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**BRITISH AUTOMOBILE INDUSTRY – HISTORY AND
PRESENT**

Martina Hánová

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1 Introduction

The topic of the bachelor thesis is the British automobile industry from its beginning to the present. The thesis is focused mainly on the theory of automobile industry and its history.

The thesis begins with the introduction of the Industrial revolution, which was a very important milestone for the automotive industry. This period included the development of several industries such as textile industry, mining industry or engineering industry. The largest industrialization and improvement, however, occurred in transport. Rail transport, water transport and also road transport were improved, roads were expanded and also level of transport had been greatly improved.

The second chapter is devoted to the history of the automotive industry and its early beginning, which is dated into the 80s of the 19th century, when one of the first automobile factories was founded. The factory was founded by Gottlieb Daimler and Frederick Simms and it was called the Daimler Motor Syndicate. The chapter is divided into eight subchapters and the subchapters are divided by years. Each subchapter describes the development of the automobile industry during the specified years. The several brands, which were formed in those years, are also mentioned in the chapter. Their gradual rise, crisis or complete decay is also discussed. Furthermore; the chapter deals with the important moments and achievements of the British automobile industry. The chapter *History of automobile industry in the United Kingdom* is concluded by the subchapter. The chapter *Years 2011 to present* is dedicated to the automotive industry of these days. The models, which were manufactured in Britain, are presented in the subchapter. Furthermore; the investment, which were for the British car industry important, are also listed.

The last chapter of the thesis deals with the introduction of the British automakers. There all the automakers that belonged or still belong to the United Kingdom are listed. The automakers, which are among the best-known British brands, are also mentioned in the chapter. Furthermore; the chapter describes several selected brands in details. Finally, the brands that remain in the ownership of the United Kingdom and also the brands that have been bought by foreign companies are listed. For each of the purchased companies is indicated which foreign company bought it and the country in which the company is located.

2 Industrial revolution in Great Britain

Industrial revolution in Britain took place in 1750 – 1850. The symbol of this revolution was the steam engine and the driving force was steam. “The British Industrial Revolution meant the transition from individual and manufacture production to factory production.”¹

The process of industrialization began in Britain in the second half of the 18th century. The industrialization was the process during which the share of industrial production increased. During the industrialization an increase of social product was recorded as well as the increase in the national economy. Also stratification and life forms had been changed by this process.²

The essential feature of the Industrial Revolution was the technological development and a number of technical innovations that were implemented in a short period of time. „ The word technology is used in German linguistic usage to describe each purpose – oriented treatment by any means, tools and also to indicate the skills.”³

One of the features of the Industrial Revolution that changed the city skylines are typical factories with tall chimneys. In the vicinity of these factories the headquarters were built, usually for people who worked in those factories. The new railways were built, then new roads, canals and channels. People who lived in villages began to migrate to cities where they became labourers.⁴

The Industrial Revolution was an important milestone for the textile industry. In this period significant things were invented such as a new spinning machine and others. Massive production also affected positively the transport. The first locomotive was

¹ NĚMEC, Václav a Jan SURÝ. *Dějepis.com: Anglická průmyslová revoluce a její rozšíření*. [online]. 1997

[accessed. 2014-04 24]. Available from: <http://www.dejepis.com/ucebnice/anglicka-prumyslova-revoluce-a-jeji-rozsireni>

² Paulinyi, Ákoš. *Průmyslová revoluce o původu moderní techniky*. Vyd. Praha: nakladatelství ISV, 2002. 290 s. ISBN 80-86642-02-X p. 18 – 25

³ Ibid.

⁴ NĚMEC, Václav a Jan SURÝ. *Dějepis.com: Anglická průmyslová revoluce a její rozšíření*. [online]. 1997

[accessed. 2014-04 24]. Available from: <http://www.dejepis.com/ucebnice/anglicka-prumyslova-revoluce-a-jeji-rozsireni>

constructed in 1804. In 1825, the first railway was opened which was intended for public transport and it was between Stockholm and Darlington. Later other railways were opened such as intercity railway between Manchester and Liverpool. The revolution also affected shipping.⁵

The revolution helped development of engineering, for example due to an increased demand for iron ore, coal and new production of steel. Furthermore, chemistry began to develop and also transport, especially on rails and rivers. The first iron bridge over the river Severn was built and new roads as well.⁶

2.1 Industry of base materials: iron and steel – coal and chemistry

Textile machines, using of new equipment, construction of new transport routes and means of transport, the expansion of engineering, all this increased demand for iron.” At that time, people used charcoal. In 1750, England was not a producer of iron therefore they had to solve the problem how to use mineral coal for the production of iron. The iron production became competitive in the 1780s. Iron production responded to demand very slowly and late since it was not flexible enough. Labour costs for transportation and wood felling increased. British steel industry was unable to meet the demand for hardware products but the problem was solved with the import from Sweden, Russia and Spain. And in the second half of the 18th century, Great Britain became the largest importer of iron in the world.⁷

2.2 Traffic engineering

Because of the acquisition of raw materials traffic volume had also increased. To improve traffic and transport routes it had to be invested in the old techniques of land and water transportation. To improve these techniques the conveniences of

⁵ Paulinyi, Ákoš. *Průmyslová revoluce o původu moderní techniky*. Vyd. Praha: nakladatelství ISV, 2002. 290 s. ISBN 80-86642-02-X p. 18 – 25

⁶ NĚMEC, Václav a Jan SURÝ. *Dějepis.com: Anglická průmyslová revoluce a její rozšíření*. [online]. 1997 [accessed. 2014-04 24]. Available from: <http://www.dejepis.com/ucebnice/anglicka-prumyslova-revoluce-a-jeji-rozsireni>

⁷ Paulinyi, Ákoš. *Průmyslová revoluce o původu moderní techniky*. Vyd. Praha: nakladatelství ISV, 2002. 290 s. ISBN 80-86642-02-X p. 185 – 186

the industrial revolution such as stationary steam engines, cast iron and wrought iron were exploited. Later, new machinery and equipment were introduced to the use of the steam engine as a motor for land and water transport. At the time of the Industrial Revolution horse power was also used as a means of transport. To increase the transport capacity the greater density of waterways and roads was needed.⁸

2.3 Waterways – rivers and canals

In the 17th and 18th century, shipping was extended which led to an increase of transport capacity. The longest rivers and their tributaries such as the Severn, Trent and Thames were regulated. These improvements were needed because of the increased volume of traffic, which was caused by increasing agricultural production and coal mining. That resulted in regulation of other rivers such as the Aire, Calder, Weaver, Mersey and many more as these waterways began to serve for transportation of raw materials and products. In the second half of the 18th century, the already created basic river network was compressed through canals.⁹

Other rivers were regulated as well. These following canals were built: the Bridgewater Canal, in the years 1730 – 1742 the Newry Canal was built by T. Steer and in 1757 the Sankey Canal was opened. These canals were used for coal transport and they also linked coal mines with large salt deposits. As an independent transport route 40 miles long the Bridgewater Canal was built. This canal was the first in the United Kingdom. The construction costs of canals amounted about £280,000. Important was also the Grand Trunk Canal which was formed by connection of estuaries of the River Mersey and the River Trent. “Around 1760, Great Britain had more than 1,000 miles of navigable waterways.”¹⁰

⁸ Paulinyi, Ákoš. *Průmyslová revoluce o původu moderní techniky*. Vyd. Praha: nakladatelství ISV, 2002. 290 s. ISBN 80-86642-02-X p. 18 – 25

⁹ NĚMEC, Václav a Jan SURÝ. *Dějepis.com: Anglická průmyslová revoluce a její rozšíření*. [online]. 1997 [accessed. 2014-04 24]. Available from: <http://www.dejepis.com/ucebnice/anglicka-prumyslova-revoluce-a-jeji-rozsireni>

¹⁰ Paulinyi, Ákoš. *Průmyslová revoluce o původu moderní techniky*. Vyd. Praha: nakladatelství ISV, 2002. 290 s. ISBN 80-86642-02-X p. 186 – 192

Until the first development of the railways, waterways were extended exclusively by private equity companies in the dense transport network, which was about 4,000 miles long. Between 1791 and 1794 (the period of a canal mania), 42 canal companies were founded and during this period the bulk of the investment was executed. It emerged that many of these investments were flawed, construction budgets were not sufficient, most of them did not even cover half of the actual cost of the canal construction. The state invested only in some canals that were of a special importance for the state, especially military.¹¹

Inconsistent width and depth of the fairway was the biggest weakness of British canals. Because of the inadequate size of some boats the load had to be transferred to another boat and therefore the transport capacity was not fully utilized. The construction of these canals, as the construction of railways had contributed to the development of various professional groups in demand such as civil engineers and construction workers. The requirements for expertise in technical areas grew. There was a new generation of engineers such as James Brindley and others.¹²

2.4 Toll roads and McAdam

Until the 18th century, there were only unpaved roads in Britain and their practicability depended on the weather. In the years 1750 – 1830, the roads were optimized thanks to increased density of the road network. The main role in it was played by private equity companies turnpike-trusts (company of toll roads). Roads were paved and improved. The big boom in construction of new roads occurred between 1750 and 1780. These companies had built about 22,000 miles long toll road network. To increase the transport capacity of land transport the construction of paved roads was the most important thing. Most of the roads were built by John McAdam because his method of construction was cheaper than the construction by Thomas Telford. In addition the construction of roads was largely manual.¹³

¹¹ NĚMEC, Václav a Jan SURÝ. *Dějepis.com: Anglická průmyslová revoluce a její rozšíření*. [online]. 1997 [accessed. 2014-04 24]. Available from: <http://www.dejepis.com/ucebnice/anglicka-prumyslova-revoluce-a-jeji-rozsireni/>

¹² Ibid.

