioned nearer the house as part of the service buildings. Even at houses built in the 1930s like Gledstone Hall (fig. 85) and Middleton Park, where the motor houses were designed as part of the overall layout of the house, their garage fronts were still not visible from the house. It was only for exceptional clients like Woolf Barnato, who had a particular passion for motor cars and motor racing, that the garage became integrated into the house (fig. 86). Even in such late examples as Merks Hall, built in 1984-86, the garage block remains detached from the house (fig. 96), and though placed conveniently close to the house, it is still hidden from view. The smell and noise created by early motor cars and generators may well have been a strong factor in the decision to position the motor house well away from the house.

Motor houses were designed in a bewildering number of styles that reflect the wide choice of styles available through the architectural fashions of the day. Often the motor house was designed in a style different from the main house, either because the motor house was well hidden from the house or for financial reasons, or both. At Ewelme Down and at Horton Priory where both houses were built of stone, the motor houses were built of brick in a simpler and cheaper style. At Moor Court (fig. 36) and at Castle Drogo (fig. 80) the motor houses were built in the same materials as the house, but their style is somewhat simplified. For motor houses built close to the house the choice of style was normally dictated by that of the house, as at Tylney Hall (fig. 47), Tuesley Court (fig. 57) or Great Chalfield Manor (fig. 55). But the majority of motor houses were built without any thought of architectural style at all. Broomhill (fig. 24), Rosenau (fig. 21), Badminton House (figs 12 and 42), Rufford Abbey (fig. 43), Bryanston (fig. 44) Somerleyton Hall (fig. 45) and Thorpe Hall (fig. 98) all have motor houses constructed by

estate craftsmen in what can only be described as a most utilitarian or vernacular style. No single style predominates in the design of motor houses, though most designs fall somewhere within the related and ill-defined group of styles known as the Arts & Crafts – Domestic – Free – Queen Anne - Tudor styles which were popularly used for all types of estate buildings throughout England in the first half of the 20<sup>th</sup> century.

Even though the motor car had such an enormous impact on life in the country house the architectural evidence surviving today is sporadic and sometimes difficult to identify with certainty. This report has of necessity concentrated on the early years of the development of the motor car and the motor house. The speed with which the motor car developed, becoming an essential and necessary part of country house life by the 1920s, means that the years 1895 to 1925 were the years of experiment and invention. By this date the basic design of the motor car itself had become established, and though many improvements were introduced in later years, few changes were required for the housing of the motor car. If anything the motor car's requirements have become simpler and less demanding so that today a row of generous garages is often all that is needed to house even the most luxurious and expensive of motor cars.

## ENDNOTES

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- 73 Anon, 'Sir David Salomons's Garage, Broomhill, Tunbridge Wells', *Some Model Private Garages*, *The Motor*, March 2, 1909, 141-43.
- 74 Broomhill and the Salomons Museum, Broomhill Road, Southborough, Tunbridge Wells now belongs to Canterbury Christ Church University and is open to the public.
- 75 Salomons, *op. cit.*, 83-102.
- 76 Anon, 'Broomhill. - The Home of Sir David Salomons, Bart.', *Cars and Country Houses* No. CXI, *The Car Illustrated*, No. 235, Nov 21, 1906, 14.
- 77 *Ibid.*, 101-102.
- 78 Trevin Towers, situated on the east side of Gaudick Road, today it forms part of the University of Brighton.
- 79 John James Hissey wrote 14 travel books, which he illustrated himself, between 1884 and 1917.
- 80 Hissey refers to this newly built 'motor car stables' in a letter from Trevin Towers dated March 7, 1899. [www.daimler.co.uk/enthusiasts](http://www.daimler.co.uk/enthusiasts). Mr John J Hissey, *A Nineteenth Century Journey*.
- 81 Leonard Willoughby, 'Sandringham House', *The Homes of Motorists*, No. 1, *The Motorist and Traveller*, February 8, 1905, 17-18.
- 82 Richard Hewlings, *A History of the Royal Mews, Buckingham Palace, from Drawings in the PRO*, English Heritage Report, Work 34, no date, 6. G F P, 'The King's Cars at Windsor', *The Car Illustrated*, No. 5, June 25, 1902, 150-51.
- 83 The Hendre is today situated in Monmouthshire in Wales but before the 1974 boundary

changes Monmouthshire was part of England and it has therefore been included in this study of the English motor house. L Broke Willoughby, 'An Ideal Motor-House' *The Motorist and Traveller*, Vol IV, No. 1, November 8, 1905, 19. Anon, 'A Model Garage', *The Car Illustrated*, No. 181, Nov 8, 1905, X.

84 Broke Willoughby, *op. cit.*, 19.

85 *Ibid*, 19.

86 The 1871 and 1881 Petroleum Acts required those storing petrol to have a license from the local authority.

87 John Minnis, *Ashton Wold Defined Area Survey*, English Heritage, 7-8.

88 This building is listed as 'The Motor House and Fowl House, Rounton Grange, East Rounton', LB UID 471686, 1319/8/1004, at grade II.

89 This information is recorded on the surviving foundation stone.

90 Anon, 'Moor Court, Oakamoor, the Home of Mr Francis Bolton J.P.', *Cars and Country Houses* No. CLV, *The Car Illustrated*, No. 667, March 3, 1915, 43-45.

91 Anon, 'Easton Lodge. – The Essex Residence of Lord and Lady Warwick', *Cars and Country Houses*, No. XX, *The Car Illustrated*, No. 27, November 26, 1902, 17-19.

92 Sophie Raikes and Tim Knox, *Nostell Priory*, National Trust Guidebook, 2001, 42-3.

93 Leonard Willoughby, 'Nostell Priory', *The Homes of Motorists*, XII, *The Motorist and Traveller*, June 28 and July 5, 1905, 813-16 and 853-56.

94 Peter de Figueiredo and Julian Treuherz, *Cheshire Country Houses*, 1988, 128-30

95 'At Mottram Hall, Cheshire', *Some Model Private Garages*, *The Motor*, March 2, 1909, 144-45.

96 *Ibid*, 145.

97 Nigel Nicolson, *Ightham Mote*, National Trust Guidebook, 1998, 42.

98 The building is visible on the 1907 OS map.

99 Leonard Willoughby, 'Badminton', *The Homes of Motorists*, II, *The Motorist and Traveller*, February 22 and March 1 1905, 90-92, 135-37.

100 Anon, 'Badminton House', *Cars and the Country House*, II, *The Motor-Owner*, October 1919, 9-14.

101 Harmsworth (ed.), *op. cit.*, 83-102.

102 Leonard Willoughby, 'Rufford Abbey', *The Homes of Motorists*, XV, *The Motorist and Traveller*, August 9 and 16, 1905, 13-16 and 45-48.

103 Rufford Abbey was largely demolished in 1956 and the surviving ruins are now in the guardianship of English Heritage.

104 Anon, 'Bryanston, The Home of Lord Portman', *Cars and Country Houses*, No. 25, *The Car Illustrated*, No. 35, January 21, 1903, 303-06.

105 Leonard Willoughby, 'Thorpe Hall', *The Homes of Motorists*, XIV, *The Motorist and Traveller*, July 26 and Aug 2, 1905, 973-76 and 1013-16.

106 Leonard Willoughby, 'Somerleyton Hall', *The Homes of Motorists*, XXIV, *The Motorist and Traveller*, December 16, 1905, 257.

107 Daniel O'Neill, *Lutyens Country Houses*, London, 1980, 64-71.

108 Aslet, *op. cit.*, 330. *Academy Architecture*, 1904 (1) 46-47, 49, i, p. *Architectural Review*, 16, 1904, 80-85, 117, 122-25, I, p. *The Building News*, 9 Dec 1904, 829, I, p..

109 Anon, 'Tylney Hall, The Home of Mr. Lionel Phillips', *Cars and Country Houses* No. XXVI, *The Car Illustrated*, No. 39, Feb 18 1903, 437.

110 Anon, 'A Model Garage', *The Car Illustrated*, No. 229, October 10, 1906, 317.

111 *Ibid.*, 317-18.

112 'Ewelme Down, Oxfordshire', *Country Life*, March 23, 1912, 430-37.

