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Bakalářská práce

**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, its industry, development, export, manufacturing, registration and little commentary of its influence to the environment.

The automobile industry is very important for the UK. It takes part in share of domestic product. The automobile industry has an annual turnover of £59.3 billion and represents 10 % of total exports of the UK. This industry creates many jobs. Over 731,000 people are employed across the UK automobile industry.

The important milestone for the British automobile industry was the Industrial revolution which started in 1750. This period included the development of several industries such as textile industry, mining industry or engineering industry but the largest improvement monitored the transport.

The next part of the thesis deals with a rich history of the British automobile industry from early beginnings, which are dated into the 80s of the 19th century, to the present.

The thesis also deals with the British car makers which are mentioned there. There are listed all brands that belong to the UK. And also the brands, that do not belong to the UK anymore.

The last chapter of this thesis is devoted to the British automobile industry facts. There are numbers of employment in this industry, turnover, export, manufacturing, registrations, how the automobile industry influences environment. Last part of the thesis is devoted to the Society of Motor Manufacturers & Trades – SMMT. This organization supports and promotes interests of the UK automobile industry.

2 Industrial revolution in Great Britain

This chapter is devoted to the Industrial revolution in Great Britain. This revolution was an important milestone for industry in the UK and also for transport.

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 during 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

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>

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 the transport positively. The first locomotive was constructed in 1804. In 1825 the first railway which was intended for public transport and it was between Stockholm and Darlington was opened. Later other railways such as intercity railway between Manchester and Liverpool were opened. 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. Besides chemistry, transport began to develop, 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

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

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 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 mean 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 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 the canals.⁹

Other rivers were regulated as well. The 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 one in the United Kingdom. The construction costs of canals amounted about £280,000. Important was also the Grand Trunk Canal which was formed by connecting of estuaries of the

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>

River Mersey and the River Trent. “Around 1760 Great Britain had more than 1,000 miles of navigable waterways.”¹⁰

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 in 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 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 built about 22,000 miles long toll road network. To increase the transport capacity of land transport the construction of paved roads was the

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

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.

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

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 Shorpsshine the second oldest railways were founded which were known as railway, railroad or tramway.¹⁶

¹³ 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/>

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

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

Because of the density and length of road and water transport networks 300 miles of rail lines did not have 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 was 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

This chapter deals with the history of automobile industry from early years to the present, its development and most of the British brands are mentioned there.

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 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, 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/0-921-614822-1-874742-1-0-0-0-0-0-11702-614318-0-1-0-0-0-0-0.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 the 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 the British-Motoren-Gesellschaft and import of the first Panhard and Levassor car with a Daimler engine was 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.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 automobile 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, Maybach and businessman Carl Linck had to return 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/0-921-614822-1-874742-1-0-0-0-0-0-11702-614318-0-1-0-0-0-0-0.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 1895 the syndicate released the first issue of the magazine “The Autocar”- today the oldest automobile 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 automobile show at the Imperial Institute which had its 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 the 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 the 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 have stayed 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 automobile 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 Introduction to history of British automobile development

Till 1914 Britain was the last country which established a sizeable motor industry. Until the 20s of the 20th century industry emerged rather slowly and other European countries overtook the production. Right after the World War Two Britain became the world's largest country manufacturing motors and at the same time the top exporter of cars. This had its signals even before the war. Manufactures generated demand for material, employment was slowly increasing. Right after the World War Two the industry's strategy became even more important due to attempt to bring balance to trade when foreign earnings were vital to the economy. This period was unfortunately only temporary since the 1960s brought a serious decline. The number of countries importing from Britain fell by 50 % during twenty years. The problem was that the American companies, especially Ford and General Motors, dominated sales in the domestic and also foreign market. This decline led to *nationalization* in 1975. British Leyland/BL, which was considered to be number one among the automobile industries, was sold in 1983 by the government. It was one of the last British-owned mass producers of motor vehicles. In the year 1989 the three remaining luxury car producers in Britain were sold to the American multinationals, these luxury car producers included Jaguar, Aston Martin and Lotus. At the same time Rolls Royce was acquired by Vickers. The residues of British commercial vehicle production were overtaken by DAF, the Dutch company.³⁸

During the period between First and Second World War many commercial vehicle makers were not dependent on car manufacturers. As a small manufacturer of commercial vehicles took over the major British car producer to from British Leyland in 1968, there it came to success of the commercial vehicles industry. This was also affected by the new small companies and mass producers of motor cars.³⁹

³⁸ CHURCH, Roy A. *The rise and decline of the British motor industry*. Cambridge, Eng.: Cambridge University Press, 1995, vi, 144 p. ISBN 05-215-5770-4. p. 1 - 9

³⁹ Ibid.

3.3 The rise of the British motor industry before 1914

The development of the British motor industry was very slow and dependent upon developments and the flow of imports and components from the Continent. In 1903 the US production was overtaken by France. The first British four-wheeled car was built by Herbert Austin. Company promoters and speculators were interested in the new industry more than the major engineering companies. These engineering companies were focused on by the financial resources and engineering capacity to create cars in volume. And other engineer-businessmen invested in the sizable production of British-made vehicles.⁴⁰

Between 1901 and 1905 more than 221 companies entered the automobile industry. The basic power train was the main feature of the dominant design. In this period, other dominant design features were column, steering, front-mounted engine attached within an embryo bonnet, seating side-by-side, pneumatic tyres and the option of a completely enclosed saloon car. As the power source petrol was primarily used.

When it came to a sharp rise in production Britain started to get closer to French output volumes. When comparing French and British output British outcome was increasing more rapidly and French production increased very slowly. In 1913 British car production was on the top among other European automobile industry powers. However, the total European production was much lower than in the US.⁴¹

This fact may seem that the US market was extending much faster. However, the number of people owning a car was not that high. In 1913 one vehicle came to every 77 people in US. The densities that can be compared in Europe were 165 in Britain and 950 in Germany. Due to this fact Britain was the biggest market in Europe. France was the main producer exporting to Britain.⁴²

⁴⁰ CHURCH, Roy A. *The rise and decline of the British motor industry*. Cambridge, Eng.: Cambridge University Press, 1995, vi, 144 p. ISBN 05-215-5770-4. p. 1 - 9

⁴¹ Ibid.