¹³ Ibid.

During the construction of bridges the new techniques were used, such as the use of iron. On the private toll roads two most famous bridges of Great Britain served, it was the first cast iron arch bridge which was built in Coalbrookdale in 1779 and the chain suspension bridge which was constructed by Thomas Telford in 1826.¹⁴

Awesome acceleration of passenger transport as well as increase of the payload of freight transport was the most important reset of densification and improvement of the road network. Road transport retain the function of the local transport and ferry services through so-called „expresses“ which shortened the journey from Oxford to London for six hours and from London to Manchester for two days. These “expresses” were regular transportation on new roads and the average speed was 13 – 16 miles per hour.¹⁵

2.5 The rail lines

Road and water transport were most involved in transporting of people and goods. Land transport – rail tracks were very limited. But this method had a great future. Around Newcastle freight on the rails with waggons drawn by horses was extended. With these tracks which were called waggon-ways it was possible to transport coal from mines to rivers, canals and even directly to the sea. In Shorpsine the second oldest railways were founded which were known as railway, railroad or tramway.¹⁶

The railway expanded rapidly as a mean of local transport to other coal mining areas such as the South Wales and Yorkshire. In 1758, Ch. Brandling obtained permission to construct waggon-way which served as a link between the angulations of mines in Middleton to the River Aire which was near Leeds. Ch. Brandling was the owner of Middleton. Around 1800, the first stationary engine steam was introduced

¹⁴ Paulinyi, Ákoš. *Průmyslová revoluce o původu moderní techniky*. Vyd. Praha: nakladatelství ISV, 2002. 290 s. ISBN 80-86642-02-X p. 192 – 197

¹⁵ Ibid.

¹⁶ Ibid. p. 197 – 198

instead of horses for climbing up the hill on this track. John Blenkinsop experimented with steam locomotive since 1811.¹⁷

Because of the density and length of road and water transport networks 300 miles of rail lines had not quantitative impact. These rail lines had great importance in other areas. This technical development of rail transport facilitated the transition to a steam railway. In 1767, the first iron rails were placed in Coalbrookdale by Raynolds. These railways were fitted with the first public horse-drawn railway in the world, which was built by J. and J. Jessop and was called „Surrey Iron Railway.“ This railway was opened in 1803 between Wandsworth and Croydon in Surrey (now it is London). Therefore in the 18th century, all possibilities of rail tracks and leading of wheels were tested. There was only one thing which had been missing and it was replacement of live horses by steam locomotive.¹⁸

2.6 Steam locomotive

Steam steed was kept in the coalfields of South Wales. So-called father of the steam locomotive was Richard Trevithick. Most engineers were mechanics in the mines and they were acquainted with engines which they operated. Steam locomotive came from high-pressure steam engines but this information is often overlooked because of the euphoria which was around James Watt and his low-pressure steam engine. In 1801, Richard Trevithick built a steam-wagon which of course served for road transport. Then in 1804, the first railway locomotive was built. In 1808, R.Trevithick withdrew from the area of locomotive construction.¹⁹

¹⁷ Paulinyi, Ákoš. *Průmyslová revoluce o původu moderní techniky*. Vyd. Praha: nakladatelství ISV, 2002. 290 s. ISBN 80-86642-02-X p. 197 – 198

¹⁸ Ibid.

¹⁹ Ibid.

3 History of automobile industry in the United Kingdom

3.1 The early years of the automobile in Britain

The emergence of the automobile industry in the United Kingdom can be dated to the 1880s. In these years the consulting engineer from London, Frederick Simms became a friend of Gottlieb Daimler. Daimler patented a very successful design for a high-speed petrol engine in 1885. Frederick Simms got British rights for this engine and the related patents.²⁰

“Anti-car legislation at that time meant that this was out of the question as far as automobiles were concerned.”²¹ Simms wanted to change the attitude of his countrymen to motorization and therefore he began to import motor boats to Britain.²²

Gottlieb Daimler continued with his work and made even more progress and improved the quality of his engines. Simms and his few friends founded Daimler Motor Syndicate in 1893, which took advantage of some German inventions. Simms finally got permission for the usage of vehicles on public roads. The company had set up a workshop where Daimler engines were fitted into the motorboats. The company also rented a space at a railway station in the London suburb of Putney.²³

However the car production of Simms and his colleagues was banned, but despite this the Daimler Motor Syndicate is regarded as the start of the automobile industry in the United Kingdom.²⁴

²⁰ Daimler: The early years of the automobile in Britain. Daimler [online]. Stuttgart, 2007 [accessed. 2014-04-24]. Available from: <http://media.daimler.com/dcmedia/0-921-614822-1-874742-1-0-0-0-0-11702-614318-0-1-0-0-0-0-0.html>

²¹ Ibid.

²² Ibid.

²³ Ibid.

²⁴ Ibid.

3.1.1 Daimler Motor Company

It seemed that during the year 1895, the Highways and Locomotives Act would not be accepted. Simms was in charge of forming a British Daimler-Motoren-Gesellschaft. The first Panhard and Levassor car with a Daimler engine was transported to England in the middle of the year 1895. The creating of a British-Motoren-Gesellschaft and import of the first Panhard and Levassor car with a Daimler engine had been ordered by the motoring fancier Evelyn Ellis.²⁵

He made a 90 kilometre long test drive with Simms, from Micheldever to Datchet. This journey aroused interest and afterwards the company obtained more than 80 queries about the vehicle.²⁶

However not all attempts to popularize the automobile were successful. When a promotional convoy which was made up of Simms in a Daimler from Bad Cannstatt and Walter Arnold in a Benz Velo took to the road at the “Battle of Flowers for Charity” festival in May 1895, in Eastbourne, Sussex, the proponents of motorized transport provoked a riot. Having hired an ageing horse to ride in the procession, the car enthusiasts fastened a transparent around their neck with a “R.I.P. written on it” and the man who led the horse wore a sash with the words “In Loving Memory”. But the crowds were angry because of the hostile behaviour towards beloved animals and they pelted mixed stones in with the handfuls of confetti. Walter Arnold narrowly escaped serious injury.²⁷

²⁵ Daimler: The early years of the automobile in Britain. Daimler [online]. Stuttgart, 2007 [accessed. 2014-04-24]. Available from: <http://media.daimler.com/dcmedia/0-921-614822-1-874742-1-0-0-0-0-11702-614318-0-1-0-0-0-0-0.html>

²⁶ Ibid.

²⁷ Ibid.

The private company which consisted of members as Ernest T. Hooley, Martin D. Rucker and Harry J. Lawson bought patents of the British Daimler engine for 350,000 marks. They also established the British Motor Syndicate and this company found new private patrons for Daimler Motor Company Ltd in February 1896. Therefore the British colleagues of Frederick Richard Simms saved the German car manufacturer because the production of vehicles in the company was hard hit due to problems with management at Daimler-Motoren-Gesellschaft. For these cars were often detected to have very serious defects.²⁸

During this period Gottlieb Daimler and the engineer Wilhelm Maybach who was his right-hand man left the company. Daimler-Motor-Gesellschaft faced bankruptcy until the English consortium which was led by Frederick Richard Simms bought the licensing rights for all relevant Daimler and Maybach patents. Simms paid very high price for them. The historian Friedrich Schildberger wrote in an essay on the origins of the British automotive industry: “Of particular value was the Daimler-Maybach belt-driven design, featuring the Phoenix engine that was a key step in Maybach’s development work towards building a high-performance engine.”²⁹

But the consortium also requested certain conditions such as that Messrs. Daimler and Maybach and businessman Carl Linck must returned to the management positions within the company. Their demands were met and thanks to improvements and new designs that were presented by the now re-energized engineering duo of Daimler and Maybach. Daimler-Motoren-Gesellschaft became profitable again. Even after Simms bought the rights of Daimler he still used this name and Coventry still produced vehicles that were bearing this name as it had done for many years under the Jaguar brand.³⁰

²⁸ Daimler: The early years of the automobile in Britain. Daimler [online]. Stuttgart, 2007 [accessed. 2014-04-24]. Available from: <http://media.daimler.com/dcmedia/0-921-614822-1-874742-1-0-0-0-0-11702-614318-0-1-0-0-0-0-0.html>

²⁹ Ibid.