113 Michael Orr and James Crathorne, *A Present from Crathorne*, 1989, un-paginated.

- 114 Information from Judith Patrick.
- 115 G P Fuller of Neston Park purchased Great Chalfield Manor in 1878. He leased it to tenants until 1905 when his fourth son Robert took on the property, eventually purchasing it from his father in 1912. Oliver Garnett, *Great Chalfield Manor*, National Trust Guidebook, 2007, 20-23.
- 116 'Horton Priory, Kent', Illustrations, *The Builder*, March 23, 1923, 480.
- 117 Anon, 'The Cheswardine Hall Garage', Some Model Private Garages, *The Motor*, March 2, 1909, 149-50.
- 118 Geoffrey Tyack, *Warwickshire Country Houses*, Chichester, 1994, 220-22.
- 119 Anon, 'At Wroxall Abbey, Warwickshire', Some Model Private Garages, *The Motor*, March 2, 1909, 143-44.
- 120 Pamela Sandbrook, *A Country House at Work*, London, 2003, 187.
- 121 Christopher Rowell, *Polesden Lacey*, National Trust Guidebook, 1999, 41.
- 122 Jill Allibone, *Anthony Salvin; Pioneer of Gothic Revival Architecture*, 1987, pl. 25
- 123 Francis Greenacre, *Tyntesfield*, National Trust Guidebook, 2003.
- 124 This information is based on research carried out by Mike Lait in 2004.
- 125 Tom Rowe, *The Beechwood Companion; The Story of a House and its People*, Beechwood Park School, 2006.
- 126 Anon, 'Lilleshall Hall Garage', Some Model Private Garages, *The Motor*, March 9, 1909, 213.
- 127 Allibone, *op. cit.*, 196.
- 128 Leonard Willoughby, 'Longford Castle', The Homes of Motorists, VIII, *The Motorist and Traveller*, May 3, 1905, 496.
- 129 Leonard Willoughby, 'Longford Castle', The Homes of Motorists, VIII, *The Motorist and Traveller*, May 10, 1905, 537.
- 130 Anon, 'Shipton Court', Cars and Country Houses, *The Car Illustrated*, No. 278, September 18, 1907, 195.
- 131 Pete Smith, *Supplement to Audley End Stables, Audley End House, Saffron Walden, Essex*, English Heritage Research Department Report Series no. 62-2009, 1-3.
- 132 Nicolson, *op. cit.*, 33.
- 133 *Country Life*, CXXIV, 18, 25 Sept and 2 Oct, 1958, 588, 654 and 714.
- 134 Permission for the rebuilding and conversion of this listed building has been granted by the local authority.
- 135 W H, 'The Motor Owner visits Shirburn Castle', *The Motor-Owner*, June, 1930, 35.
- 136 Hilary E Armitage, *The History of Moor Park Hertfordshire*, 1964, 27-29.
- 137 Margaret Richardson, *Sketches by Edwin Lutyens*, RIBA Monographs No. 1, London, 1994, 67, sketch No. 45.
- 138 Hugh Mellor, *Castle Drogo*, National Trust Guidebook, 1995 (revised 1996), 29-30.
- 139 *Ibid.*, 30.
- 140 Alan Powers, *Coleton Fishacre*, National Trust Guidebook, 1999, 12-13.
- 141 *The Builder*, January 11, 1929, 94, 95, 98 and 107.
- 142 Clive Aslet, 'An Interview with the late Paul Paget 1901-1985', *Thirties Society Journal*, No. 6, 1987, 19.
- 143 Pevsner and Williamson, *op. cit.*, 109, 438.
- 144 Wolf Barnato had previously commissioned Ernest Newton to built Ardenrun Place for him in 1906, this house was burnt in the 1930s. William Newton, *The Works of Ernest Newton, R.A.* London, 1925, 90-97. Richard Morrice, 'Ernest Newton 1856-1922, Grace Without Style', Roderick Brown (ed.), *The Architectural Outsiders*, London, 1985, 172-88.
- 145 Powers, *op. cit.*, 2004, 74-75. Christopher Hussey, 'Ridgemean, Englefield Green, Surrey' *Country*

*Life*, 1938, LXXXVII, 144 and 172.

146 David Souden, *Wimpole Hall*, National Trust Guidebook, 1991, 39-42 and 87.

147 Tom Knox, *Grimsthorpe Castle*, Guidebook, 1996.

148 David Watkin, 'Merks Hall, The Home of Mr and Mrs Richard Wallis', *Country Life*, July 7, 1988, 142-45.

149 Peter Reid, *Burke's and Savills Guide to Country Houses*, Volume II, 1980, 204.

150 Powers, 2004, *op. cit.*, 78-83.

151 Harmsworth (ed.), *op. cit.*, 83-102.

152 Harmsworth (ed.), *op. cit.*, 95.

153 Ellis's riverside country seat Rosenau House was burnt down in the 1930s and rebuilt as 'Woolacombe', Southlea Road, Datchet.

154 For example; 'How to Build a Motor House', *Motorist's Year Book*, Vol. I, 1903, 297-99. E Keynes Purchas (Honorary Architect to the Automobile Club), 'Motor Houses', *The Car Illustrated*, No. I, May 28, 1902, 7-8.

155 *The Builder*, February 15, 1908, 175-83. Townsend was not entirely correct in this statement for a previous meeting of the Architectural Association held on the 17<sup>th</sup> October 1906 had heard a paper entitled 'Motor Houses and Garages' read by M G Pechell. A brief précis of this paper and the subsequent discussion was reported in *The Builder*, October 27, 1906, 483-84. A further short article entitled 'Stabling' appeared in *The Building News*, March 27, 1908, 444-45, which discussed the design of a modern stable block that included both coach houses and a garage.

156 *The Building News*, Sept 6, 1907, 312-22; June 2, 1911, 760-62; Feb 7, 1913, 187-88, 200-01.

157 *The Building News*, Feb 7, 1913, 188.

158 Leonard Willoughby, 'Thorpe Hall, The Homes of Motorists, XVI', *The Motorist and Traveller*, July 26, 1905, 976.

159 The washing canopies were designed by John Phipps in 1863. Hewlings, *op. cit.*, 4 and 5.

160 Giles Worsley, *The British Stable*, New Haven and London, 2004, 268, pl. 261.

161 Anon, 'An Ideal Private Garage', *The Autocar*, Feb 9, 1923, 228.

162 The squash court was converted into garaging for 3 cars before 1937. *Bletchley Park*, English Heritage Building Report Series No. B/010/2004, Vol. I, 6.3 Motor Car Garages, 165-70.



## GAZETTEER

References in square brackets refer to further information and illustrations to be found within the main report.

Abbreviations:-

CA – Clive Aslet, *The Last Country Houses*, New Haven & London, 1982

CL – Country Life

EH – English Heritage

NMR – National Monuments Record

NT – National Trust

Pev – Pevsner

TCI – The Car Illustrated

TM&T – The Motorist and Traveller

### BEDFORDSHIRE

#### Colworth House, Sharnbrook

House built c.1715, additions 1770s. Purchased by William Clarence Watson 1893, altered by Peto & George. 1906 sale particulars include a 'motor house with cleaning pit', NMR. Now Research Laboratory for Unilever. Motor house and stables demolished. House listed II\*. Listing GR SP9810060108.

### BERKSHIRE

#### Calcot Park, Tilehurst [p. 7: fig. 6]

House built for John Balgrave 1759. House leased to Alfred C Harmsworth, Lord Northcliffe who entertained the competitors here on the 1,000 Mile Reliability Trial in 1900. House and stables divided into apartments 1960. House and stable listed together at II\*, Listing GR SU6720472275

#### Donnington Grove, Shaw cum Donnington [pp. 68-69: fig. 76]

Built for James Pettit Andrews by John Chute 1763. Contemporary stable and coach house. Coach houses converted to garages with glazed washing canopy. Consent granted for conversion to dwelling. House now Donnington Grove Golf & Country Club. CL, 18, 25 Sept, 2 Oct, 1958, 588, 654, 714. House listed at II\*, stable block listed at II, Listing GR SU4601368884. Visited. Photographed.

Rosenau House, Datchet – see Buckinghamshire

### BUCKINGHAMSHIRE

#### Bletchley Park House, West Bletchley [p. 94]

House built in 1860 with additions of 1883 and 1906 for Herbert Samuel Leon. Pev, 508. Squash court converted to garage for 3 cars before 1937, double garage built between 1910 and 1925. *Bletchley Park*, English Heritage Building Report Series No. B/010/2004, Vol. 1, 6.3 Motor Car Garages, 165-70. Now Bletchley Park Trust. House listed at grade II, Listing GR SP8639033873. Converted garages not listed.

#### Cliveden, Taplow [p. 72: fig. 79]

NT. House rebuilt by Charles Barry for 2<sup>nd</sup> Duke of Sutherland, 1849-51. Motor house attached to Clutton wing, possibly built as motor house in c.1895, now a Studio (part of hotel). 'The Garden Cottage' a purpose-built motor house with chauffeur's accommodation built for Waldorf and Nancy Astor between 1910 and 1925. Well preserved example of a motor house and

chauffeur's accommodation. Possible garage at end of Orangery, House listed at I. Listing NGR SU9103185182. Motor house not listed. Visited. Photographs.

#### Greenlands, Hambleden [p. 14]

Built c.1810, additions 1853. Further additions for W H Smith by Richard Norman Shaw, 1894 and 1905. Pev, 368. Now Henley Management College, extensive additions. TCI, No. 9, July 23, 1902, 305-08. House listed at grade II\*, Listing GR SU7757085483.