⁴² Ibid.

The main problem about the production and export was the inability of the industry to free itself from the old traditions. It was necessary to realize that it is important to include new ways of mechanical engineering in the industry. American industry was already ahead in that time and used new techniques. The other problem was that the British industry paid much attention to technical than to market criteria which led to trade troubles.⁴³

When comparing the British and the French industry it is important to mention that the French was developing more rapidly. The French trend was to differ from other industry countries and to reject standardization. The other French trend was to approach rather large-scale production. These trends were considered to be the crucial reasons why the French industry was developing more rapidly than the British one. Firstly, France was considered to have more trained engineers. Later, it appeared that only one fifth of the workers have high school education in engineering and that their techniques were similar to those in the UK. So that, the different was seen in a chance competitive advantage which was secured when in 1888 Gottlieb Daimler approached French metal-manufacturing firms and initiated an industry based on the internal combustion engine.

After the initial phase the lag of the British and the French industry behind that in the US could be explained by the great difference in the size of internal market and density of the communication system between the towns and cities.⁴⁴

Before the First World War, Henry Ford dominated with the high productivity. They focused not only on the production in large volume, interchangeable parts and special-purpose machinery but also on the flow production and disciplined highly-paid labour force. In 1913 Ford Company produces over 200,000 units. This amount exceeds the French and British productivity a lot. The greater French producer, Peugeot, produced in the same year only 5000 units and the British leading company, Wolseley Motor Company, produced only 3000 units.⁴⁵

⁴³ CHURCH, Roy A. *The rise and decline of the British motor industry*. Cambridge, Eng.: Cambridge University Press, 1995, vi, 144 p. ISBN 05-215-5770-4. p. 1 - 9

⁴⁴ Ibid.

⁴⁵ Ibid.

In France and in the UK the methods started to alter before the First World War and unfortunately they focused on selling the cars at very low prices. The catalyst in the UK was Henry Ford. Ford was persuaded by Percival Perry to set up a branch. Percival Perry was formerly an importing agent who was selling Ford cars in England. In 1911 the branch was replaced by the Ford Motor Company (England). The branch was wholly-owned by the parent company. In the same year the assembly of Model T cars started at Trafford Park. This car's aim was to be affordable for wide range of users, from farms to business users. The car was designed to fit to American road conditions and to travel long distances. The Model T proved to be successful in the British market, especially, because of the low price. It was roughly 25 % cheaper than the Morris Oxford.⁴⁶

The Morris Oxford was a car introduced in 1913 in order to compete with Ford's production by the British car producer, W. R. Morris. Ford virtually established and dominated the cheap market for motor vehicles before the First World War.⁴⁷

⁴⁶ CHURCH, Roy A. *The rise and decline of the British motor industry*. Cambridge, Eng.: Cambridge University Press, 1995, vi, 144 p. ISBN 05-215-5770-4. p. 1 - 9

⁴⁷ Ibid.

3.4 1919 – 1968

W.O Bentley found the Bentley Brand in 1919. In 1922 Company Swallow Sidecar began to produce motorcycle sidecars and some passenger cars. This company later became Jaguar. In the United Kingdom in 1922, there were 183 motor companies and in 1929 due to a slump remained only 58 companies. 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 he began to produce automobile in 1905, and he made up 15% of the total production in the UK.⁴⁸⁴⁹

In 1924 MG Company was found by Cecil Kimber. Originally MG was called Morris Garage. The first cars that had the mane and octagon logo “MG” were actually sold up to a year before 1924. It means that historians are not sure in what year MG actually opened its doors.⁵⁰

In 1931 Bentley was bought by Rolls – Royce. In 1935, the first car that bears the name Jaguar appeared at the London auto show. It was the SS Jaguar 100 because of this car the company name was renamed. This model was produced between 1940 and 1945.⁵¹

In 1948 the Rover Company started to produce the Series I. Land Rover. It was dropped alongside a less Spartan model called the “Station Wagon”. The Rover Company originally manufactured only luxury cars. And this period of time was a big move for them.⁵²

⁴⁸ British Auto Repair. *British Car History: A Brief History of the British Car Industry* [online]. 2014 [accessed. 2014-07-29]. Available from: <http://britishautosd.com/british-car-history/>

⁴⁹KING, Peter. *The motor men: pioneers of the British car industry*. London: Quiller. ISBN 18-7094823-8.

⁵⁰ British Auto Repair. *British Car History: A Brief History of the British Car Industry* [online]. 2014 [accessed. 2014-07-29]. Available from: <http://britishautosd.com/british-car-history/>

⁵¹ Ibid.

⁵² Ibid.

In 1950 Britain was the largest vehicle exporter by a huge margin in the world. The UK provided 52 % of the world's exported cars. After 1950 most of the British car companies were bought out or taken over. 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.⁵³⁵⁴

By 1960 the UK was in third place as world car producer and companies such as Jaguar and Land Rover were the strongest niche producers.⁵⁵

Between 1950 and 1960 the number of cars manufactured in the UK for those years skipped from 523,000 to 1,353,000. But the highest production level was in 1999 when the UK manufactured an incredible 1,787,000 cars. It was for the first time since 1930.⁵⁶

⁵³ British Auto Repair. *British Car History: A Brief History of the British Car Industry* [online]. 2014 [accessed. 2014-07-29]. Available from: <http://britishautosd.com/british-car-history/>

⁵⁴ 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

⁵⁵ British Auto Repair. *British Car History: A Brief History of the British Car Industry* [online]. 2014 [accessed. 2014-07-29]. Available from: <http://britishautosd.com/british-car-history/>

⁵⁶ Ibid.

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.⁵⁷ 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 got control of Jaguar and they created British Motor Holdings. 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. In 1969 the company Rover was acquired by Leyland-Triumph.⁵⁸

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 equip the factory with the latest production methods and to invest in a new car volume range.⁵⁹

⁵⁷ JURY, Stephen. British car manufacturing: a rich history. *Motors* [online]. 2012 [accessed. 2014-07-29]. Available from: <http://www.motors.co.uk/news/general/british-car-manufacturing-a-rich-history>

⁵⁸ 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

⁵⁹ 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

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 1970.⁶⁰

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.⁶¹

Work conflicts of the British automobile 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.⁶²

The unfavourable situation delayed the new models and some of them totally removed. Only Ford, as one of the four major companies; British Leyland, Ford, Chrysler and Vauxhall, which dominated the British automobile industry, 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 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.⁶³

⁶⁰Automobilový průmysl USA a Velké Británie. Praha, 197. 1 sv.v. 45 s. p. 19 - 45

⁶¹ Ibid.