³⁰ Ibid.

Meanwhile British Motor Syndicate tried to cancel the “Highways and Locomotive Act” because it was the main obstacle to the introduction of the car in Britain and it is why they started with a public relations campaign. At an agricultural show in October 1895, they introduced four motorized vehicles and three of them were with incorporated Daimler engines and a steam-car by De-Dion-Bouton. In November 2, 1895, the syndicate released the first issue of the magazine “The Autocar”- today the oldest automotive magazine. Soon afterwards all Londoners had a chance to witness this safe and efficient means of transport. Simms brought a Daimler for his own use and introduced it at a meeting for representatives of the press and several high-ranking personalities. It was the first dealership in the country and it was a very effective way how to get mentioned in press and how to be more favourably inclined towards innovative cars. Soon the syndicate arranged an automotive show at the Imperial Institute which had a seat in London. It took place from May to August in 1896. They wanted to paint a harmless image of the car to the population as a whole.³¹

3.1.2 The Prince of Wales rides in a Daimler belt-driven car

The show was a great success from a political point of view and everything went according to the plan. Prince of Wales, the future King Edward VII, voiced a desire to view and ride in an automobile just before the show was opened. Simms and Ellis were happy that they could offer a ride in a belt-driven Daimler. Prince Edward returned from the test drive and was very excited. He became a patron of the first British car show despite the fact that he was an animal lover and he hoped that the car will never replace the horse.³²

³¹ Daimler: The early years of the automobile in Britain. Daimler [online]. Stuttgart, 2007 [accessed. 2014-04-24]. Available from: <http://media.daimler.com/dcmmedia/0-921-614822-1-874742-1-0-0-0-0-11702-614318-0-1-0-0-0-0-0.html>

³² Ibid.

The Red Flag Act was finally abolished in November 1896, due to pressure from the public and royalty alike. Vehicles did not demand accompanying personnel and the permitted speed was raised from “walking pace” to twelve miles per hour which is just over 19 kilometres per hour. On this occasion the syndicate put together a collection which was composed of 58 cars. Most of them were imported from Europe and they were used for promotional purposes. It also organized a race from London to Brighton. The red flag was burned by the Earl of Winchester before an attentive crowd of spectators. There were 33 vehicles that entered the event, 27 of them introduced internal combustion engines, five had electric drive systems and there was one steam-powered motorcycle. There were nine Daimler cars and five were by Benz and Gottlieb Daimler has even taken part in the run by himself. To this day there is so-called Emancipation Run from London to Brighton which is held on the first Sunday in November to mark the cancellation of the Red Flag Act. Entry is limited to vehicles that were built in 1905 or earlier.³³

The Daimler Motor Company, which was formed by Lawson and who paid £40,000 sterling to the previous patent owners British Motor Syndicate for the licenses to produce motor vehicles based on the Daimler patents, was able to start production at the Coventry premises in 1897, because the promotional impact of this inaugural Brighton run was so great. Originally, the British company manufactured four cars per week with each vehicle demanding on average three months to be completed.³⁴

And so the city, where Gottlieb Daimler worked as a humble factory hand back in 1861, and where he not only improved his English but also obtained sound principles for technical work and engineering spirit, was witness of the rise of one of the largest car production plants of that time and the first on the British Isles. Also Evelyn Ellis sat alongside Lawson on Daimler Motor Company’s Board of Directors. There were also Gottlieb Daimler and William Wright. As a consultant engineer, Frederick Richard

³³ Daimler: The early years of the automobile in Britain. Daimler [online]. Stuttgart, 2007 [accessed. 2014-04-24]. Available from: <http://media.daimler.com/dcmedia/0-921-614822-1-874742-1-0-0-0-0-0-11702-614318-0-1-0-0-0-0-0.html>

³⁴ Ibid.

“The Locomotive Acts (or Red Flag Acts) were a series of Acts of Parliament in the United Kingdom regulating the use of mechanically propelled vehicles on British public highways during the latter part of the 19th century.” (Wikipedia: Locomotive Acts. Wikipedia: Locomotive Acts [online]. 22 March 2014 [cit. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Locomotive_Acts)

Simms had worked there. The first truck to its British business partners in London was supplied by Daimler-Motoren-Gesellschaft in October 1896. The world's first truck was fitted out with a four-horsepower two-cylinder engine and it was suggested to accommodate a payload of 1,500 kilograms.³⁵

The vehicle established itself with astonishing speed although official authorization in England came relatively late. Daimler should stay just as an automobile brand which is operating throughout the United Kingdom. Daimler's friend Simms and Harry Lawson together founded the Motor Car Club whose London-Brighton Emancipation Run of 1896 was the country's first arranged motor race. As public criticism of the car was regularly heard in respect of bothersome vibrations, exhaust fumes, the risk of explosion and ineffective brakes, runs such as these always had a serious impact on the competitive usage. German producers performed many test drives with frequent opportunities to demonstrate the reliability of their cars.³⁶

The Automobile Club of Great Britain and Ireland was founded by Simms in 1897 then he received the royal status in 1907, and because of it was renamed the Royal Automobile Club. The Society of Motor Manufactures and Traders was created by automotive pioneer in 1902, with exhibitions at London's Crystal Palace from 1903 onwards. The first person who used the term "motor car" was Frederick Richard Simms. He used it in a letter which he wrote in February 1891. He also coined the term "petrol".³⁷

³⁵ Daimler: The early years of the automobile in Britain. Daimler [online]. Stuttgart, 2007 [accessed. 2014-04-24]. Available from: <http://media.daimler.com/dcmedia/0-921-614822-1-874742-1-0-0-0-0-11702-614318-0-1-0-0-0-0-0.html>

³⁶ Ibid.

³⁷ Ibid.

3.2 1900 to 1939

For the development of British vehicles the development in Germany and France was very important. Herbert Austin as manager of The Wolseley Sheep Shearing Machine Company designed and built the first all-British 4-wheel car in 1900. “In 1901, backed by brothers ‘Colonel Tom’ and Albert Vickers, Austin started what became Wolseley Motors Limited in Birmingham and it was the largest car manufacturer in the United Kingdom until Ford in 1913.”³⁸

Most of the pioneers in the automotive industry - and many of them were even from the bicycle industry, had a very shaky start. Of 200 British car producers that had started up until 1913, only 100 of British makes of car were still in run. In 1910 production of British vehicles amounted to 14,000 units. Henry Ford was the leading producer in the United Kingdom in 1913 he built a new factory in Manchester and compiled 7,210 cars that year. However he was followed by Wolseley who compiled about 3,000 cars, further Humber who assembled 2,500 cars, Rover who had 1,800 cars and finally Sunbeam with 1,700 cars. In the year 1913, thanks to smaller producers a total production reached about 16,000 vehicles. In the years 1914-1918, the period of the First World War, car production essentially ended, despite the facts that the requirements for wartime production led to the development of new production technologies in the automotive industry.³⁹⁴⁰

In the United Kingdom in 1922, there were 183 motor companies and in 1929 due to a slump remained only 58 companies.⁴¹ In 1910, a motor company was founded by William Morris in Oxford and this company dominated the market in 1929. Another company which belonged to Herbert Austin was founded by him in 1905 in Birmingham. Austin and Morris secured around 60% of total production in the United Kingdom. In the third place was Singer, originally a manufacturer of motorcycles and

³⁸ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

³⁹ KING, Peter. *The motor men: pioneers of the British car industry*. London: Quiller. ISBN 18-709-4823-8.

