



Boating with a friend — unusual transport for the speed-loving Count.

Louis acquired an interest in the recently formed Aston Martin Company, into which he put £10,270, becoming a director. He drove their cars in the French Grand Prix at Strasbourg in 1922 and at Barcelona in 1923. In the USA he raced a Bugatti at Indianapolis and competed in the Isle of Man 1,500 c.c. Trophy Race. On 21st June 1924 he appeared at the Kent Automobile Club speed trials on Herne Bay promenade, driving a Hispano-Suiza and the Mercedes in which he was killed four months later. Clive Gallop had the sad task of returning his friend's remains to Higham. The coffin was borne from Dover on the Mercedes truck which had transported cars overseas. It is said to have expired in the drive with a seized-up steering column.

Count Zborowski left an estate valued at £805,000. His widow received £23,000 and enough interest from the residuary estate for an income of £8,450 per annum. He left two years' wages to each servant amounting to £3,000. Solicitors argued that this did not include the garage workers. This was contested on the grounds that the garage was not operated for profit and they were estate employees. Eventually the legacies were paid. Mr R.J. Styles, formerly employed by Bligh Brothers, remembers helping the managing director collect £3,000 (in cash!) from Barclay's Bank and paying each worker's share.

Higham was sold on 31st July 1928 for £17,500 to Mr Walter Whigham and renamed Highland Court because, it is believed, he did not wish to be known as 'Mr Whigham of Higham'. The Countess later married Paris Singer, an heir of the famous manufacturing company.

Main sources consulted and acknowledgements

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