⁶² Ibid.

⁶³ Ibid.

In England, there was also 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 21.⁶⁴

Later the company Vauxhall created a 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 the top speed of this car was 270 kilometres per hour.⁶⁵

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 most customers and also by traffic conditions. The speed was limited to 115 kilometres per hour. The technical maturity has become a luxury.⁶⁶

The permanent crisis had led to the fact that many large manufacturers established business relationships with European companies.⁶⁷

Brands such as Volkswagen, Renault and Fiat were the most imported brands. Automobile industry export increased by 4,3% in this period. And export of passenger vehicles fell by 6,5%.⁶⁸

When these companies: Pilkington, Sankey and Lucas companies 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 the British car parts manufacturers had their subsidiaries on European continent, for example, the company Duplon in France and Italy.⁶⁹

⁶⁴ Automobilový průmysl USA a Velké Británie. Praha, 197. 1 sv.v. 45 s. p. 19 - 45

⁶⁵ Ibid.

⁶⁶ Ibid.

⁶⁷ Ibid.

⁶⁸ Ibid.

⁶⁹ *Rozvoj automobilového průmyslu ve Velké Británii*. Praha: TES - Ústav technických a ekonomických služeb, 1974. 136 s.

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.⁷⁰

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.⁷¹

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 stronger and the company turned profitable again. A dept of Great Britain fell very quickly.⁷²

⁷⁰ *Rozvoj automobilového průmyslu ve Velké Británii*. Praha: TES - Ústav technických a ekonomických služeb, 1974. 136 s.

⁷¹ *Ibid.*

⁷² *Automobilový průmysl USA a Velké Británie*. Praha, 197. 1 sv.v. 45 s. p. 19 - 45

The strikes had very adverse effect on the British production. 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.⁷³

The Jaguar company 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.⁷⁴

⁷³ Automobilový průmysl USA a Velké Británie. Praha, 197. 1 sv.v. 45 s. p. 19 - 45

⁷⁴ Ibid.

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 1992.⁷⁵

A number of different designs were shared between the two made Honda's venture with Austin Rover/Rover Group. The 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 the Rover Group. The sale signified that for the first time in 112 years the United Kingdom had not the British-owned volume car producer. BMW began to remodel the 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-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 made the Phoenix Consortium branded the remains of the group as the 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.⁷⁶⁷⁷⁸

⁷⁵ The Economist: *Toyota learns French*. [online]. 1997 [accessed. 2014-04-24]. Available from: <http://www.economist.com/node/107325>

⁷⁶ 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>

⁷⁷ 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>

⁷⁸ 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>

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. At the end of 2000 production of a new small Jaguar, the X type started. And also Land Rover was acquired by Ford by the end of the century.⁷⁹⁸⁰⁸¹

⁷⁹ ANDREWS, Edmund L. The New Rolls-Royce; An Automobile 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-automobile-classic-coming-to-dealerships-in-2003.html?src=pm>

⁸⁰ 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>

⁸¹ 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>

3.7 2001 - present

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

In March 2010 MP4-12C model was introduced by McLaren Automobile. 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.⁸³⁸⁴⁸⁵

Aston Martin Lagonda wanted to boost the Lagonda made 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.⁸⁶⁸⁷

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 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>

⁸⁴ 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>

⁸⁵ 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

⁸⁶ POLLARD, Tim. Aston to launch 'two or three Lagonda models' - *Bez. Car: The word'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/>

⁸⁷ 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>

New Automobile 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.⁸⁸

At the beginning of the 21st century lots of plants were closed. This affected the state of motor manufacturing in the UK. However, the UK still produced over 1,300,000 cars in 2011. But particular manufactures have shifted factories to other countries, including brands like Aston Martin and Jaguar. Some of the household names such as Peugeot were shifted as well. The problem with the closures was not only the loss of manufacturing but also the loss of jobs. After the closure of the Jaguar manufacturing plant in Convery, there were around 1150 job losses.⁸⁹

This is also a movement of manufactures from nation industry to international industry. Products come from one place no more but come from different places and are also constructed in many different countries. However, the UK still produce a great amount of cars each year and expand their plants.⁹⁰

When talking about the design and innovation skills, the UK plays an internal role in the future development of the industry.⁹¹

⁸⁸ 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>

⁸⁹ JURY, Stephen. British car manufacturing: a rich history. *Motors* [online]. 2012 [accessed. 2014-07-29]. Available from: <http://www.motors.co.uk/news/general/british-car-manufacturing-a-rich-history>

⁹⁰ Ibid.

⁹¹ Ibid.

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.

A list of current and past British car brands

Operating brands: Arash, Ariel, Ascari, Aston Martin, BAC, Bentley, Bristol, Brooke, Caparo, Caterham, Connaught, Etermiti, Ginetta, Grinnall, Invicta, Jaguar, Land Rover, Lotus, Marcos, McLauren, MG, Mini, MK, Morgan, Noble, Prodrive, Rolls-Royce, Trident, Triking, Ultima, Vauxhall, Westfield.⁹²

The following car brands are in process of transition as of 2014, and not current producing new cars: AC, GTM, Lister, TVR⁹³

Defunct brands: Albion, Alvis, Argyll, Armstrong, Siddeley, Austin, Austin-Healey, Bond, Crossley, Daimler, DeLorean, Dutton, Gordon- Keeble, Hillman, Humber, Jensen, Jowett, Lagonda, Lanchester, Lea-Francis, Morris, Napier, Reliant, Riley, Rover, Singer, Standard, Sunbeam, Talbot, Triumph, Turner, Vandesn, Plas, Vulcan, Wolseley.⁹⁴

The most famous British car brands: Bentley, Jaguar, Land Rover, McLauren, Rolls-Royce.⁹⁵

⁹² **CROSSLAND**, James. James Crossland. James Crossland [online]. 2013 [accessed. 2014-07-22]. Available from: <http://crossland.eu/britishcars/>

⁹³ Ibid.