⁴⁰ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

⁴¹ Ibid.

he began to produce automobile in 1905, and he made up 15% of the total production in the UK.⁴²

In 1932, Great Britain overtook France and became the largest car manufacturer in Europe and held this position until 1955. In the year 1937, the UK produced 113,946 commercial vehicles and 379,310 passenger cars.⁴³ William Morris was knighted in 1938, and he reorganized his company which ultimately did not only include the Morris Motor and MG but also Wolseley and Riley. The Nuffield Organization was established. The largest producers in 1939 were as follows: Morris, Austin, Ford, Standard, Rootes and Opel.^{44,45}

3.3 1939 to 1955

During the Second World War many motor vehicles plants were transformed to aircraft and aero-engine production. Car production in the United Kingdom gave way to commercial and military vehicle production. After the war the supply of steel was controlled by government and supplying foreign-revenue-raising export businesses had a priority. Businesses which exported at least 75% of their production could have steel and this was year 1947. Since America was unable to meet the demand, the United Kingdom became the largest supplier of vehicles. 15% of world vehicle exports were provided by Britain in 1937 and in 1950 it was 75% of British car production and 60% of its commercial vehicle production which was exported, 52% of world's exported vehicles were provided by Britain.⁴⁶

⁴² KING, Peter. *The motor men: pioneers of the British car industry*. London: Quiller. ISBN 18-709-4823-8.

⁴³ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

⁴⁴ KING, Peter. *The motor men: pioneers of the British car industry*. London: Quiller. ISBN 18-709-4823-8.

⁴⁵ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

⁴⁶ Ibid.

This situation continued until mid-1950s. During this period America was finally able to meet the demand and therefore the European production went into a decline. In 1952, some of British manufacturers were owned by Americans, such as Ford and GM's Vauxhall. They had a 29% share of the UK market and so exceeded the proportion of two best British owned producers. And in this context the British Motor Corporation was created because Viscount Nuffield agreed to the fusion of his company the Nuffield Organization with Austin. The company was founded in 1952, and it was in command of 40% share of the UK market. This company included Austin, Morris, MG, Riley and Wolseley. German production increased its production every year and in 1953 surpassed France and in 1956 Great Britain.⁴⁷

⁴⁷ ADENEY, Martin. *The motor makers: the turbulent history of Britain's car industry*. London: Collins, 1988, 377 p., [16] p. of plates. ISBN 00-021-7787-0. p. 194 - 221

3.4 1955 to 1968

In Britain 90% of Britain's motor production vehicle output was produced by five companies by 1955. And they were: BMC, Ford, Rootes, Standard-Triumph and Vauxhall. Strong niche manufacturers were Jaguar and Rover. There were also smaller manufacturers.⁴⁸

In 1960, the United Kingdom car production fell to the third place, so it was no longer the second largest manufacturer of motor vehicles. The factories were not able to reduce production costs due to labour-intensive methods and wide model ranges. Their costs were much higher than the costs of their largest competitors which were Japan, Europe and America.⁴⁹ There was not full integration, despite the fact that the rationalization of motor vehicle companies started. Companies which were registered under the same name and it were brand names competed with each other. These companies belonged to the British Motor Corporation. Attempts of Standard-Triumph to reduce costs by engaging strategy of modern production volume led to their bankruptcy in 1960. Finally, this company was bought by the commercial vehicle manufacturing company Leyland Motors. In 1966, the BMC took control of Jaguar and they created British Motor Holdings. In 1969, the company Rover was acquired by Leyland-Triumph. In 1966, Great Britain became the fourth largest producer of motor vehicles in the world. In 1967, after a long process which had lasted until 1964 Chrysler finally got Rootes.⁵⁰

Due to a wide model range which was very expensive to produce, the Ford's Cortina was a great challenge for the domestic market. Due to a strong impact that production of vehicles had on British economy, the government merged the successful Leyland-Triumph and struggling BMH. Thus the British Leyland Motor Corporation was created, the fourth largest producer in Europe. The intent of this company was to

⁴⁸ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

⁴⁹ Ibid.

⁵⁰ ADENEY, Martin. *The motor makers: the turbulent history of Britain's car industry*. London: Collins, 1988, 377 p., [16] p. of plates. ISBN 00-021-7787-0. p. 194 - 251

equip the factory with the latest production methods and to invest in a new car volume range.⁵¹

Alec Issigonis designed BMC's Mini in 1959, the car that caused a revolution in small cars. BMC's Mini has become one of Britain's bestselling cars for more than 20 years. The latest version of this car was made 41 years after it was launched. The Rootes Group started to produce the similar-sized cars such as Hillman Imp four years later. In 1960s, Ford and Vauxhall had to make a comparable product. It had to be competitive with foreign imports too. But only Italy's Fiat 500 was one of the few alternatives to the virtual monopoly of the Mini and Hillman Imp in this sector of the market.⁵²

Alec Issigonis also designed the Morris Minor, which had originally gone into production in 1948 but it was updated in 1956. In 1962 production of a series of BMC's 1100/1300 began and this series has been very popular. But Morris Minor had a very good reputation thanks to its low producing costs and good reliability and competitive prices. This car was also sold during 1960. Anglia has been a competitor for Ford in this sector. Because it had a very unusual design, but Ford's cars were still one of most successful cars in country. Thereafter it was replaced by the Escort. The Vauxhall Viva and Hillman Minx were other British competitors in this sector.⁵³

The Ford Cortina, Austin/Morris 1800 and Vauxhall Victor, which were larger family cars enjoyed strong sales in the 1960s. A new competitor in this sector of the market was the Hillman Hunter, which was launched by the Rootes Group in the 1960s. During the 1960s was most popular model in Britain the Rover P6, which was launched in 1963. This car won award The European Car of the year. In 1961 the iconic Jaguar E-Type sports car was launched. This car had a top speed of 145mph. And production of this car continued until 1975. And also cheaper cars were established and launched during the 1960's such as the MG B and Triumph Spitfire. These cars

⁵¹ ADENEY, Martin. *The motor makers: the turbulent history of Britain's car industry*. London: Collins, 1988, 377 p., [16] p. of plates. ISBN 00-021-7787-0. p. 221 - 259

⁵² Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

⁵³ Ibid.

were launched in the early part of the decade. And they had strong sales. Before the decade's end the Ford Capri was established.⁵⁴

3.5 Seventies

In the seventies, the situation was not very good. British automobile factories did not have good conditions and their delivery dates were not in time. But despite the adverse conditions and persistent conflicts automobile factories were able to manufacture 987,500 units and it was in 1970.⁵⁵

However the greatest benefit of these difficulties had importers, who during this period increased their share of the domestic sales from 58,200 to 75,000 vehicles. Volkswagen profited the most with increase from 10,000 to 19,000 vehicles.⁵⁶

Work conflicts of the British automotive industry mainly wanted to keep standards low and they wanted to ensure the greatest number of vacancies. The Labour government has been unable to force employers to the necessary reforms and wage compensation structures, because the Labour government could not cope with the huge trade organisations.⁵⁷

The unfavourable situation delayed the new models and some of them totally removed. Of the four major companies British Leyland, Ford, Chrysler and Vauxhall, which dominated the British automotive industry, only Ford could offer a completely new design and model Cortina Mark III. British Leyland produced and built the new and revised version of the Austin Maxi and this version of the car changed this vehicle in very positive way. The biggest design change was the new manual transmission. Improvements were also in driving culture. The company Vauxhall was presented with a new body design for a variety of Viva. It was said that the company Vauxhall and Ford had only exchanged styling. In the spring of 1970 model GT had its debut, this car

⁵⁴ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

⁵⁵ *Automobilový průmysl USA a Velké Británie*. Praha, 197. 1 sv.v. 45 s. p. 19 - 45

⁵⁶ *Ibid.*

⁵⁷ *Ibid.*

was based on the classical Hillman Avenger, which was in exports under the name Sunbeam 1250/1500, this model belonged to concern of the company Chrysler.⁵⁸

In England also were a number of small brands that produced very interesting cars. Such as “Mantis” of Marcos brand, this was the work of a well-known stylist Dennis Adams. As next came brand Ginetta with model the G 21.⁵⁹

Later the company Vauxhall created remarkable study of four-figure cars of the future with a central engine ahead of the rear axle with a luxurious interior. But the most beautiful car of this time was the Aston Martin DBS. It was the fastest produced car in the world and top speed of this car was 270 kilometres per hour. Eight-cylinder engine boasted cars Rolls-Royce Bentley, this engine has been increased from 6230 to 6745 cubic centimetre. A pleasant ride was provided by car Range Rover, which was at the time a big surprise.⁶⁰

Efforts were directed to automobiles that could be produced at the lowest costs and their maintenance and repairs brought the least problem. This trend was also supported by bulk customers and also by traffic conditions. The speed was limited to 115 kilometres per hour. A technical maturity has become a luxury. However this course took from producers one of the most essential arguments and this was because there were so many convention cars.⁶¹

The permanent crisis in labour had led to the fact that many large manufacturers established business relationships with European companies.⁶²

Brands such as Volkswagen, Renault and Fiat were the most imported brands. Export of automotive industry in this period increased by 4,3%. And export of passenger vehicles fell by 6,5%.⁶³

⁵⁸ Automobilový průmysl USA a Velké Británie. Praha, 197. 1 sv.v. 45 s. p. 19 - 45

⁵⁹ Ibid.