#### Halton House, Halton [pp. 17: fig. 13]

Built in 1880-83 for Alfred de Rothschild. 'When Alfred introduced cars to Halton, he appointed a chief chauffeur (Mr Towersey), who acquired a staff of four others. These co-existed with the stable staff, becoming more important as the years passed and Alfred's preference for cars grew. Cars were painted in the distinctive Rothschild colours of blue with strips of yellow, in the same way as the decorations on the harnesses of the horses which also bore Alfred's distinctive monogram on their saddle cloths.' Beryl E Escott, *The Story of Halton House, Country Home of Alfred de Rothschild*, 2008, 60-61. Stables and coach house converted to dwellings C20. Now an RAF Station. House listed at II\*. Listing NGR SP8803310108. Former stable not listed.

#### Little Horwood Manor, Little Horwood [pp. 77-79]

Built for George Gee by A S G Butler 1938-39. Pev, 438. West garage wing now converted to separate house. House and garages listed together at grade II. Listing OS GR SP7926831617

#### Rosenau House, Datchet [pp. 9, 28 and 88: fig. 24]

Early motor house built at Rosenau House for the Hon Evelyn Ellis, who imported the first petrol driven motor car to England in 1895. Illustrated in D Salomons article in Harmsworth (ed.), *Motors and Motor Driving*, 1902. House burnt down 1930s, rebuilt; replacement house not listed. Motor house demolished. NGR 498640.176299.

### CAMBRIDGESHIRE

#### Wimpole Hall, Wimpole [p. 83]

NT. The 4<sup>th</sup> Earl of Hardwicke commissioned new stable block from H E Kendall, 1852, converted to garage in 20<sup>th</sup> century. Glazed canopies appear to be part of original coach house design. The former coach houses, on the south side of court, have replaced sliding doors and an in-filled former inspection pit. These alterations were presumably carried out to accommodate motor cars. To-day converted to shops and tea room. Stables listed at grade II\*. Listing GR TL3377050942. Visited. Photographs.

### CESHIRE

#### Dunham Massey – see Greater Manchester.

#### Lyme Park, Lyme Handley

NT. Stables 1863 by A Darbyshire for William Legh, used as garages – no surviving evidence of conversion. Listed at grade II. Listing GR SJ9656482470

#### Mottram Hall, Mottram St Andrew [pp. 39-40: fig. 40]

House built for William Wright c. 1750. Residence of Mrs Wright in 1909, garages illustrated in *The Motor*, March 2, 1909, 144-45. Now the De Vere Mottram Hall Hotel & Golf Centre. House listed at grade II\*. Listing GR SJ8854579402. Garages demolished and replaced with Leisure Suite.

#### Tatton Park (Tatton Hall), Tatton [p. 11]

NT. House built 1780-91 by Samuel Wyatt. Additions Lewis Wyatt 1808-13. G H Stokes for 2<sup>nd</sup> Baron Egerton, 1884. Egerton was enthusiastic early motorist and aviator. Stable block by Samuel Wyatt. Stable block listed at grade II. Listing GR SJ7515580812

## CUMBRIA

### Lowther Castle, Lowther [pp. 10 and 17: fig. 8]

House built 1806-11 by Robert Smirke. Lord Lonsdale and his 11 Napiers. TCI, July 9, 1902, 226-27. Ruined house listed at II\*, attached former stables listed at II. Listing GR NY5430123145

## DEVON

### Castle Drogo, Drewsteignton [pp. 73-74: figs 80 and 81]

NT. Built for Julius Drewe, owner of the Home & Colonial Stores, by Sir Edwin Lutyens. Begun 1910 completed 1929. Stable and garage by Lutyens, positioned well away from the house. Four garages one with surviving inspection pit. Also contains battery house to augment the hydro-electric power supply. Telephone exchange installed 1915 in Butler's Pantry retains number '23' for garage. CL, 3 & 10, Aug, 1945, 200, 244. House listed at I, motor house listed at II. Listing GR SX7223390133. Visited. Photographs.

### Coleton Fishacre, Kingswear [pp. 74-75: fig. 82]

NT. Built for Rupert D'Oyly Carte by Oswald Milne 1923-6. Splendid example of a large unaltered motor-house and chauffeur's flat. CL, 31, May 1930, 782. House listed at II. Listing GR SX9092650810. Motor house not listed. Visited. Photographs.

## DORSET

### Bryanston, Bryanston [pp. 11 and 42: fig. 44]

House built for Lord Portman by R Norman Shaw in 1899. The garage illustrated in TCI, No. 35, January 21, 1903, 303-06. Built for his and his daughter's cars. Motor house converted to classroom. Bryanston School from 1928. CA, 312. House listed at grade I. Listing GR ST8703907370. Motor house not listed. Visit not possible.

## EAST SUSSEX

### Bateman's, Burwash. [pp. 67-68]

NT. House built 1634, purchased by Rudyard Kipling in 1902. Enthusiastic motorist – Lanchesters - kept diaries of motoring trips and wrote motoring stories. His Rolls-Royce Phantom I of 1928 displayed in garage. House listed at grade I, Listing GR TQ6708423799 . Barn/garage not listed.

### Compton Place, Eastbourne

House remodelled 1726 by Colen Campbell for Earl of Wilmington. Coach house court has possible garage conversions. House listed at grade I, coach house listed at grade I. Listing GR TV6035998606. Visited. Photographs.

### Trevin Towers, Gaudick Road, Eastbourne [p. 29: figs 25 and 26]

House built 1894. Motor-house added to stables pre-1899 for James John Hissey. In a letter dated 7 March, 1899 refers to "The only noticeable addition [to TT] being the motor car stables" – possibly the earliest surviving . A photograph of 1901 shows his 'MCC Seagull' parked in front of the surviving motor house. Unusual arrangement close to house. Two sets of double doors at an angle. Now part of the University of Brighton. House listed at grade II, Listing GR . Stable and motor house listed at grade II. (No Listing GR) NGR 560027.98291. Visited. Photographs.

## EAST YORKSHIRE

### Thorpe Hall, Rudston [pp. 42-43: fig. 100]

House built early 18<sup>th</sup> century, extended c.1775. Purpose built garage shown in TM &T, July 26,

1905, 973-76 and August 2, 1905, 1013-16. Owned Sir Ian Macdonald, Bt. Building visible on aerial photo. Venue for Yorkshire Automobile Club outing 1905. House listed at grade I, Listing GR TA1092967675, motor house not listed.

## ESSEX

### Audley End, Littlebury [p. 66: fig. 73]

EH. Built for Earl of Suffolk c. 1605. Late 19<sup>th</sup> century coach house converted to motor house. Not listed. Aerial photo shows range of lean-to garages behind service wing. Garages demolished and replaced by new visitor centre c.2008. Stable block listed at grade I, Listing GR TL5218838268. Converted coach house not listed. Visited. Photographs.

### Easton Lodge, Little Easton [pp. 37-38: fig. 38]

Rebuilt by Thomas Hopper, 1847. Miss Maynard inherited in 1881, married Lord Warwick. 'These cars are stored in a roomy garage with a pit and a bench at which ordinary repair work can be done'. TCI, No. 27, Nov 26, 1902, 17-19. House demolished 1949. Gardens by Sir Harold Peto now open to public. Surviving purpose built 'garage' converted to a house shown on aerial surveys. Former service wing to house listed as Easton Lodge at grade II, Listing GR TL5939423950. Garage not listed.

### Merks Hall, Great Dunmow [p. 87: fig. 98]

Built for Mr & Mrs Richard Wallis by Quinlan Terry, 1984-86. Detached garage for three cars. CL, July 7, 1988, 142-45. Barn listed at grade II, Listing GR TL6407122844. House and motor house not listed.

## GLOUCESTERSHIRE

### Badminton House, Badminton [pp. 15-16 and 41-42: fig. 12 and 42]

Seat of the Dukes of Beaufort. TM&T, February 22 and March 1 1905, 90-92, 135-37. 'The garage or motor house, forms part of the coach yard, and faces the house containing the many carriages, which range from the huge van to children's tiny cars and toy motors. The house holds two cars, and has a floor and pit covered in zinc. Cupboards and shelves are placed handily around, while hot water pipes keep the temperature right. The Motor-Owner, Cars and the Country House II, October 1919, 9-14. 'The garage contains six cars - a Daimler, a Metallurgique, a Singer light car and two Panhards, one of which has seen twelve years' service as a tender at hunt meetings. The Singer is the most favoured by the Duchess herself. The character of the Straker may best be seen from our illustrations; it is used for the transport of cricket and football teams, and for that of 26 couples of the famous Badminton Hounds when the meets are some distance away. It has a delectable top - a feature that is becoming increasingly popular in modern body work - which, when not in use, is kept hanging from the roof of the garage, so that it may readily be lowered into position on the main body when required. With the car in the illustration are shown the huntsman - Tom Newton - as well as the chief whip and the Duke's principal chauffeur.' Illustrations in 1905 show Palmer the chauffeur. Access refused. House listed at grade I, motor houses listed at grade II, Listing GR ST8061482843.