⁹⁴ Ibid.

⁹⁵ **PANDEY**, Kundan. Most Famous British Brands. Buzzle [online]. 2011 [accessed. 2014-07-22]. Available from: <http://www.buzzle.com/articles/british-brands.html>

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 vehicles. 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 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

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

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

Ariel

The company was founded in 1870 by James Stanley and William Hilman. Ariel originally produced only bicycles. The company engaged in the motorized mean 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

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

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

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 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 the 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

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/>

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

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 Bentley Motors company 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 the present Bentley belongs to the concern of Volkswagen – Audi A.G. which is a German company.¹⁰¹

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 Jaguar Cars Limited company specializes in production of luxury and sports cars.¹⁰²

Land Rover

Land Rover is the 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 the most famous cars that this brand has produced: Defender, Discovery, Freelander and Range Rover. The brand was also owned by Rover and existed since 1948. It was also owned by British airline, BMW Group and Ford Motor.¹⁰³

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

Brand that still belong to the United Kingdom

AC Cars, Alexander Dennis, Ariel, Aston Martin, Lagonda, Bristol Cars, Caterham Cars, Ginetta Cars, McLaren Automobile, Morgan Motor Company, Noble Automobile, Optare, Plaxton.¹⁰⁵

Brands that belong to German companies

Bentley Motors (Volkswagen Group), GM Manufacturing Luton (Adam Opel AG), Mini (BMW), Rolls-Royce Motors (BMW), Vauxhall Motors (Adam Opel AG).¹⁰⁶

Brands that belong 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**¹⁰⁷

¹⁰⁵ Wikipedia: *Automotive industry in the United Kingdom*. [online]. 17 March 2014 [accessed. 2014-04-24]. Available from: http://en.wikipedia.org/wiki/Automobile_industry_in_the_United_Kingdom

¹⁰⁶ Ibid.

¹⁰⁷ Ibid.

5 UK automobile industry facts

Needless to mention, the UK is a great power when talking about the automobile industry. To prove this fact the figures from the year 2013 will be used.

In 2013 1,509,762 cars were built in the UK. The amount of exported vehicles in 2013 was 1,249,305. The total amount generated in turnover each year by the UK automobile industry is £59.3 billion. The automobile industry acts very important role in employment. Over 731,000 people are employed across the UK automobile industry. From this number 146,000 people are directly employed in manufacturing, 38,500 people are employed in UK motorsport. The vision for 2020 is to create 100,000 new automobile jobs.¹⁰⁸

The largest amount of the automobile centres is concentrated especially in south England. As examples R&D CENTRES, FORMULA 1 TEAMS can be mentioned. The key UK manufacturing sites are concentrated especially around the capital London and Glasgow which is the great industry centre in general. The manufacturing sites that are located near London are Honda, Jaguar Land Rover, LTC, MINI, Morgan, Vauxhall, Warnerbus. The manufacturing sites near Glasgow are Bentley, Leyland Trucks, Minibus Options and Toyota.¹⁰⁹

¹⁰⁸ SMMT Driving the motor industry: *Society of Motor Manufacturers and Trades Motor industry facts 2014*. SMMT [online]. 2014 [accessed. 2014-07-29]. Available from: http://www.smmt.co.uk/wp-content/uploads/sites/2/SMMT_Facts-Guide_May.pdf

¹⁰⁹ Ibid.

To show the position of British automobile industry it is necessary to compare the numbers mentioned in the previous paragraph with other world great powers. According to OICA, the first place in number of automobile manufactures in 2013 belongs to China. In that year China produced 18,085,213 cars. The other producers that are on the top are USA, Japan, Germany and South Korea. UK is on the 14th place worldwide. Among European automobile manufactures the UK is on the 4th place in 2013. The British automobile industry creates yearlong reversal of £51 billion and £10 billion of value added. The automobile industry partakes in export about 10 %. According to analysts, by 2017 the UK will be producing more than two million cars per year. This number would break the all-time record of 1.92 million in 1972.¹¹⁰

¹¹⁰ SMMT Driving the motor industry: *Society of Motor Manufacturers and Trades Motor industry facts 2014*. SMMT [online]. 2014 [accessed. 2014-07-29]. Available from: http://www.smmt.co.uk/wp-content/uploads/sites/2/SMMT_Facts-Guide_May.pdf

5.1 Export

In 2013 77.3 % of cars that were produced in the UK were exported. More than 100 countries are the destination of the UK vehicles. The UK exports the vehicles mostly to China (10.0 %), Russia (9.5 %) and the US (9.2 %). The great share of exported cars heads to the European Union. To the EU exported cars make the 49.2% share.¹¹¹

When comparing 2012 and 2013 it can be said that the export of the UK vehicles decreased. This change makes 0.9 % of decline. In 2012 1,211,766 cars were exported and in 2013 it was 1,201,395 cars. On the other hand, only 308,367 cars manufactured in the UK were used for local purposes. In contrast with 2012, this number increased by 21.8 %.¹¹²

The total value of exports increases. In 2009 the value of exports makes 23.8 billion and in 2012 it was 30.7 billion.¹¹³

The detailed information about the UK automobile export will be summarized in the chart in appendix.¹¹⁴

5.2 Manufacturing

To give more detailed information about manufacturing this chapter will be dedicated to production of particular brands of cars and models.¹¹⁵

The greatest share of the UK automobile manufacturing by brand has Nissan. Its volume makes 501, 756 cars. Land Rover with volume of 340,309 of cars is in the second place. The following brands are Toyota, MINI and Honda.¹¹⁶

¹¹¹ SMMT Driving the motor industry: *Society of Motor Manufacturers and Trades Motor industry facts 2014*. SMMT [online]. 2014 [accessed. 2014-07-29]. Available from: http://www.smmt.co.uk/wp-content/uploads/sites/2/SMMT_Facts-Guide_May.pdf

¹¹² Ibid.

¹¹³ Ibid.

¹¹⁴ Ibid.

¹¹⁵ Ibid.

¹¹⁶ Ibid.