⁶⁰ Ibid.

⁶¹ Ibid.

⁶² Ibid.

⁶³ Ibid.

When these companies: Pilkington, Sankey and Lucas refused to work manufacturers had to import glass from Belgium, wheels from Spain and auto-electric Bosch was assembled to British cars. British brands had to have more suppliers because they could not afford to have only one exclusive parts supplier. A considerable number of British car parts manufacturers had their subsidiaries on European continent, for example the company Duplon in France and Italy.⁶⁴

At the end of the seventies European automobile industry increased and the production overtook the United States at the end of the decade. The biggest question was, whether the European and Japanese vehicles could survive on the American market or whether they would be pushed by American subcompacts. In the sixties British market was the largest and richest in Europe. In the seventies British market took the fourth place.⁶⁵

In the seventies in Britain there were only 1,1 million vehicles, for example in France were 1,5 million cars and in West Germany 2 million. That is why the company British Leyland doubled its assembly capacity in the EEC countries in the following five years. When Great Britain joined the EEC it helped the British car manufacturers. The EEC allowed them to enter much larger and more rapidly growing markets than was their own. Manufacturers of car parts could also compete with car makers on the continent and it was all thanks to the elimination of tariffs. Prior to joining the EEC the following problems had to be solved: labour unrest, rising inflation and slugging domestic market.⁶⁶

In those years, there was also a crisis. Many firms had lost profits due to rising costs. The automaker Austin-Morris announced that it was in big financial troubles. And its shares decreased by 11% during this period. A major decline also hit the carmaker Rolls-Royce, caused by large expenditures on the development of jet engines. Also company Chrysler was afflicted by the crisis, mainly due to strikes. Losses of this company amounted to 10,88 million Lstg. Later the pound became

⁶⁴ *Rozvoj automobilového průmyslu ve Velké Británii*. Praha: TES - Ústav technických a ekonomických služeb, 1974. 136 s.

⁶⁵ Ibid.

⁶⁶ Ibid.

stronger and the company turned profitable again. A dept of Great Britain fell very quickly.⁶⁷

The strikes had on the British production very adverse effect. Therefore, imports of cars were more frequent. The most imported vehicles to Britain were following: Volkswagen, Renault, Fiat, Volvo, Simca, NSU, DAF, Saab, Citroen, Audi, BMW, Mercedes-Benz, Opel, Alfa Romeo, Toyota. Imported brands reached a record share of registrations. There were in total 15,946 passenger cars sold.⁶⁸

The company Jaguar had a great success in this period. Jaguar produced over 30,000 cars and 60% of them was exported. Exports to the EEC countries were doubled. Also the company Rolls-Royce had been successful. The company manufactured and supplied 2,000 types of Silver Shadow and Bentley T Series. And their exports were more than 50% of production.⁶⁹

3.6 1986 to 2001

In July 1986, Nissan was the first Japanese carmaker. Nissan established a production facility in Europe. The plant initially manufactured the Bluebird and from 1990 its successor, the Primera, followed by the MK2 Micra in 1992. A new plant was opened by Toyota in Burnaston near Derby at the beginning of 1992.⁷⁰

A number of different designs were shared between the two makes, Honda's venture with Austin Rover/Rover Group. British Aerospace sold Rover Group to the German car producer BMW for £800 million and it was in February 1994, so this was the end of Rover Group. The sale signified that for the first time in 112 years, the United Kingdom had not a British-owned volume car producer. BMW began to remodel Rover Group to resemble more its parent company. MG brand was also turned into a new affordable sports car by BMW in 1995, the MGF, and Land Rover's position in the off-

⁶⁷ Automobilový průmysl USA a Velké Británie. Praha, 197. 1 sv.v. 45 s. p. 19 - 45

⁶⁸ Ibid.

⁶⁹ Ibid.

⁷⁰ The Economist: *Toyota learns French*. [online]. 1997 [accessed. 2014-04-24]. Available from: <http://www.economist.com/node/107325>

roader market was stronger, too. In March 2000, the break-up of the Rover Group was reported by BMW. The Phoenix Consortium bought the MG and Rover makes, the Phoenix Consortium branded the remains of the group as MG Rover and concentrated all manufacturing at the Longbridge plant. At a new plant in Swindon Honda continued to produce the Civic range in the United Kingdom after split from Rover.⁷¹⁷²⁷³

In September 1987, Aston Martin was acquired by Ford for an undisclosed sum and in November 1989, Ford also acquired Jaguar for US \$2.38 billion. In late 2000 a production of a new small Jaguar, the X type started. And also Land Rover was acquired by Ford by the end of the century.⁷⁴⁷⁵⁷⁶

In September 1987, Aston Martin was acquired by Ford for an undisclosed sum and in November 1989, Ford also acquired Jaguar for US \$2.38 billion. In late 2000 a production of a new small Jaguar, the X type started. And also Land Rover was acquired by Ford by the end of the century.⁷⁷

⁷¹ HARRISON, Michael. The Rover Takeover: Car-making tradition dies with BMW deal: The Industry: End of British-owned volume production. [online]. 1994 [accessed 2014-02-29]. Available from: <http://www.independent.co.uk/news/uk/the-rover-takeover-carmaking-tradition-dies-with-bmw-deal-the-industry-end-of-britishowned-volume-production-1391160.html>

⁷² Rover sell-off: BMW statement. *BBC News* [online]. 2000 [accessed 2014-04-17]. Available from: <http://news.bbc.co.uk/2/hi/business/679988.stm>

⁷³ ANDREWS, Edmund L. a Robyn MEREDITH. BMW Will Shed Rover, Selling Sport Utility Vehicle Line to Ford. *The New York Times* [online]. 2000 [accessed 2014-04-20]. Available from: <http://www.nytimes.com/2000/03/17/business/bmw-will-shed-rover-selling-sport-utility-vehicle-line-to-ford.html>

⁷⁴ GLABERSON, William. Ford buys prestigious car maker. *The New York Times* [online]. 1987 [accessed 2014-04-29]. Available from: <http://www.nytimes.com/1987/09/08/business/ford-buys-prestigious-car-maker.html>

⁷⁵ PROKESCH, Steven. Ford to Buy Jaguar for \$2.38 Billion. *The New York Times* [online]. 1989 [accessed 2014-04-20]. Available from: <http://www.nytimes.com/1989/11/03/business/ford-to-buy-jaguar-for-2.38-billion.html?pagewanted=all&src=pm>

⁷⁶ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

⁷⁷ ANDREWS, Edmund L. The New Rolls-Royce; An Automotive Classic Coming to Dealerships in 2003. *The New York Times* [online]. 2000 [accessed 2014-04-20]. Available from: <http://www.nytimes.com/2000/09/23/business/the-new-rolls-royce-an-automotive-classic-coming-to-dealerships-in-2003.html?src=pm>

The decade-old people carrier market was entered by Ford with its Galaxy in 1995. Galaxy was built in Portugal along with the same Volkswagen Sharan and Seat Alhambra as part of a venture between Ford and Volkswagen. This sector of the market was entered by Vauxhall a year later with the Sintra which was built in America but this car was not popular with British buyers and its production was terminated just three years later when the smaller car Zafira from Germany was launched and proved far more popular than Vauxhall's original entry onto the MPV market.⁷⁸

The affordable sports car market enjoyed a recovery in 1990s, after it went into virtual hibernation in the 1980s. In the early 1990s, a new sports car was developed by Rover. In 1996, Lotus Elise as well as Vauxhall VX220 had relatively large sales in this market sector. Vauxhall VX220 was launched in 2000. Ford which left the sports car market by 1987 with the termination of the Capri to concentrate on faster versions of its hatchbacks and saloons, which were best-selling, returned to this market sector in 1994 with the Probe, which was built in America, and then it had more success with its smaller Puma between 1997 and 2002.⁷⁹

⁷⁸ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

⁷⁹ Ibid.