## GREATER LONDON

### Eltham Palace, Eltham [pp. 75-76: fig. 84]

EH. Ruined palace converted to a house for Stephen Courtauld by Seely & Paget, 1933-37. Detached purpose built garage range with chauffeur's accommodation above built to west of main house - survives - accommodation for at least four cars. Tenanted, access difficult. CA, 315-16. House listed at grade II\*, Listing GR TQ4245874010. Motor house not listed.



## GREATER MANCHESTER

### Dunham Massey (Dunham Hall), Dunham Massey [pp. 57-58: figs 62 and 63]

NT. Coach house built 1721, altered c.1906 to accommodate motor cars, with heating pipes and inspection pits. Morris displayed in third coach house which retains original floor. "Between 1905 and 1910 Compton Hall created an up-to-date garage range, opening up the Brew-house to the yard to provide a wash for the cars and carriages. Beyond the Wash is the Chauffeur's Room (not open) and in the adjoining coach-houses, garaging for three cars equipped with central heating, an inspection pit and electric light. Between the wars, the 10<sup>th</sup> Earl's two Armstrong Siddleys were housed in what is now the ticket office, to be followed by a Morris Oxford, its green leather upholstery specially requested from Lord Nuffield. The single garage still contains Lord Stamford's dark green 1934 Morris 10 hp Dicky-Seater, generously loaned by Michael Lee. The cars were lovingly tended by the chauffeur, Piers Davenport, who was sent to Armstrong Siddley by Lady Stamford after the First World War to be taught driving and maintenance skills. He served Lord Stamford for 65 years and lies buried alongside his employer in the churchyard of St Mark's, Dunham Massey." NT Guidebook 41. Listed at grade I. Listing GR SJ7344487349. Visited. Photographs.

## HAMPSHIRE

### Beaulieu Abbey (Palace House), Beaulieu [p. 6]

Motor house or garage opposite north front of house on aerial views. Built after 1871 - not shown on OS map. Motor house has central section with pitched roof and cupola, extended at both ends by two flat-headed garages – probably post-war. Lord Montagu was an important and vociferous advocate for motoring. The National Motor Museum. House listed at grade I, Listing GR SP4095100000. Motor house not listed.

### Marsh Court, Kings Somborne [p. 79: figs 86 and 87]

Built for Herbert Johnson by Edwin Lutyens, house built 1901, additions 1907, and extended 1920s including motor house. CL, 19 and 26, March, 1932. Motor house converted to school use, courtyard filled with extension 1960s. House listed at grade I, motor house listed at grade II, Listing GR SU3576130748.

### Melchet Court, Melchet Park and Plaitford

House rebuilt 1863 by Henry Clutton for Lord Ashburton, fire remodelled 1875-79. Sold 1911, altered 1912-14 by Darcy Braddell for Lord Melchet. Alterations include garage court with glazed roof – photograph in RIBA. Buildings survive – canopy gone. Now St Edward's Special School. House listed at grade II\*, Listing GR SP3514822945. Motor house not listed.

### Moundsmere Manor, Preston Candover [p. 52]

Designed by Reginald Blomfield for Wilfred Buckley 1908-09. Includes Neo-Georgian stables and garage court. Private house. Emailed estate manager – no response. CA, 324. House listed at II\*, Listing GR SU6262543264. Motor house/stable not listed.

### Tylney Hall, Rotherwick [pp. 44-46: fig. 47]

Built 1878, sold to Lionel Phillips, rand millionaire, c. 1895. He rebuilt 1899-1901 by R Selden Wornum, alterations R Wier Schultz c. 1905. Garages with colonnade around shown in TCI, No. 39, Feb 18 1903, 437. 'Mr Phillips and his wife are ... devotees to that up-to-date movement, automobilism, using the motor-car as a means of transit on every possible occasion. Indeed the motor-car is a very important actor in the life of Tylney Hall. A car may nearly always be seen travelling in and about the grounds, whilst almost every London train is met by one of Mr Phillips's horseless vehicles. The guests at the hall are very numerous, and the automobile is not

only pressed into service for conveying the luggage and themselves to and from the station, but also in the matter of entertainment during their stay. The garage at Tylney is fully adequate, and has room for an increased number of cars, which no doubt Mr Phillips will in time acquire. ....His first possession was a 3 h.p. De Dion. He then acquired a 7 h.p. Panhard, and now delights in an excellent 15 h.p. car of that make, in addition to a car of British make, the 20h.p. Wolsley.' Now Tylney Hall Hotel. CA, 330. *Academy Architecture*, 1904 (1) 46-47, 49, i, p. *Architectural Review*, 16, 1904, 80-85, 117, 122-25, I, p. *Building News*, 9 Dec 1904, 829, I, p. Magnificent motor court with water tower survives though garages all converted to hotel accommodation. Wooden columned canopies with glazed sections over garages survive. Sited between service court and stable court. Appears to be in a consistent style with other service buildings of 1899-1901. Original flat paved surface of courtyard survives (no drainage channels as you would find in stable court). Listed with the house at II\* (motor court not identified). Listing GR SU7179856031. Visited. Photographs.

#### Walhampton House, Boldre [p. 26]

Early 18<sup>th</sup> century house enlarged by R Norman Shaw in 1884 for J P Heseltine. 'The owner of Walhampton has not yet possessed himself of a motor-car, though Major Heseltine, his eldest son, has a 10h.p. Wolsley, and is about to have a car of a larger horse-power very shortly.' TCI, No. 41, March, 4, 1903, 45-48. Now Walhampton School. House listed at grade II\*, Listing GR SZ3316596676.

### HEREFORDSHIRE

#### Hampton Court, Hope under Dinmore

Purchased Richard Arkwright 1810, sold by descendants to Mrs Burrell in 1912. Sold again 1924 to Viscountess Hereford to 1972. Open to public. The Automobile 2010 shows photo of washing canopies in front of garages at south end of NW service range, adjoining main house. House open to the public. Roofs and canopy removed (2010), walls to former garage survive – two further garages in main range survive. House listed at I, Listing GR SO5204552392, attached coach house and motor house possibly included. Visited. Photographs.

### HERTFORDSHIRE

#### Beechwood Park, Flamstead [pp. 60-61: figs 68 and 69]

New front 1702, wings added mid-18<sup>th</sup> century. Sir Edgar Sebright, 11<sup>th</sup> Bt. Leased house to various tenants from 1870. Now Beechwood Park School. List description states 'Judge & Sons converted the chapel to a motor house for G C McCorquerdale in 1906'. Plan of 1905 shows motor house with inspection pit situated within the north wing of the house facing the stable court, and states that alterations were carried out by Sebright for his new tenant from 1903, also converted billiard room to coach houses at same time. Doors to motor house, inserted into north wing survive, but interior converted to classroom. CL, IXXXIV, 474, 498. Former motor house included within House listed at grade I, Listing GR TL0453514478. Visited. Photographs.

#### Moor Park, Rickmansworth [pp. 24 and 69: fig. 77]

Built Hugh May c. 1670 for Duke of Monmouth, remodelled for Benjamin Styles 1720. Sold by Lord Robert Grosvenor to Lord Leverhulme, who in 1923 converted it into a country club with 3 golf courses. 1937 purchased by Rickmansworth UDC. Now private golf clubhouse. 01923-777146. Stable courtyard originally c.1720. NE range has glazed (plastic) canopy, though no coach house doors. Two former coach houses in NW range converted to garages with evidence of an inspection pit. SE range has row of 4 lean-to garages built onto the back of the conservatory. One garage extended forward. House and stable listed together at grade I, Listing

GR TQ0745893316. Visited. Photographs.  
Shaw's Corner, Ayot St Lawrence  
NT. Motor house built for George Bernard Shaw. House listed at II\*, Listing GR TL1939416657, garage not listed.

## KENT

Broomhill, Southborough [pp. 7, 26-28 and 88: figs 21 and 22]  
Motor stables built c.1899, rebuilt c.1901. Five garages built for Sir David Salmon. Now university and museum. John Minnis, EH Report No. 7-2009. House listed at II, Listing GR TQ5689041722, stable listed at II\* motor house not specifically listed.

### Churchill Court, Sevenoaks

House built c.1900 for Thomas Potter; called Craigmere. 1903 renamed Kippington Court, remodelled by Imrie & Angel in 1920s. Purpose built garage 1903 with garage extension c.1926. Garage listed at grade II, Listing GR TQ5202654687.

### Cobham Hall, Cobham

8th Earl of Darnley inherited in 1900. Article on the house 'The Motor Owner' in *The Motor-Owner*, July 1920, 12-15. Photograph of garage; range of ten coach houses to north of house some converted to motor car usage – no external alteration. Coach houses/garages now demolished. Now a school. House listed at grade I, Listing GR TQ6836668914.