When talking about cars by model, the leader is Nissan Qashqai with its volume of 286,477 cars. MINI, Nissan Juke, Toyota Auris and Range Rover Evoque follow.¹¹⁷

Manufacturing in general does not include only the car production but also the engine production. In 2013 the leading brand of the engine manufacturing in the UK was Ford (Dagenham). Since 2009 the number of manufactured engines in the UK increased in total by 500,000 engines.¹¹⁸

The automobile manufacturing sector turnover is still increasing. In 2009 the turnover was £41.0 billion and in 2012 it was £59.3 billion.¹¹⁹

The British automobile industry focuses also on the commercial vehicles production. The well-known commercial vehicle producers are Alexander Dennis, DAF, Vauxhall, Ford, and Land Rover. Within these brands the largest volume of production belongs to Vauxhall. Its volume of production was 43,797 vehicles in 2013. Unfortunately the UK commercial vehicle manufacturing volumes have been decreasing in previous years. In 2004 the commercial vehicle manufacturing volume was 209,295. In 2013 the volume decreased significantly. The volume of produced commercial vehicles was 87,671. When the figures from the years 2012 and 2013 are taken in consideration, the number of exported commercial vehicles decreased by 24,8 %.¹²⁰

5.3 Registrations

The power of the British automobile industry can be seen besides manufacturing and export on registrations of vehicles as well. The UK new car registration volumes are fluctuating throughout the years but it can be said that the figures are rather decreasing. In 2004 the volume of new registered cars was 2,567,269 cars. In 2013 the volume decreased to 2,264,737 cars. The greatest downfall is related with the year 2008 and 2012 when the volume of new registered cars decreased to 2,044,609 cars.¹²¹

¹¹⁷ SMMT Driving the motor industry: *Society of Motor Manufacturers and Trades Motor industry facts 2014*. SMMT [online]. 2014 [accessed. 2014-07-29]. Available from: http://www.smmt.co.uk/wp-content/uploads/sites/2/SMMT_Facts-Guide_May.pdf

¹¹⁸ Ibid.

¹¹⁹ Ibid.

¹²⁰ Ibid.

¹²¹ Ibid.

According to SMMT the forecast 2014 and 2015 is rather pessimistic since the volume of new registered cars should decrease by 1.5 %.¹²²

The new car registration volumes are closely related to the top sellers of cars. In 2013 the model of car which registered the greatest volume of new registered cars was Ford Fiesta and Ford Focus. In 2013 the number of registered Ford Fiesta cars was 121,929.¹²³

The proportion of car registration according to the fuel type was almost balanced in 2013. Diesel cars had the share of 49.8 % and petrol cars 48.8 %. Meanwhile the share of petrol cars has been decreasing; the share of diesel cars has been increasing. The share of other fuel types is constant, approximately 1.1 %.¹²⁴

To state the UK total registrations by sales type it is necessary to give brief definitions of sales types. The first sales type is called *business*; to this category, cars registered by company which operates up to 24 vehicles are accounted. As an example the dealer demonstrators can be mentioned. The other sales type is defined as *fleet*. These cars are registered by companies that operate 25 or more vehicles. This type includes especially motability-leased vehicles. The last group includes cars that are sold primarily for private purposes. The largest share of registered cars belongs to the fleet and private type.¹²⁵

In 2013 2,264,737 vehicles were registered. 62,644,460 new cars were registered worldwide in 2013. The largest share belongs to China that registered 17,928,858 new cars in 2013. In that year 330,976 commercial vehicles were sold. In comparison with 2007 this number decreased almost by 70,000. The greatest downfall was noticed in 2009 perhaps due to the financial crises.¹²⁶

¹²² SMMT Driving the motor industry: *Society of Motor Manufacturers and Trades Motor industry facts 2014*. SMMT [online]. 2014 [accessed. 2014-07-29]. Available from: http://www.smmt.co.uk/wp-content/uploads/sites/2/SMMT_Facts-Guide_May.pdf

¹²³ Ibid.

¹²⁴ Ibid.

¹²⁵ Ibid.

¹²⁶ Ibid.

Environment

The British automobile industry gives a great importance to the ecology and environment friendly production. The UK tries to decrease CO₂ emissions in new cars. The reduction is really significant. By 10 years the CO₂ emissions decreased by 25 % which is a great success. The other important fact is that new cars are typically 14.2% more fuel-efficient than in 2009. Over 85 % of each car is recycled at the end of its life.¹²⁷

5.4 SMMT

All the numbers mentioned in this chapter come from the Society of Motor Manufactures and Trades - SMMT. This society supports the UK automobile industry not only in the UK but also abroad. The SMMT acts on behalf more than 600 automobile companies in the UK. The SMMT cooperates with many partners in the automobile industry. These partners include Automotive Council, Motor Codes and SMMT Industry Forum. The Automotive Council was set in 2009 in order to act as a collaborative partnership between industry and government. The main aim was to create the future of the British automobile industry. Motor Codes outlines the clear-cut customer service, service and repair, expectation in the new car sales, and vehicles warranty sector. The SMMT Industry Forum was established 21 years ago. At the beginning it was meant to be a unique collaboration between vehicle manufactures, the SMMT and the government in order to improve and promote the competitiveness of the British automobile supply chain. Now this Forum provides support to blue chip organizations all around the world.¹²⁸

¹²⁷ SMMT Driving the motor industry: *Society of Motor Manufacturers and Trades Motor industry facts 2014*. SMMT [online], 2014 [accessed. 2014-07-29]. Available from: http://www.smmt.co.uk/wp-content/uploads/sites/2/SMMT_Facts-Guide_May.pdf

¹²⁸ Ibid.

6 Conclusion

The main aim of the bachelor thesis was to summarize and give a detailed outline of the British automobile industry and its development. In order to make the description logical and understandable it was necessary to start from the very beginning of the industrialization in the United Kingdom. So that it was important to mention some of the most relevant milestones throughout the history. Industrial revolution was one of the first and the most important steps which led to the actual state of the United Kingdom in the world regarding the industry. The Industrial revolution which started in 1750 influenced the following development of the local but also of the international industry. Steam engine, technical innovations, the first railway and the first locomotive – these are the most significant symbols of the industrial revolution. Of course, the industrial revolution was not only about the steam engines and railway communication. It includes also the development of transport, the textile and the chemical industry. The revolution is the main reason why the automobile industry in the United Kingdom arose.