3.7 2001 to 2011

In May 2000, Ford reported that the assembly of passenger cars would be discontinued in 2002. And this is why the 90-years operation of Ford passenger cars ended in the UK. At the same time Ford reported that it would create a diesel engine factory and invest US\$500 million in the expansion of this factory. It was the largest diesel engine centre worldwide and it created about 500 new jobs to offset the 1,900 lost in vehicle assembly. Ford reported a further investment of £169 million in the Dagenham plant in 2004, and therefore was able to increase production to 1 million diesel engines.⁸⁰⁸¹

In March 2003, Vauxhall's Luton car assembly plant was closed and left Ellesmere Port as the sole Vauxhall assembly plant which remained in Britain. Later in 2004, the company Jaguar had losses and these losses led to the closure of Browns Lane plant in Coventry. Spare capacity at Halewood let Land Rover Freelander manufacturing to be transferred there in 2006.⁸²

MG Rover wanted to produce a new range of cars and they spent the early part of the 2000s looking for potential ventures with other carmakers. Proposed links with foreign companies including Malaysian carmaker Proton were not realized. In 2004 Chinese car producer SAIC Motor had evinced an interest in adopting the firm which was based in the Longbridge. This firm was now hundreds of millions of pounds indebted. In April 2005, the firm went into bankruptcy with the loss of more than 6,000 vacancies. Assets of this firm were bought by another Chinese car producer three months later, and it was Ningjing Automobile. Longbridge was partially opened again in the summer of 2007, with an initial labour force of around 250 employees preparing to restart production of the MG TF which was launched again in August 2008⁸³

⁸⁰ COWELL, Alan. INTERNATIONAL BUSINESS; Ford to Close British Plant, Laying Off 1,900 Workers. *The New York Times* [online]. 2000 [accessed 2014-03-29]. Available from: <http://www.nytimes.com/2000/05/13/business/international-business-ford-to-close-british-plant-laying-off-1900-workers.html?src=pm>

⁸¹ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

⁸² Four countries share new GM Astra. *BBC News* [online]. 2007-04-17 [accessed 2014-04-29]. Available from: <http://news.bbc.co.uk/2/hi/business/6563937.stm>

⁸³ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

Ryton plant which belonged to Peugeot was closed in 2006, and production moved to Slovakia. Aston Martin was sold by Ford in 2007 to a British-led Consortium which was backed by Middle East investors, Ford retained a small share in the company and they agreed to continue with supplying of components including engine. Jaguar Land Rover was sold by Ford to Tata Motors of India for £1.15 billion in 2008.⁸⁴

In March 2010, MP4-12C model was introduced by McLaren Automotive. Their plan was to produce around 4,000 cars per a year at its Woking factory by the middle of the decade. Lotus Cars introduced five new models at the Paris Motor Show in September 2010 which should go on sale by 2016. They also intended to invest £770 million over 10 years and they wanted to complete redevelopment of the Hethel factory and also to increase the production from under 3,000 cars per year to 6,000 to 7,000 cars. Renault had sold its remaining 25% shareholding in its eponymous Formula 1 team to Lotus Cars. It was announced in December 2010, and a year later the team was renamed Lotus Renault.⁸⁵⁸⁶⁸⁷

⁸⁴ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

⁸⁵ McLaren to build £150,000 12C supercar in Britain. *The Telegraph* [online]. 2010 [accessed. 2014-01-28]. Available from: <http://www.telegraph.co.uk/motoring/news/7470064/McLaren-to-build-150000-12C-supercar-in-Britain.html>

⁸⁶ KNAPMAN, Chris. Paris Motor Show 2010: five new models from Lotus. *The Telegraph* [online]. 2010 [accessed 2014-03-29]. Available from: <http://www.telegraph.co.uk/motoring/motor-shows/paris-motor-show/8037488/Paris-Motor-Show-2010-five-new-models-from-Lotus.html>

⁸⁷ Renault F1 team to be renamed Lotus Renault GP in 2011. *BBC Sport* [online]. [accessed 2014-04-19]. Available from: http://news.bbc.co.uk/sport2/hi/motorsport/formula_one/9267715.stm

3.8 2011 to present

In January 2011, it was announced by BMW that it would be expanding the Mini range with the activation of two new sports crossover vehicles which were two-door vehicles. It was based on the Mini Paceman concept car with a coupe model to launch manufacture in 2011, and a roadster in 2012. Jaguar Land Rover started to hire an additional 1,500 staff at its Halewood plant in 2011. And over £2 billion of supply contracts with companies which were based in the United Kingdom were signed. This enabled production of its new Range Rover Evoque model. The mass production at the Longbridge plant was restored by the MG Motor subsidiary of SAIC Motor in April 2011. And the first MG 6 manufactured in the United Kingdom came off the production line. Jaguar introduced plans to build the C-X75 petrol-electric hybrid supercar in the UK from 2013, Due to the global economic crisis Jaguar had to cancel this project in December 2012.⁸⁸⁸⁹

Aston Martin Lagonda wanted to boost the Lagonda make in May 2011, so they launched two of three new models. In the same month it was found that Jaguar Land Rover would be investing over £5 billion in product evolution over the succeeding five years.⁹⁰⁹¹

In Britain a new model of car by Nissan was designed, which replaced its Qashqai model. As a part of expansion of the Mini range to seven models, BMW reported an investment of £500 million in the UK. Jaguar Land Rover invested £355 million in the construction of a new engine plant near Wolverhampton in September 2011 as it wanted to produce a new family of four-cylinder petrol and diesel engines. Later in the same month the Jensen brand was revived by new version of the Interceptor which was built at the former Jaguar factory Browns Lane by CPP Holdings. Toyota

⁸⁸ CRABTREE, David. New MG Sports Rolls Out Of Longbridge Plant. *Sky* [online]. 2011 [accessed 2014-04-23]. Available from: <http://news.sky.com/story/848854/new-mg-sports-rolls-out-of-longbridge-plant>

⁸⁹ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

⁹⁰ POLLARD, Tim. Aston to launch 'two or three Lagonda models' - *Bez. Car: The world's best car magazine* [online]. 2011 [accessed. 2014-01-28]. Available from: <http://www.carmagazine.co.uk/News/Search-Results/Industry-News/Aston-to-launch-two-or-three-Lagonda-models---Bez/>

⁹¹ JONES, Rhys. Tata's Jaguar Land Rover seeks China auto partner: Tata's Jaguar Land Rover seeks China auto partner. *Reuters* [online]. 2011 [accessed 2014-03-29]. Available from: <http://archive.today/wWms#selection-2151.0-2151.49>

had plans to make the UK its sole European production base for hatchback versions of its next C-segment family car, and it resulted in the investment of over £100 million in its Burnaston plant and the creation of around 1,500 new vacancies.⁹²

New Automotive Innovation Campus was built at the University of Warwick's main campus at a cost of £100 million in September 2013. And Jaguar Land Rover contributed £45 million.⁹³

⁹² Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

⁹³ COOKE, Daniel. £100m investment boost for Warwick University. [online]. 2013 [accessed 2014-04-23]. Available from: <http://www.independent.co.uk/student/news/100m-investment-boost-for-warwick-university-8839352.html>

4 Introduction of British carmakers

This chapter is devoted to British automakers. There are listed all British car companies together with the most famous ones. Furthermore, there are a few selected automakers, which are described more in detail. At the end of the chapter indicate which of these British brands have been bought by other companies which are not British.

Among the British carmaker belong the following: Ac Cars, Albion, Allard, Alvis, Arash Motor, Ariel, Aston Martin, Austin, Austin-Healey, Bean Cars, Belsize Motors, Bentley, Bristol Cars, Calthorpe. Caterham, Daimler Motor, Dellow, Delta Motorsports, Enfield Automotive, Eagle, Eterniti Motors, Frazer-Nash, Gordon – Keeble, Jaguar, Jensen Motors, Lagonda, Land Rover, Leyland Motors, Lister Cars, London Taxi, Lotus, McLaren, MG, Mini, MK Sportcars, Morris, Morgan Motor, Noble Automotive, Panther Car, Peel Engineering, Reliant, Riley Motors, Rodley, Rolls-Royce, Rover, Standard Motor, Triumph Motor, TVR Motors, Unipower. Vauxhall Motors, Zenos Cars.⁹⁴

The most famous and best known companies including: Aston Martin, Bentley, Daimler, Jaguar, Lagonda, Land Rover, Lotus, McLaren, MG, Mini, Morgan and Rolls-Royce.⁹⁵

AC Cars

The automaker has its beginnings in the early 20th century. And this company is one of the oldest car factories in the United Kingdom. John Weller started a small car assemble in London in 1901. And here he worked on the production of automobiles. The workshop was called Autocarriers Limited. At the British Motor Show this automobile factory introduced its first automobile and it was in 1903. In 1911, there was a great increase in production. In 1937, this car had entered the British market. However, the manufacture of automobile for AC Cars ended at the beginning of the Second World War and the company had to switch to the production of arms. Two