### Eastwell Park, Eastwell [p. 16]

H V Holden enthusiastic owner of nine cars. TCI, No. 7, July 9, 1902 – 'intends putting up workshops etc.'. Now Eastwell Manor Hotel. Stables/garages converted to hotel accommodation. House listed at grade II, Listing GR TR0167247568, stables /garage not listed.

### Groombridge Place, Speldhurst

Coach houses converted into garages. List description. House open to the public. Aerial photos show converted coach houses as garages. Access not possible. House listed at I, stables and coach house (converted to garages) listed at I, Listing GR TQ5336037590

### Horton Priory, Monks Horton [pp. 54-56: figs 59 and 60]

The house was converted and enlarged by George Hornblower from 1913. *The Builder* 23 March 1923, 480. New detached garage and stable designed by Hornblower as part of these alterations. The attached stable has been converted to house, garages with chauffeur's flat above survive well though garage doors replaced – originally had sliding doors – runners survive. Deep inspection pit survives. Heating pipes visible. Plans. Further garage block added opposite c. 2000. House listed at I, Listing GR TR1062639304, motor house not listed. Visited. Photographs.

### Ightham Mote, Ightham [pp. 40-41: fig. 41]

NT. Ariel photo shows possible garage to rear. Section of building appears on map of 1769. L-shaped building appears on 1869 OS map, and with canopy on 1907 OS map. Coach house, stable and attached lean-to garage. Coach house now shop, stable which retains 3 arched stalls one dated 1617 and the other 1847 survive in present toilets. Garage survives untouched. Detail suggests garage, canopy and conversion all carried out at same time c. 1905. House listed at grade I, stable/garage listed at grade II, Listing GR TQ5847253484. Visited. Photographs.

### Port Lympne, Lympne [pp. 53-54: fig. 58]

Built 1912 by Herbert Baker and Henry Willmott for the Rt Hon Philip Sassoon. Large glazed canopy in front of motor house wing. Now conference/events centre with garden and wild animal park. Motor house wing had 3 garages on one side of a walled motor court. Court now covered in modern glazed roofs forming café/restaurant. Doorways to garages survive. CA, 326. Former motor house listed with the main house (incorrectly identified as stables) at grade II\*.

Listing GR TRI061035269. Visited. Photographs  
Scotney Castle, Lamberhurst [pp. 59-60: fig. 65]

NT. House designed by Anthony Salvin for Edward Hussey, built 1837-43. Owned by Edward Windsor Hussey from 1894 to 1952. 6 coach house double doors flanking gabled centre. Central doors to right have glazed lights. Salvin's plan (J Allibone, 36) shows a 3 door coach house to left and an open arched structure beyond. No sign of the 3 door motor houses to right, now extant beyond that. Original plan shows archway to the central section, this has been filled in with a door and a mullion window (stonework different colour to original), the jettied and timber-framed upper gable probably also added at this time, could be chauffeur's accommodation. Side and rear wall of this motor house section in brick (looks early 20<sup>th</sup> century). Curved scar in stonework above adjoining arch (to left) could be evidence of a curved glazed canopy. The coach house range has been converted to the tea shop. House listed at grade I, coach house and stables included in listing (conversion not mentioned), Listing GR TQ6873435373. Visited. Photographs.

Thanet Place, Broadstairs and St Peters [p. 75: fig. 83]

Built for Sir Edmund Vestey, Bt. by Edgar Ranger and Charles C Allom completed 1929. Included purpose built garage illustrated in *The Builder*, January 11, 1929, 94, 95 and 98. Motor House now in separate ownership, converted into private house. Garages now incorporated into the house. Washing canopy survives but filled in below and converted into a dance studio. Exterior survives well. House not listed, motor house not listed. NGR 639897.169035. Visited. Photographs.

The Salutation, Sandwich

House designed by Edwin Lutyens for Gaspard Farrer 1911. CA, 328. CL: 13, 20 Sept 1962. Converted motor house now shop and accommodation. Two sets of double doors to motor house facing court, original plan shows single motor house/coach house entrance on end of this building. Present arrangement with dormer windows appears to be a later alteration. House now B & B, garden open to the public, gatehouse now tea shop. The Secret Gardens of Sandwich, The Salutation, Knightrider Street, Sandwich, Kent. House listed grade I, motor house range listed as outhouses at grade II, Listing GR TR3334858152. Visited. Photographs.

## LANCASHIRE

Hollins Hill House, Accrington [pp. 33 and 52-53: fig. 56]

House built for William Haworth by Walter Brierley, 1908-09. Purpose built stable and motor house. Good quality stable fittings survive; motor house has inspection pit and remains of glass and iron canopy over concrete washing place. Canopy appears to be original feature. Plans of house in house, no sign of plans of stables. Now Haworth Art Gallery. House listed at grade II, Listing GR SD7672227171, motor house/stable not listed. Visited. Photographs.

## LEICESTERSHIRE

Rolleston Hall, Rolleston [p. 93: fig. 101]

House demolished, new house 1955-58. *The Autocar*, Feb 9, 1923, 228-29, 'An Ideal Private Garage' maintained by Herman Alfred Stern, 2<sup>nd</sup> Lord Melchet, nephew of Sir David Salomons. Purchased house from Lord Churchill in 1920, he had built estate cottages and new stable courtyard c.1900. Coach house converted to motor house with magnificent glazed canopy 'enclosed by shutters of the roller slat variety in front and at the sides to keep out the wet'. Stables survive, though canopy has gone. Now riding stables. NGR 473020.300395. Not listed.



## LINCOLNSHIRE

### Belton House, Belton and Manthorpe

NT. Stables with coach houses c.1685-88, Brewhouse and further coach houses added by Wyattville 1820. Stable court has stone wall to east with round headed double doorways and lean-to behind, probably inserted motor houses. Various garages in outhouses. Stable and coach house listed grade I, Listing GR SK9285939394. Outbuildings converted to garages not listed. Visited. Photographs.

### Caythorpe Court, Caythorpe

Built by Reginald Blomfield for merchant banker Edgar Lubbock, 1899-1901. Engraving shows canopied coach house or motor house. Canopy survives but coach house or motor house has been converted to classrooms, doors removed. No evidence of inspection pit or heating pipes inside. CA, 313. Now PGL, Recreation Centre. House listed at grade II\*, stable listed at grade II, Listing GR SK9583048387. Visited. Photographs.

### Grimsthorpe Castle, Edenham [pp. 85-86: figs 95 and 96]

Seat of the Earls of Ancaster. 'The architect employed was J. R. Page, the last phase of alteration completed in 1959 when Vanbrugh's Riding School, itself a refacing of the coach house built with stone from Vaudey Abbey, was converted into a garage.' Tim Knox, *Grimsthorpe Castle*, 1996. Remodelled Riding School survives, includes accommodation. Two early motor houses with large double doors and louvred over-doors survive, probably purpose built, now information and exhibition spaces. Also a range of cart sheds converted to garages. House listed at grade I, Listing GR TF0445622778. Motor houses not listed. Visited. Photographs.

## MONMOUTHSHIRE, Wales (in England pre-1974)

### The Hendre, Llangattock-Vibon-Avel [pp. 12, 24, 31-33 and 92: figs 19, 29 and 30]

Seat of Lord Langattock. T H Wyatt enlarged house 1837-58, new stables and coach house 1872. Aston Webb added Library wing in 1896. Charles Rolls born here, superb new motor-house illustrated in TM&T. Now The Rolls of Monmouth Golf Club and Function Suite. Motor house survives, though altered into a clubhouse. Relatively minor external alterations, but radical internal alterations. House listed II\*, motor house not listed. OS Grid Coordinates: 345868, 214128. Visited. Photographs.

## NORFOLK

### Blickling Hall, Blickling

NT. Behind barns to rear of former stable yard, a single detached 20<sup>th</sup> century garage, and various garages inserted into older ranges of farm buildings. House and stables listed at grade I, Listing GR TGI789428626. Garages not listed. Visited. Photographs.

### Houghton Hall, Houghton

Seat of the Marquess of Cholmondeley. Coach houses converted to garages. House listed at grade I, stable listed at grade I, Listing GR TF904728600.

### Hoveton Hall, Neatishead [pp. 83-85: figs 93 and 94]

Built for Mrs Henry Negus by Humphry Repton, 1809-12. Coach house converted to garages – remodelled 1960s, also stable range converted to 4 garages with sliding doors and filled-in inspection pit. Petrol pump 1980s. Single building with large double doors, original usage probably for luggage van or shooting brake. Pev, Norfolk I, Norwich and North-East Norfolk, 572-73. House listed grade II, stable court listed at grade II, Listing GR TG3159220085. Visited. Photographs.