In the 80s of the 19th century Daimler Motor Syndicate was the first company which entered the market. This company was followed by many other companies which were developed over the years. The overview of newly developed companies and their newly introduced cars is included in the chapter *History of automobile industry in the United Kingdom*.

The next milestone which is important when talking about the history of the automobile industry in the UK was the First World War since many of the manufacturers had to change their attitude and focus on weapon production. The crisis which followed the Wars influenced the industry as well.

All brands that belong to the UK are listed in the thesis and also the brands that do not belong to the UK anymore. Many known British brands were purchased by foreign companies. And it is one of the reasons for the decline of the British automobile industry.

When talking about the more actual events regarding the automobile industry, it was significantly influenced by the financial crisis in 2009. This fact is noticeable also from the charts enclosed in the appendix. Unfortunately, the crisis influenced not only the value of exports and automobile manufacturing sector turnover but also the unemployment and car registration.

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.

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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

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Picture 5 – Silver Spirit

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Chart I. - Top 15 global automobile manufacturers in 2013

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Chart II. – Top 10 European automobile manufacturers in 2013

SMMT Driving the motor industry: *Society of Motor Manufacturers and Trades Motor industry facts 2014*. SMMT [online]. 2014 [accessed. 2014-07-29]. Available from: http://www.smmt.co.uk/wp-content/uploads/sites/2/SMMT_Facts-Guide_May.pdf

Chart III. – UK car manufacturing – 2012 vs 2013

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Chart IV. – UK automobile: background

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Chart V. – UK engine manufacturing volumes

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Graph I. - Internation new car registrations – 2013

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Graph II. - UK new car registration volumes – 2004 – 2013 (include SMMT forecast for 2014 and 2015)

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Map I. - Top 10 export destinations outside the EU

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8 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 automobile industry. The second chapter is devoted to the history of the automobile industry. The first subchapter of this chapter are the early beginnings of the automobile industry; the next subchapters are divided over the years and discuss how the British automobile industry was developed. The last chapter of this thesis deals with the British carmakers. All the carmakers who belong or belonged to the United Kingdom are listed there and some of them are described in detail. The automakers which still belong to the UK are also mentioned in this chapter and there are also the ones which had been bought by other countries. The last chapter of this bachelor thesis deals with the facts and numbers that are connected with the British automobile industry.

9 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. Poslední kapitola této bakalářské práce se zabývá fakty a čísly související s britským automobilovým průmyslem.

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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.



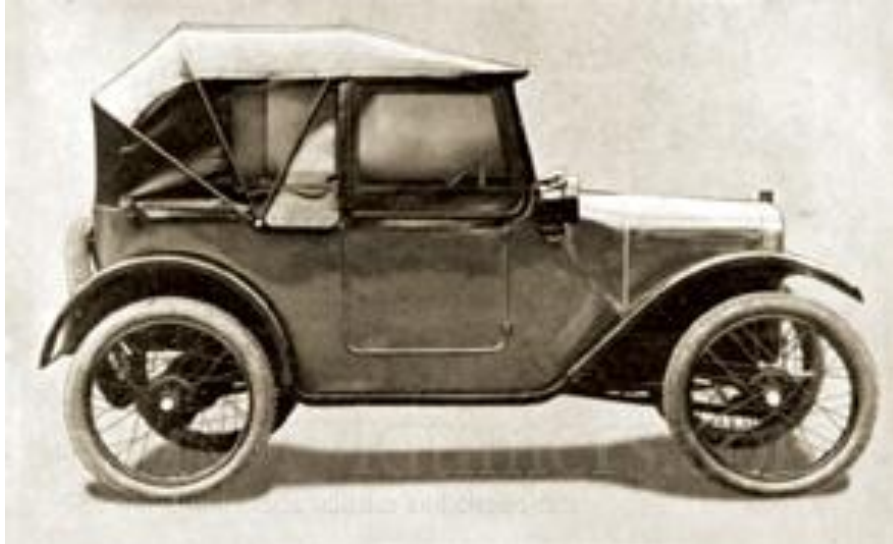
Picture 2 – Aston Martin Le Mans

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.



Appendix II.: Charts and graphs

Chart I. – Top 15 global automobile manufacturers in 2013

Rank	Country	Cars	Commercial vehicles	Total	% change
1	China	18,085,213	4,031,612	22,116,825	14.8 %
2	USA	4,346,958	6,698,944	11,045,902	6.9 %
3	Japan	8,189,323	1,440,747	9,630,070	-3.1 %
4	Germany	5,439,904	278,318	5,718,222	1.2 %
5	South Korea	4,122,604	398,825	4,521,429	-0.9 %
6	India	3,138,988	741,950	3,880,938	-7.0 %
7	Brazil	2,742,309	998,109	3,740,418	9.9 %
8	Mexico	1,771,987	1,280,408	3,052,395	1.7 %
9	Thailand	1,122,780	1,409,797	2,532,577	4.3 %
10	Canada	965,191	1,414,615	2,379,806	-3.4 %
11	Russia	1,919,636	255,675	2,175,311	-2.6 %
12	Spain	1,719,700	443,638	2,163,338	9.3 %
13	France	1,460,000	280,000	1,740,000	-11.6 %
14	UK	1,509,762	87,671	1,597,433	1.3 %
15	Indonesia	925,111	283,100	1,208,211	13.4 %

Chart II. – Top 10 European automobile manufacturers in 2013

Rank	Country	Cars	Commercial Vehicles	Total	% change
1	Germany	5,439,904	278,318	5,718,222	1.2 %
2	Spain	1,719,700	443,638	2,163,338	9.3 %
3	France	1,460,000	280,000	1,740,000	-11.6 %
4	UK	1,509,762	87,671	1,597,433	1.3 %
5	Czech Rep.	1,128,473	4,458	1,132,931	-3.9 %
6	Slovakia	975,000	0	975,000	5.2 %
7	Italy	388,465	267,742	658,207	-2.0 %
8	Poland	475,000	108,258	583,258	-10.9 %
9	Belgium	449,600	30,564	480,164	-10.8 %
10	Romania	410,959	38	410,997	21.7 %