⁹⁴ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

⁹⁵ Ibid.

years after the war automobile production was resumed. Over the years the automaker had produced and sold a number of different cars. To complement the series it has also created a model AC Ace, as the development went ahead. In 1996, the company found itself in crisis and fell into bankruptcy because of these expensive developments. Several entrepreneurs tried to revive the company but none of them succeeded.⁹⁶

Albion

In 1951, Albion Motors, Ltd. became part of Leyland Motors. Production of this car company in the eighties gradually faded due to the crisis. A Scottish Albion still continues to produce parts and groups for the automotive industry. Among the largest customers of Albion are mainly these companies: DAF, LDV, Volvo, Renault, Optare (bus manufacturer), Rolls-Royce, Bentley, Perknis and many more. Albion automotive which is based in Glasgow still runs its production. In 1987, the original North Works plant was closed and later demolished. In 1993, Albion saved itself by redemption of management. The company was founded by Thomas Murray and Norman Fulton around 1899. Albion's first automobile rolled out in 1901. Albion had a number of different cars. These cars were exported all over the world. And in 1972, the mark of Albion was canceled.⁹⁷

Ariel

The company was founded in 1870 by James Stanley and William Hilman. Ariel originally produced only bicycles. The company engaged in the motorized means of production in 1896. They started with manufacturing tricycles and also quads, followed by car production. The first automobile was manufactured in 1902. Ariel 3 was produced but its production did not last long, and with it ended the Ariel's activities. The brand was later revived. Today this company belongs to one of the smallest British automakers.⁹⁸

⁹⁶ MATOUŠEK, Jan. AC Cars. *Eurooldtimers: The wordl of historic vehicles and classic cars* [online]. [accessed. 2014-01-28]. Available from: <http://www.eurooldtimers.com/cze/historie-clanek/1055-ac-cars.html>

⁹⁷ HYAN, Tom. Albion - Made in Scotland. *Automobil revue* [online]. 2008 [accessed 2014-02-29]. Available from: http://www.automobilrevue.cz/rubriky/truck/historie/albion-made-in-scotland_38070.html

⁹⁸ KOFROŇ, Daniel. Ariel. *Auto encyklopedie: Váš průvodce světem automobilů* [online]. 2010 [accessed 2014-04-16]. Available from :<http://www.autoencyklopedie.cz/ariel/>

Aston Martin

This brand ruined several businessmen but always attracted new investors, mainly due to its design. This brand came into being in 1912, when it was founded by two men, Robert Manford and Lionel Martin. The first prototype of a car was produced in this company in 1915. In 1920, Robert Bamford left the company. The company received money from the duke Louis Zborowski which saved it. In 1922, he made possible to try racing for the first time since this company was engaged in racing cars. Thanks to money from Zborowski several records that could compete with world records were made. Louis Zborowski died on 19 October 1924. Aston Martin was at that time well-known brand, but without money from rich sponsors the company went into bankruptcy at the same time. The other investors were Charnwood family. But even that could not prevent further collapse in 1925. After that the company was bought by a group of wealthy businessmen and the group changed its name to Aston Martin. Shortly after that Lionel Martin left the company. Aston Martin was still focused on racing cars and also on four-cylinder engines. The financial situation of the company was not good. In 1932, the company again changed owners and a year later it was bought by Sir Arthur Sutherland. In 1936, he decided that the company would be focused only on the production of road cars. Aston Martin achieved the best sales results in 1937, when they sold 140 cars. In 1947, David Brown bought Aston Martin. Over the years, they produced many cars as other automakers did. David Brown rescued the automaker and gave the brand an image that still affects the company. Aston Martin is permanently out of money, but it seems to be immortal.⁹⁹

Austin

Lord Austin managed this company for 36 years and this firm was also named after him. Under this brand numerous types of cars, technical solutions and patents are included. The first machine of this company was introduced in 1894, which was a tricycle with two-cylinder engine. In 1905, the company Austin Motor Company was founded. The first car that the company produced rolled off the production line in 1906. Then more different types of cars were made. And it was mostly manual work. Like most automakers also Austin had to concentrate on weapons production during the First

⁹⁹ PLAŠTIÁK, Martin. Příběh úspěchu: Aston Martin (*1913). *Autoweb: Auta až na prvním místě* [online]. 2011 [accessed 2014-01-29]. Available from: <http://www.autoweb.cz/pribeh-uspechu-aston-martin-1913/>

World War. In 1921, another model was introduced and it was Austin Heavy Twelve and the new Seven. In the twenties, production has increased very rapidly. After the Second World War, the company introduced Austin A 40 Devon, the car of which development began during the war but it was introduced not before 1947. This model had a great benefit on the company due to the large exports to the USA: At that time, Austin company produced more than 100,000 cars a year. In 1952, the concern The British Motor Corporation was established since the brand Austin merged with other companies. In 1959, the legendary Austin Mini was founded. In 1950s, and also at the beginning of 60s, the popular Austin Healey was produced which is a very good British sports car. Austin cars are known as British classic.¹⁰⁰

Bentley

Mark Bentley is renowned for its quality and comfort. The history of this brand is associated with the name Walter Owen Bentley. Walter Owen Bentley founded the company with his brother in 1912 the firm was called Bentley and Bentley. The company was engaged in the import of French cars to Britain. In 1918, the company Bentley Motors was established. The first car of this brand was unveiled at the London Motor Show in 1919, but this model went on sale only in the year 1921. Bentley cars participated in various races and always finished in very good positions. These cars have become invincible. After 1930, the economic crisis also affected the company and Bentley found itself in financial trouble. In 1931, the company was taken over by Rolls-Royce. This company was the biggest competitor for Bentley. Rolls-Royce retained the brand but these cars took the form of Rolls-Royce cars. In 1952, Bentley's R-Type Continental, which was designed by Ivan Everden, celebrated the premiere. Over the years, many cars that carried the brand Bentley were produced. In 1984, the name Bentley Continental was resumed. At present, Bentley belongs to the concern of Volkswagen – Audi A.G. which is a German company.¹⁰¹

¹⁰⁰ KUNŠTÁTSKÝ, Tomáš. Austin. *Eurooldtimers* [online]. 2000 [accessed 2014-02-29]. Available from: <http://www.eurooldtimers.com/cze/historie-clanek/1167-austin.html>

¹⁰¹ HAAS, Karel. Bentley Continental – sportovní šlechtic (1. díl: typy R a S z let 1952 – 1965). *Auto* [online]. 2007 [accessed 2014-04-02]. Available from: <http://www.auto.cz/bentley-continental-sportovni-slechtic-1-dil-typy-r-a-s-z-let-1952-1965-1689>

Jaguar

Jaguar was founded in 1922 by Sir William Lyons and his friend William Walmsley. The company was originally called Swallow Sidecars Company. At the beginning it was not producing cars but specialized in the production of motorcycles. These bikes were at that time very successful. Over the time, the company began to produce car bodies being aware of the potential of small affordable cars. The company was later renamed the Swallow Sidecar and Coachbuilding Company. In 1927, it made the body for car Austin Seven. Production line was moved in 1928 to the factory in Coventry and this factory is still there today. Today, the company Jaguar Cars Limited specializes in production of luxury and sports cars.¹⁰²

Land Rover

Land Rover is a British car manufacturer that was founded in 1978, and focused on commercial vehicles with four-wheel drive. Today it is a subsidiary of the Indian automaker Tata Motors and also part of the Jaguar Land Rover Group. The following models are most famous cars that this brand has produced: Defender, Discovery, Freelander and Range Rover. The brand was also owned by Rover and has existed since 1948. It was also owned by British airline, BMW Group and Ford Motor.¹⁰³

Lotus

The company Lotus was founded by Collin Chapman in 1952. Collin Chapman was a designer and a racing driver. In 1948, he built his first car. The company was named Lotus Engineering Company. In 1954, a small factory for the production of these cars was built. And later, the company got into public awareness. In 1957, the car Lotus Seven was established. The model has been very successful and was produced until 1973. In 1958, the company founded the Group Lotus Plc. And this year, the company entered Formula 1 race. The company has designed a range of cars. In 1986 the company was bought by General Motors. In 1996, a majority share of the company was sold to Proton. Proton is a Malaysian automobile manufacturer.¹⁰⁴

¹⁰² Jaguar. *Cars.cz: Tisíce aut na internetu* [online]. [accessed 2014-04-29]. Available from: <http://www.cars.cz/xchanger/meta/jaguar.html>

¹⁰³ Land Rover. *Autoweb* [online]. [accessed 2014-04-19]. Available from: <http://land-rover.autoweb.cz/>