### Sandringham House, Sandringham [pp. 8, 29-31 and 92: figs 27 and 28]

Built for Prince of Wales, purchased 1862. New house by A J Humbert. Stables probably designed by Col R W Edis in 1880s. Large motor house added pre-1905. Edward VII was an enthusiastic early motorist. MT&T, 8 Feb, 1905, 17-18 and 15 Feb, 1905, 57-59. Motor accommodation also at Buckingham Palace and Windsor Castle. Inspected with Katie Graham and John Minnis. Well preserved garage, next to stables, now used as museum and for displaying royal cars. Stables have elaborate glazed canopies outside coach houses – for washing carriages. NGR 569645.328755. House and motor house not listed (crown exemption). Visited. Photographs.

## NORTH YORKSHIRE

### Crathorne Hall, Crathorne [pp. 48-49: figs 51 and 52]

House built for Lionel Dugdale by Ernest George & Alfred Yeates, 1903-06. Large detached quadrangular stable with glazed canopy to coach house range. Photograph 1906 shows house complete and stable still under construction. Orr & Crathorne, *A Present from Crathorne*, 1989. Now Crathorne Hall Hotel. Stable and coach house court has purpose built motor house to rear as well as stabling and coach houses, whole quadrangle built by Geo Trollope & Sons, Colls & Sons, 77, Grosvenor Road, London in 1906. Plans marking motor house and all other features survive at house. Plans show electricity was installed at same time with generating room and battery house. CA, 314. House listed at grade II\*, stable/coach house listed at grade II (motor house not mentioned), Listing GR NZ4449808575. Visited. Photographs.

### Gledstone Hall, Martons Both [pp. 76-77: fig. 85]

House rebuilt for Sir Amos Nelson by Edwin Lutyens, 1922-25, including large garage. CL, 77, 13 and 20 April 1935, 374-79, 400-05; 170, 31 Dec 1981, 2292-4. House and garages listed at grade I, Listing GR SD8868551277.

### Goddards, York

NT. Built 1926-27 by Walter Brierley for Noel Terry. Gatehouse has flat roofed motor house with roof lights attached – see aerial mapping. Patrick Nuttgens, Brierley in Yorkshire, *The Architecture of the Turn of the Century*, York Geo Soc, 1984, 28-29. House listed at grade I, Listing GR SE 5891249721. Gatehouse/motor house not listed.

### Rounton Grange, East Rounton [p. 33: fig. 32]

Rounton Grange built for Lothian Bell by Phillip Webb, 1904 (dem.). Motor House and Fowl House designed by George Jack, 1905. Sheila Kirk, *Philip Webb: Pioneer of Arts & Crafts Architecture*, 2005, 298; Fowl House designed by Webb, 1875. Four garage range, all with double doors c.1904, two further garages added 1911 by George Jack. Externally complete with accommodation over. Brick and timber framed with clap-board cladding. Sleeping platform at one end. Motor House and Fowl House listed at grade II, Listing GR NZ4264902980. Visited. Photographs.

### Sion Hill Hall, Kirby Wiske [p. 94: fig. 102]

House designed by Walter Brierley in 1912 for Percy Standcliffe. Double garage inserted into earlier service/barn range, with sliding doors. Nothing survives internally. Separate coach houses have had doors adapted as garages. Patrick Nuttgens, *Brierley in Yorkshire, The Architecture of the Turn of the Century*, York Geo Soc, 1984, 27. CA, 328. House listed at grade II\*, Listing GR SE3734184424. Garages and converted coach houses not listed. Visited. Photographs.

## NORTHAMPTONSHIRE

### Apethorpe Hall, Apethorpe [p. 14: fig. 1]

English Heritage. House purchased by Leonard Brassey (later Lord Brassey) in 1904. Early motor

enthusiast, hosted meeting of the Northants Automobile Club, Sept 29, 1904. House listed at grade I, Listing GR TL0231895458.

Ashton Wold House, Ashton [p. 33: fig. 31]

House built for Charles Rothschild, designed by William Huckvale, 1900. Petrol store survives; built between 1900 and 1914. House listed at grade II, petrol store listed at grade II, OS GR TL0785688175. Inspected by John Minnis: EH Report. Photographs.

Littlecourt, Farthingstone [pp. 50-51: fig. 54]

House built for P L Agnew designed by Walter Cave 1904-06. House demolished 1960s. Combined stable, coach house and motor house court added 1914 by Walter Cave. Now cottages. NGR 461195.254792. Not listed. Stable/Coach House/Garage proposed for listing Dec 2010.

## NOTTINGHAMSHIRE

Rufford Abbey, Rufford [p. 42: fig. 43]

EH. Seat of Lords Savile. Purpose built motor house illustrated in TM&T, August 16, 1905, 13-16, 45-48. Motor house demolished or altered out of all recognition. House/ruin listed at grade I, Listing GR SK6456564780. Visited.

Wollaton Hall, Nottingham [p. 65: fig. 72]

Seat of Lords Middleton. House built 1580-88, stable block added 1743. Tenanted during late 19<sup>th</sup> and early 20<sup>th</sup> century. Four coach houses in stable block have glazed panels inserted into original doors. Scar of former glazed canopy visible over these doors. Also small building to rear of stable courtyard has two garages and a possible generator house with louvred doors. House became museum in 1920s. Coach house converted to tea shop c. 2004. Stable/Coach house listed at grade II, Listing GR SK5307439224. Visited. Photographs.

## OXFORDSHIRE

Burford Priory, Burford

Burford Priory built c.1580, altered 1637 and chapel of 1662. House restored by Walter Godfrey after 1912 for E J Horniman. Reputedly has purpose built motor-house dated 1921. Private house under going conversion. Former Benedictine Abbey, sold 2008. Restoration work underway July 2010 – architects Alan Calder - 01608-643992. House listed at grade I, Listing GR SP2508112287. Motor house not listed. Visited. No access.

Buscot Park, Buscot [p. 81: fig. 90]

NT. House built 1780-83 for Edward Loveden. 1889 sold to Alexander Henderson, 1<sup>st</sup> Lord Faringdon. 18<sup>th</sup> century stable block, remodelled c. 1860, converted to extensive garaging in 1934 by Geddes Hyslop for 2<sup>nd</sup> Lord Faringdon, who built small new stables close to house. NT Guidebook. House listed at grade I, stable/motor house listed at grade II (conversion not mentioned), Listing GR SU2408796840. Visited. Photographs.

Ewelme Down House, Ewelme [pp. 46-48 and 89: figs 48, 49 and 50]

House built for Frank Lawson by Walter Cave, 1905. CL, March 23, 1912, 430-35. Model garage court illustrated with plan in TCI, No. 229, October 10, 1906, 317-18. Now Ewelme Down Cottages. Remarkable model garage and cottages survive almost completely unaltered. Garage doors have been replaced with roller doors, no sign of petrol store, later petrol pump survives by entrance arch. House not listed, motor house not listed. NGR 467060.189950. Visited. Photographs.

Joyce Grove, Nettlebed

Built for Peter Fleming 1908 by C E Mallows. Stable and garage court largely filled with surviving

glazed canopies. Now Sue Ryder Home. House and attached stables and garage listed together at grade II, Listing GR SU7106686585.

#### Middleton Park, Middleton Stoney

Built for the Earl of Jersey by Edwin Lutyens, 1935-38. CL, July 5 and 12, 1946, 28, 74. CA, 323. A 9-bay garage with pit. House now divided into flats, separate garage wing now house. House listed at grade I, garage wing listed at grade II\*, Listing GR SP5254923281.

#### Shipton Court, Shipton under Wychwood [p. 66]

Mr W F Pepper rebuilt house of c. 1603 by Perkins & Bulmer in 1903. New stables in Vanbrughian style, 'Part of the fine range of stabling has been converted into excellent garage accommodation.' TCI, No. 278, Sept 18, 1907, 195. The stables have been converted into separate houses – Shipton Grange and Shipton Grange House, The Vivat Trust. Only backs visible from the road, no sign of the garages. House listed at grade II\*, converted stables listed at grade II, Listing GR SP2769417479. Visited, no access. Photographs.

#### Shirburn Castle, Shirburn

House built for Earl of Macclesfield in 1716. Coach house converted to garage illustrated in *The Motor-Owner*, June, 1930, 35. Glazed washing canopy still survives. Garage/coach house court with glazed canopy survives, partly visible from entrance. Castle listed at grade I, Listing GR SU6966095976. Visited. No access.

### RUTLAND

#### Tickencote Hall, Tickencote

Hall built 1705 for Wingfield family, demolished 1949, service range converted to house by Ogden & Dodd of Leicester. Garage with glazed canopy survives, converted from a barn or outbuilding. Pev, 512. House not listed, garage listed at grade II, Listing GR SK9892609417.