Chart III. – UK car manufacturing – 2012 vs 2013

	2012	2013	% change
Total	1,464,906	1,509,762	3.1 %
Home	253,140	308,367	21.8 %
Export	1,211,766	1,201,395	-0.9 %

Chart IV. – UK automobile: background

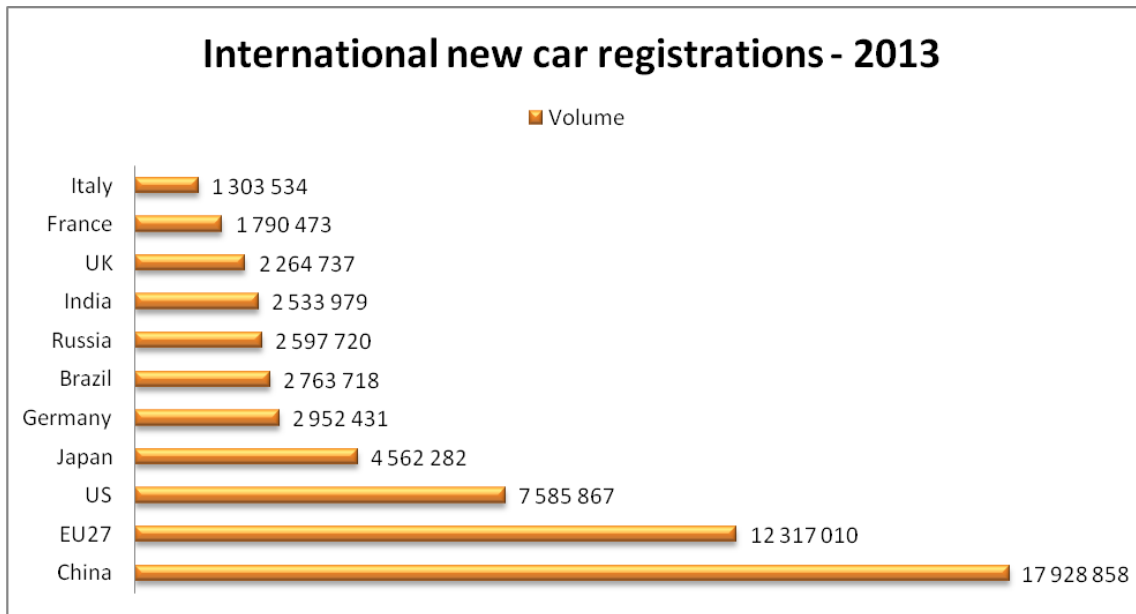
	2008	2009	2010	2011	2012
Automobile manufacturing sector turnover (£bn)	52.5	41.0	49.0	57.7	59.3
Total net capital investment (£bn)	1.4	1.3	1.1	1.8	2.1
Automobile sector value added (£bn)	10.9	6.5	10.7	11.6	11.9
Total employees directly dependent on the UK automobile sector	807,000	735,000	742,000	746,000	731,000
Value of exports (£bn)	28.0	23.8	29.0	29.9	30.7
Percentage of total UK exports (%)	11.8	10.5	10.9	10.0	10.0

From this chart it is noticeable that the financial crises in 2009 influenced also the automobile industry. All the figures decreased when comparing 2009 and 2008.

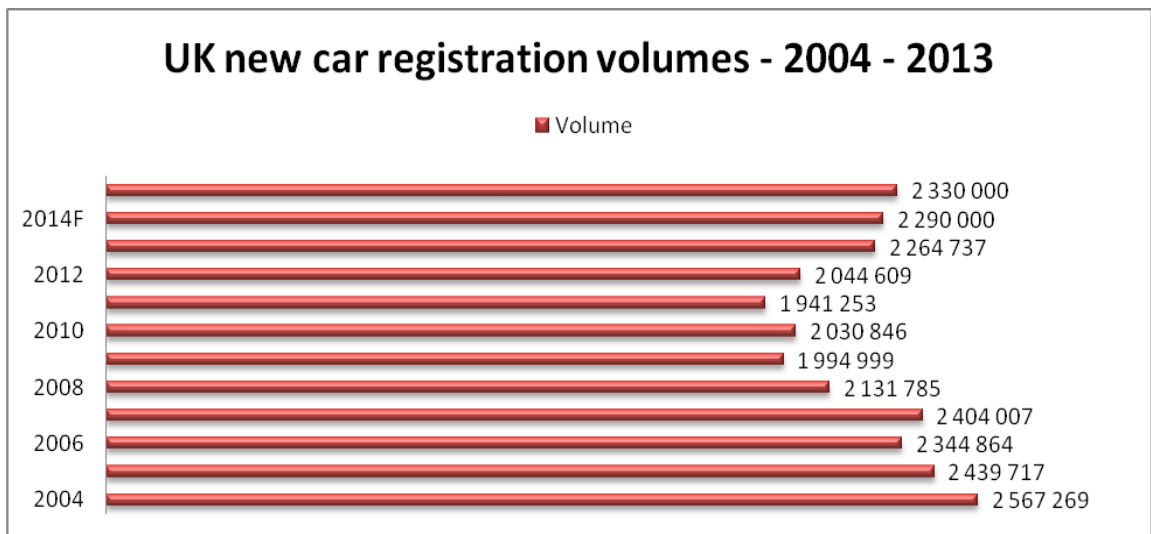
Chart V. – UK engine manufacturing volumes

	2009	2010	2011	2012	2013
Bentley	3,596	4,791	7,528	9,108	10,496
BMW	362,300	385,051	433,689	385,410	408,060
Ford (Bridgend)	683,340	680,717	714,709	741,754	741,073
Ford (Dagenham)	746,426	959,480	987,078	812,791	787,398
Honda	60,125	136,658	97,368	154,228	139,741
Nissan	108,955	105,766	135,958	267,839	266,130
Toyota	88,714	114,254	127,724	124,241	200,418
Total	2,053,456	2,386,717	2,504,054	2,495,371	2,553,316