¹⁰⁴ Wikipedia: *Lotus Cars*. [online]. 2014 [accessed. 2014-04-28]. Available from: http://en.wikipedia.org/wiki/Lotus_Cars

Rolls-Royce

The automaker Rolls-Royce was established by gentlemen Charles Rolls and Henry Royce. This company has been in existence for more than 100 years. The first car went on sale in 1904, when the car was advertised in the magazine Autocar. In 1910, Charles Rolls was killed in a plane crash. During the First World War Rolls-Royce produced aero engines and armoured vehicles. After the First World War other cars were produced by this company. In the USA a factory was later opened in which more than 3,000 cars were made within ten years. By 1987, the company used the name Rolls-Royce Motor Cars, and then Rolls-Royce Plc. In 2003 the company was taken over by BMW.¹⁰⁵

¹⁰⁵ Eurooldtimers.com: *Rolls-Royce – historie značky*. [online]. 2000 [accessed. 2014-04-28]. Available from: <http://www.eurooldtimers.com/cze/historie-clanek/902-rolls-royce-historie-znacky.html>

Brand that still belongs to the United Kingdom

AC Cars, Alexander Dennis, Ariel, Aston Martin Lagonda, Bristol Cars, Caterham Cars, Ginetta Cars, McLaren Automotive, Morgan Motor Company, Noble Automotive, Optare, Plaxton.¹⁰⁶

Brands that belongs to German companies

Bentley Motors (Volkswagen Group), GM Manufacturing Luton (Adam Opel AG), Mini (BMW), Rolls-Royce Motors (BMW), Vauxhall Motors (Adam Opel AG).¹⁰⁷

Brands that belongs to another countries

Dennis Eagle – Ros Roca – **Spain**

Jaguar Land Rover – Tata Motors – **India**

Leyland Trucks – Paccar – **United States**

Lotus Cars – Proton Holding – **Malaysia**

MG Motor – SAIC Motor – **China**

Nissan UK – Nissan Motor Company – **Japan**

Toyota Manufacturing UK – Toyota Motor Corporation – **Japan**¹⁰⁸

¹⁰⁶ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automotive_industry_in_the_United_Kingdom

¹⁰⁷ Ibid.

¹⁰⁸ Ibid.

5 Conclusion

The main aim of the thesis was to make an overview of British automobile industry and its development. The automobile brands which belongs to the United Kingdom's automobile industry, are exported all around the world. The thesis discussed the evolution of the British automobile industry since its rise and how it became competitive to other worldwide-known brands.

The industrial revolution was a great milestone for automobile industry. The several types of transportation were developed during this age. Those types were shipping transportation, railways and road transportation. This is the main reason why the automobile industry in Great Britain had arose. In the 80s of the 19th century Daimler Motor Syndicate was the first company, which entered to the market. This company was followed by many other companies, which were developed over the years and also in this time several new cars were introduced. Their overview is included in the chapter *History of automobile industry in the United Kingdom*.

Some companies had to concentrate on weapons production during the First and the Second World War but then they had always arrived on the spot lights of the automobile industry. The chapter three also discusses how the Great Britain was damaged by several economical crises which obviously affected automobile industry.

Chapter *Introduction of British carmakers* presents all of British brands. There are also brands which are most famous brands in the world. The work dealt with selected brands that were described in detail. These brands include: AC Motors, Albion, Ariel, Aston Martin, Austin, Bentley, Jaguar, Land Rover, Lotus and Rolls-Royce. There is mentioned how and when were companies founded and their achievements. In this work were given brands which still belong to the United Kingdom also brands which already belong to the German brands and the brands that were bought by other countries.

For preparation of this work were used mainly internet sources because it was difficult to find some literature about general history of automobile industry in the United Kingdom. The available printed sources were focused on one specific short decade (for example only 1970s). This is why the author of this thesis had to create combination of available information from internet and printed sources. The internet sources were mainly used to find information about history of selected brands of automobile that belong to the United Kingdom because it is less common that brands publish books about their development and history.

The aim of this work was to collect the information about this topic. And provide an overview of the history and present of the British automotive industry.

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Sources of the pictures in appendices

Picture 1 – AC Frua coupe

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Picture 2 – Aston Martin Le Mans

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Picture 3 – 1922 Austin - Model Seven

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Picture 4 – Bentley R-TYPE Continental

Auto.cz: *Bentley R-Type Continental*. [online]. [accessed. 2014-04-29]. Available from: <http://www.auto.cz/bentley-continental-sportovni-slechtic-1-dil-typy-r-a-s-z-let-1952-1965-1689>

Picture 5 – Silver Spirit

Eurooldtimers.com: *Silver Spirit*. [online]. [accessed. 2014-04-29]. Available from: <http://www.eurooldtimers.com/cze/historie-clanek/902-rolls-royce-historie-znacky.html>

7 Abstract

The topic of this bachelor thesis is the British automobile industry from history to the present. The first chapter deals with the Industrial Revolution in Great Britain which was an important milestone not only for the automotive industry. The second chapter is devoted to the history of the automotive industry. The first subchapter of this chapter are the early beginnings of the automobile industry the next subchapters divided over the years and discuss how the British automotive industry was developed. The last chapter of this thesis deals with the British carmakers. There are listed all the carmakers who belong or belonged to the United Kingdom and some of them are described in detail. In this chapter are also mentioned automakers which still belong to the UK and there are also these which have been bought by other countries.

8 Resumé

Tématem této bakalářské práce je Britský automobilový průmysl od historie až po současnost. První kapitola se zabývá Průmyslovou revolucí ve Velké Británii, která byla důležitým mezníkem nejen pro automobilový průmysl. Druhá kapitola je věnována historii automobilového průmyslu. První podkapitolou této kapitoly jsou rané začátky automobilového průmyslu, další podkapitoly jsou rozděleny po letech a pojednávají o tom, jak se Britský automobilový průmysl vyvíjel. Poslední kapitola této bakalářské práce pojednává o Britských automobilkách. Jsou zde vyjmenovány všechny automobilky, které patří nebo patřily Spojenému Království a některé z nich jsou popsány detailněji. Dále je v této kapitole uvedeno, které automobilky stále patří Velké Británii a které byly odkoupeny jinými zeměmi.

9 Appendices

List of appendices

Appendix I: Pictures of automobiles from Britain

Appendix I.: Pictures of automobiles from Britain

Picture 1 – AC Frua coupe

The picture below is the car which was produced by AC Motor Company. And name of this car is AC Frua coupe. This car was developed in 1969 in Great Britain.



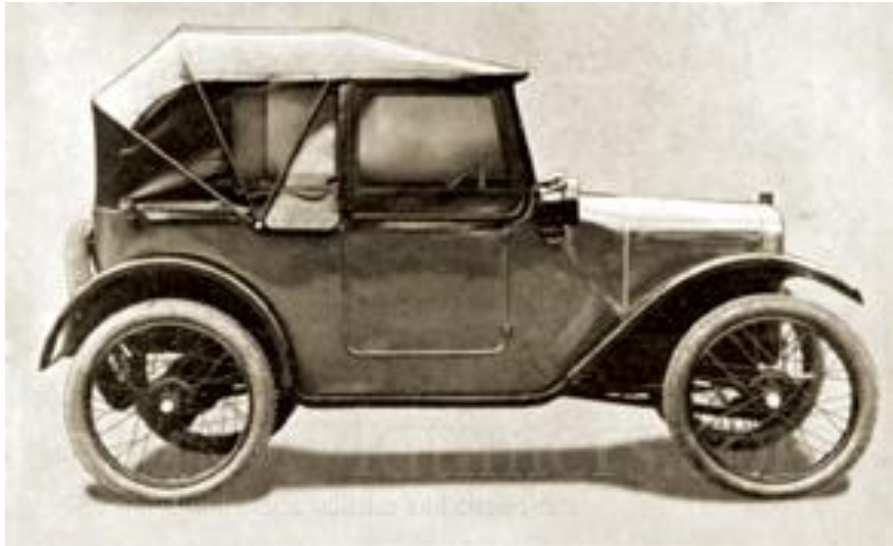
Picture 2 – Aston Martin Le Mans

Below is the car which was developed by Aston Martin. Name of this car is Le Mans.



Picture 3 – 1922 Austin - Model Seven

The picture below is an automobile which was built in Great Britain. This car was developed by Austin in 1922.



Picture 4 – Bentley R-TYPE Continental

Below is a picture of Bentley R-TYPE Continental. This car was introduced in 1952 at automobile show in London.



Picture 5 – Silver Spirit

The picture below is a car which was also developed in Great Britain. Silver spirit was produced by Rolls-Royce.