### SHROPSHIRE

#### Cheswardine Hall, Cheswardine [pp. 56-57: fig. 61]

House purchased by Thomas Hudson, MP, rebuilt by his grand-nephew Charles Donaldson Hudson in 1875. Garages and workshop added to coach house for Mr R C Donaldson Hudson, illustrated in *The Motor*, March 2<sup>nd</sup>, 1909, 149. Now Cheswardine Hall Nursing & Residential Home. Stable court in separate ownership. Basic structure of new garage and washing canopy survives though now converted into workshops. Glazed roof gone, doorways to coach houses blocked. House listed at grade II, Listing GR SJ7251130807, converted stables and coach house not listed. Visited. No photographs.

#### Llilleshall Hall, Llilleshall and Donnington [pp. 9 and 63-64: fig. 70]

Seat of the Dukes of Sutherland. Built 1829 by Jeffrey Wyattville, stables 1831 supervised by Tomlinson, estate steward. President of the RAC. Coach houses converted to garages and workshop added, illustrated in *The Motor*, March 9<sup>th</sup>, 1909, 213. Stable court filled-in to create ballroom c.1945 for Mr Herbert Ford who purchased the house after Second World War. It has laminated Belfast trusses. Coach house doors gone though some of arches survive no sign of the workshop. Derek Linstrum, *Sir Jeffrey Wyattville, Architect to the King*, Oxford, 1972, 132-36, 240, pl. 105-06, fig. 17. Now the Llilleshall National Sports Centre, Newport. House and coach house not listed. NGR 374912.314540. Visited. Photographs.

### SOMERSET

#### Barrington Court, Barrington [pp. 70-71: fig. 78]

NT. House built for William Clifton between 1552 and 1564. Donated to NT in 1907, first

country house. Leased to Col. A A Lyle. House restored, model farm and motor-house c. 1921-5, by Forbes & Tate. Motor house and gated court flanked by Laundry and gardeners cottage. Garages survive though doors removed and extended out to width of farmer canopy. Canopy supports survive, central garage extended further forward. Heating pipes, inspection pit, work benches and motor mechanic's graffiti survive. Former generator and battery house attached with chauffeur's accommodation above. Motor house listed at grade II, Listing GR ST3959118331. Visited. Photographs.

#### Montacute House, Montacute [p. 83: fig. 92]

NT. Built 1590-1610 by William Arnold for Sir Edward Phelips. U-plan stable range appears contemporary with house, shown in 1840 by Buckler and on plan of 1825 (see Guidebook pp.87-8), wings projected forwards. Stable moved further south when straight west drive was added, rebuilt re-using some original materials in 1851-52 [dated 1598]. Projecting ranges removed, new archway inserted and new ranges behind added. House let to Lord Curzon 1915-25 made alterations. Front range retains some stables, rear right range has triple garage with outline of inspection pit in floor. Stable/coach house listed at grade II, Listing GR ST4984617120. Visited. Photographs.

#### Tyntesfield, Wraxall and Flailand [p. 60: figs 66 and 67]

NT. Converted coach house with surviving glazed canopy to motor-house. Stables built remodelled for Anthony Gibbs by Henry Woodyer in 1888. Former coach house block for 6 coaches has glazed canopy which appears to be contemporary with the building, two coach houses extended reputedly to accommodate Phantom III Rolls-Royce. Heating pipes survive internally heated by boiler in basement. Earliest car registered to George Anthony Gibb 1904, an Argyll 10hp. Photo of George Abraham Gibbs and his Sunbeam 25/30hp of 1912. Listed at grade II, Listing GR ST5085871334. Visited. Photographs.

### SOUTH YORKSHIRE

#### Brodsworth Hall, Brodsworth [p. 83]

EH. New house built 1861-63 for Charles Thellusson by Philip Wilkinson. Old stable block has glazed canopy, probably added by Charles Grant-Dalton who inherited in 1931. Enthusiastic motorist and yachtsman. House listed at grade I, stables listed at grade II, Listing GR SE5050507208.

#### Wentworth Woodhouse, Wentworth [p. 13]

William, 7<sup>th</sup> Earl Fitzwilliam, and his wife, Countess Maud, who inherited in 1902, were enthusiastic early motorists. 1902/3 Earl hunted in England one day and Ireland the next thanks to the motor car! Organised Speed Trials in 1903 and 04 at Wentworth Park. 1906 offered site for Brotherhood-Crocker Car Co factory - The Sheffield Simplex Motor Works Ltd opened 1908 – continued in production until 1925. The Big House and the Little Village, Roy Young, 2000. House listed grade I, stable block listed at grade II, Listing GR SK3935595857.

### STAFFORDSHIRE

#### Ingestre Hall, Ingestre [pp. 13 and 17: fig. 14]

New stables and coach house courtyard built for the 20<sup>th</sup> Earl of Shrewsbury by John Birch in 1885. Referred to as the 'Stables and Motor Garage' in TCI, 18, Sept 24, 1902, 157-60; illustrated in TM&T, 31, May and 7, June 1905, 653-56, 693-96. Lord Shrewsbury was Chairman of the British Automobile Commercial Syndicate and the Clement Talbot Car Company. Stables with coach houses survive, though these were not the garages. The Old Stables with coach houses (now converted to houses) not the garages either. Neither of the garages featured in TCI, Sept



1902 found. Garage could well be the building behind stables, now the golf clubhouse. Stables/Coach House listed at grade II, Listing GR SJ9784524644. Visited. Photographs.

Moor Court, Oakamoor [pp. 35-37: figs 36 and 37]

Built for Mr Francis Bolton, JP. Purpose built motor house added c.1910, and illustrated in TCI, 667, March 3, 1915. Garage survives. Garage dated 1913. Converted to house. Basic structure survives, though entrance wall rebuilt and interior altered. House listed at grade II, Listing GR SK0593044532. Motor house not listed. Visited. Photographs.

## SUFFOLK

### Brandeston Hall, Brandeston

Photograph of garage with 3 cars belonging to Charles Austin, c. 1908. Prep school; IPI3 7AH: 01728 – 658331. House listed at grade II\*, Listing GR TM 2474660220. Coach house/motor house range not listed.

### Elveden Hall, Elveden [p. 14]

Built for Maharaja, purchased by Lord Iveagh in 1880s. Many estate buildings added in early 1900s. Fire station by main gate, 1899 - photographs. Courtyard to north of main road – former home farm. Stable courtyard (to south of main road) with glazed canopy private. CA, 316. House listed at grade II\*, Listing GR TL8246279720. Stable block not listed.

### Ickworth, Ickworth [pp. 86-87: fig. 97]

NT. Former private wing (now hotel) has stables and coach houses. Amongst these buildings two pairs of double doors with glazed canopy – motor house. Main house has conservatory/tea shop wing. Attached is courtyard with set of four purpose-built garages, probably built in 1950s. Coach house listed at grade II Listing GR TL8176661407. Garages not listed. Visited. Photographs.

### Somerleyton Hall, Somerleyton, Ashby and Herringfleet [pp. 43-44: fig. 45]

Somerleyton Hall rebuilt Samuel Morton Peto by John Thomas, 1844-51. 1863 sold to Sir Francis Crossley. Purpose built garage shown in TM&T, December 16, 1905, 257. Purpose built garage survives, now converted to kitchen, with filled-in inspection pit within former stable yard. Also stables converted into 3 or 4 car garages with sliding doors and steel girders supporting fire-proof floor. Large garage in former service building with very tall sliding doors. Also separate petrol pump 1970s outside former stable yard. Stable court listed at grade II\*, Listing GR TM4930397834. Visited. Photographs.

## SURREY

### Clandon Park, West Clandon

NT. Lord Onslow was a prominent early motorist. No sign of garages or converted stables. House listed at grade I, Listing GR TQ0421051218.

### Goddards, Abinger

The Landmark Trust. Built 1899 for John Mirrieless, converted to house 1910 for Donald Mirrieless by Edwin Lutyens. Garages added. House listed at grade II\*, Listing GR TQ1201945389.

### Polesden Lacey, Leatherhead [pp. 19 and 58: figs 15 and 64]

NT. Stables and Coach House by Cubitt of 1821-23 almost entirely rebuilt for by Ambrose Poynter for Sir Clinton Dawkins, 1903-05. New water tower stands between coach houses and motor houses. (Guidebook, 41). Stable court survives, coach houses and motor houses converted to shop and ticket office. Doors survive, all with glazed overlights and Collinge hinges. Stripped out internally, no evidence surviving to distinguish which side was for motors and which for coaches. House listed at grade II\*, Listing GR TQ1359152195. Stable court not listed. Visited. Photographs.

Pyrford Court, Woking [p. 72]

House built c.1910 by Clyde Young for 2<sup>nd</sup> Lord Iveagh, additions designed by Ld Iveagh and J A Hale 1920-29. Elaborate garage extension survives. Private residence. CA, 327. House listed at grade II, Listing GR TQ0349358752, attached garage not mentioned.

Ridgemean, Egham [pp. 14 and 79: fig. 88]

Designed by Robert Lutyens for racing driver and 'Bentley Boy' Woolf Barnato in 1938. CL, 17 February, 1940, 176. Barnato had previously commissioned Ernest Newton to built Ardenrun Place in 1906, burnt in the 1930s. House and integral garage listed at grade II, Listing GR SU9898872458.