Graph I. – Internation new car registrations – 2013

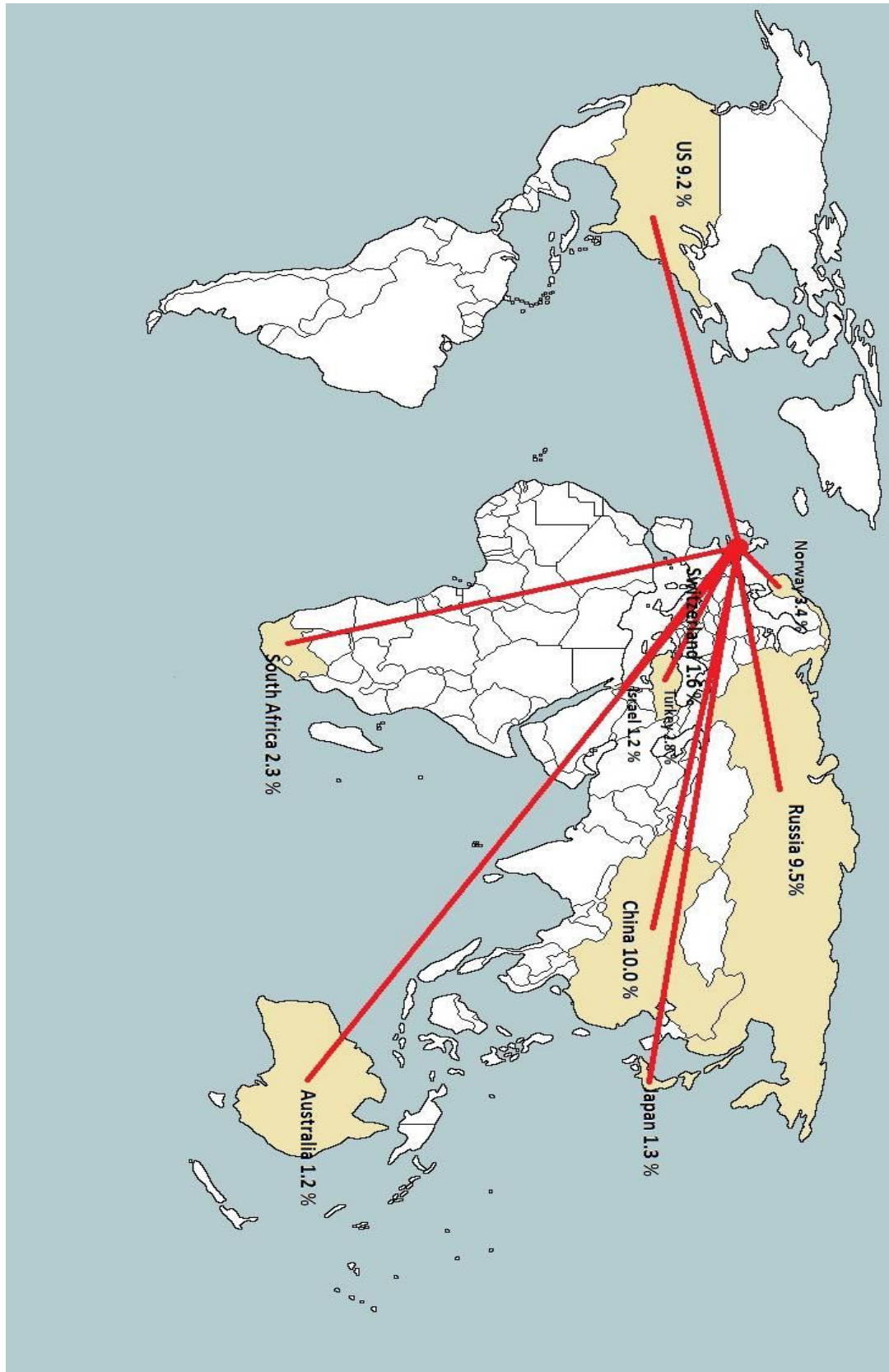


Graph II. – UK new car registration volumes – 2004 – 2013 (include SMMT forecast for 2014 and 2015)



Appendix III. – Map

Map I. - Top 10 export destinations outside the EU



Appendix IV. - Glossary

Term	Explanation	Czech equivalent
bankrupt	Of a person or organization) declared in law as unable to pay their debts	bankrot, konkurz
brand	A type of product manufactured by a particular company under a particular name	značka
charge	A price asked for goods or services	poplatek, cena, taxa
coal	A combustible black or dark brown rock consisting chiefly of carbonized plant matter, found mainly in underground seams and used as fuel	Uhlí
concern	A business	záležitost, podnik
defect	A shortcoming, imperfection, or lack	závada, vada
demand	inquiry	poptávka
development	emergence	vývoj
eight-cylinder	A solid geometrical figure with straight parallel sides and a circular or oval cross section.	osmiválcový
engine	A machine with moving parts that converts power into motion	motor
entrepreneur	businessman	obchodník, podnikatel
to expand	extend	rozšířit, rozvinout
facility	A special feature of a service or machine, which offers the opportunity to do or benefit from something	zařízení, možnost
iron	A strong, hard magnetic silvery-grey metal, the chemical element of atomic number 26, much used as a material for construction and manufacturing, especially in the form of steel	železo
to manufacture	To produce	vyrábět

milestone	A significant stage or event in the development of something	milník
to merge	To conjoin	spojit se, sloučit
to take over	To assume	převzít
production line	An arrangement in a factory in which a thing being manufactured is passed through a set linear sequence of mechanical or manual operations	výrobní linka
productivity	volume of production	výkonnost, produktivita
quad	A quad bike	čtyřkolka
to revive	To resume	obnovit, oživit
to rise	To climb	stoupat
redemption	deliverance	umoření, vykoupení
share	A part or portion of a larger amount which is divided among a number of people, or to which a number of people contribute	podíl
subsidiary	A company controlled by a holding company	dceřinná firma
steam	The vapour into which water is converted when heated, forming a white mist of minute water droplets in the air	pára, parní
steam-powered	Unit which is powered by steam	poháněný párou
steel	A hard, strong grey or bluish-grey alloy of iron with carbon and usually other elements, used as a structural and fabricating material	ocel
tricycle	A vehicle similar to a bicycle, but having three wheels, two at the back and one at the front	tříkolka
to unveil	To introduce	představit, odhalit
vehicle	car	vůz
weapon	gun	zbraň