Sutton Place, Woking

Built 1524 by Sir Richard Weston. John Paul Getty 1954-1976, Stanley J Seeger, 1976-1986, Fred Koch 1986-2004. Purchased 2004 by Alisher Usmanov. Leased to Alfred Harmsworth (Lord Northcliffe) by 1903, whole stable court converted into many motor houses. TCL, No. 49, April 29, 1903, 305-08. Stable converted to garages listed at grade II, Listing GR TQ114853553.

Tandridge Court, Tandridge [p. 35: figs 33, 34 and 35]

House demolished, rebuilt Adrian Mitchell 1926. Stable and motor house court to Tandridge Court rebuilt as a circular building by the architects, F S Brereton & Sons, in 1904, foundation stone laid by Maximilian Michaelis. Converted to houses. The 6 curved motor houses have had French windows inserted, canopy and iron furniture survives. Interior also survives and workshop with two pits survives to rear, both retain glazed tiled walls (brown green and cream) throughout. Chauffeur's accommodation above. Remainder originally stabling and accommodation. NGR 537615.150967. Not listed. Visited. Photographed.

Tuesley Court (Ladywell Convent), Godalming [p. 53: fig. 57]

New house with motor house built by Guy Dawber for Major General Alexander Scott in 1910. Listed. Now Ladywell Convent. 01483-419269. Converted first to a laundry in 1950s, then to accommodation in 1980s. Surviving chauffeur's accommodation range had central archway (now blocked) which led to a courtyard with motor houses. Only the iron groove which the original garage doors ran through survives to mark the site of the line of the motor houses. Courtyard now filled with modern garages. CA, 330. Garage listed at grade II, Listing GR SU9675742397. Visited. Photographs.

Vann, Hambledon

House, with small motor-house and stables, designed by W D Caroe for himself c. 1907. Vann Gardens open to the public. Motor house survives still in use. House listed at grade II\*, Listing GR SU9827137548. Motor house not listed.

Villans Wyk, Godalming

New house with detached garage by Detmar Blow 1926, Architect's Journal, Dec 29, 1926, 808. Garage subsequently enlarged and converted into a separate dwelling. NGR 520578.154347. House and garage not listed.

Witley Park, Witley [p. 49: fig. 53]

Built for Whitaker Wright by H Paxton Watson c. 1890, included underwater billiard-room. Wright made fortune in mining, was convicted of fraud in 1904 and committed suicide. 1909 house purchased by William James Pirrie, Viscount Pirrie. Motor house range of at least nine garages with glazed iron canopy occupies whole of west range of stable court. Aerial photograph shows canopy surviving, present usage as conference centre suggests garages converted to accommodation. CL, 27 Dec 1973, 2190. Pev. 531-32, 600. CA, 331. Now conference centre. Stable Block listed at grade II, Listing GR SU9255739586. Visited, no access.

## WARWICKSHIRE

### Upton House, Ratley and Upton [pp. 14 and 80-81: fig. 89]

NT. Rebuilt for Lord and Lady Bearstead by Percy Morley Horder in 1927-29. Garages right by the front door, screened behind wall. Now shop. Double garage with gable, clock and cupola, side garages were originally open 'cart sheds' see early photograph. Interior completely re-fitted. 1774 estate map (Guidebook, 46) shows buildings existing at this date – next to drying yard. House listed at grade II\*, Listing GR SP3697045693, motor house not listed. Visited. Photographs.

### Wroxall Abbey, Wroxall [p. 57]

House rebuilt for James Dugdale in 1866. 'One of the finest private garages in England' according to *The Motor*, March 9, 1909. Illustration of the machine-tool room. Now hotel and conference centre. Stables survive, evidence of possible site of garages in stable block. Many single storey service buildings but nothing which corresponds with the tool-machine room shown in *The Motor*. Geoffrey Tyack, *Warwickshire Country Houses*, 1994, 220-22. Stable block listed at grade II, Listing GR SP2213370808. Visited. Photographs.

## WEST MIDLANDS

### Pitmaston, Moor Green, Birmingham [p. 26, fig. 20]

Built for Sir John Holder, Bt., TCI, No. 10, July 30, 1902, 341-44. Shows sons showing off their motor cars in front of parents and house. House demolished (?).

## WEST SUSSEX

### Uppark, Harting [pp. 66-67: figs 2, 74 and 75]

NT. House built c. 1695, James Paine probably designed stable and service wings. Garages inserted either side of stable, that the left has inspection pit and small room attached (workshop?). Also other garages within stable court and in the associated barns. Stable block listed at grade I, Listing GR SU7793317632. Visited. Photographs.

## WEST YORKSHIRE

### Gledhow Hall, Leeds

Hall built 1766 by John Carr of York, altered and extended for James Kitson, Lord Airedale, 1885-90. Separate garage with elaborate glazed iron canopy survives. Garage listed at grade II, Listing GR SE3156637049.

### Lotherton Hall, Lotherton cum Aberford

Museum. Inherited by Col. Frederick R T T Gascoigne in 1893 – died 1937. Small courtyard behind stable court has five sets of double garage doors, probably former coach houses converted to garages. Hall Cottage listed at grade II, Listing GR SE4490536068. Stable/coach houses not listed. Visited. Photographs.

### Nostell Priory, Huntwick with Foulby and Nostell [p. 39: fig. 39]

NT. House by James Paine and Robert Adam. Rowland Winn, Lord St Oswald, an enthusiastic early motorist. The garage (western section of north range) illustrated in TM&T, June 28, 813-16, July 5, 853-56, 1905, forms part of the stable block rebuilt by MacVicar Anderson, 1875-77 and 1904. Five garages with double doors now [2010] being converted into shop and café. Forms part of the traditional stables and coach house courtyard. Four garages rebuilt by MacVicar Anderson 1904. 3 garages to west, single space with plastered walls, flush skirting and dado rail, and inspection pit to east. Painted in estate colours. Separate eastern garage has un-plastered walls. Iron strap hinges marked 'Charles Colling Patent'. Stables listed at grade I, Listing GR

SE4047817403, garages not mentioned in description. Visited. Photographs.

## WILTSHIRE

### Great Chalfield Manor, Atworth [pp. 14 and 51-52: fig. 55]

NT. Fuller family. Restored house by Sir Harold Breakspeare 1904-13, purpose built garage 1908. Stables listed at grade II, Listing GR ST8595363188. Visited. Photographs.

### Longford Castle, Odstock [pp. 3 and 64-65: fig. 71]

Seat of Earls of Radnor. Garage shown in TM&T in 1905. Estate office 01722-411616. Garages survive are converted coach houses in former stable block added by A Salvin. Evidence of inspection pit survives and mechanics workshop with lathe. House listed at grade I, Listing GR SU1719226723, stable not listed. Visited. Photographs.

## WORCESTERSHIRE

### Chateau Impney, Dodderhill

Built for John Corbett, industrialist, designed by the French architect Auguste Tronquois, 1869-75. Now a hotel. Stables and service buildings replaced, row of new garages to rear of house/hotel. House listed at grade II\*, Listing GR SO9106463969. Visited. Photographs.

### Hanbury Hall, Hanbury [pp. 81-82: fig. 91]

NT. Built for Thomas Vernon c. 1715-20. Stable with open entrance archway visible on bird's-eye view of 1732. Stable range has blocked windows and four inserted garage doorways; those to right now gift shop, that to the left survives with an inspection pit. Coach house/stable listed at grade II, Listing GR SO9440363783. Visited. Photographs.

### The Elms, Abberley [p. 87]

Mid-18<sup>th</sup> century house, wings added and interiors from Norton Priory installed here for Sir Rupert Brooke in 1928. Now a hotel. Stable block converted to hotel accommodation, post-war garaging built, now largely converted to storage. House listed at grade II, Listing GR SO7327167233. Visited. Photographed.

### Witley Court, Great Witley [pp. 22 and 23]

EH. Seat of the 2<sup>nd</sup> Earl Dudley, Prince of Wales was a regular visitor. House settled on his estranged 2<sup>nd</sup> wife, in 1908. 'the stable court (latterly including garage space for seven cars, workshops and an engine room)'. Estate sold 1920 to Sir Herbert Smith. Roger White, *Witley Court*, EH Guidebook, 2008, 13. Lord Dudley's first motor car, a Panhard, was photographed at a meet of the Worcestershire foxhounds at Elmley Lovett in 1901. North and south stables demolished except for back walls, no sign of conversion of flooring (retains stable drainage channels etc.). Coach house to south of coach yard, which contains an inspection pit, most likely site of garaging. Largely rebuilt, only one set of coach house doors survive, rebuilt in breeze block probably in 1950s when it was used as a commercial garage (no internal inspection). Stables/coach house listed at grade II, Listing GR SO7689264940. Visited. Photographs.



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