



Press Release

5th March 2007

The Royal Automobile Club Celebrate 100 Years of World Beating British Technical Achievement

History of the Dewar Trophy

For 100 years the Royal Automobile Club Dewar Trophy has been awarded to companies and individuals who have shown outstanding technical achievement to maintain the UK's leading position in the world of motoring.

Because of the high standards required by the Club's Technical Sub-committee the Dewar Trophy is only awarded when it is considered that a performance has been recorded of sufficient merit to warrant the award. Since the first award in 1906, the Dewar Trophy has been presented on just thirty eight occasions', with this year's winners, the JCB Dieselmex, becoming the 39th.

In 1904 Sir Thomas Robert Dewar MP, later Lord Dewar, presented a 57cm high silver trophy to the Automobile Club of Great Britain. The leading Scottish whisky distiller was an avid supporter of early motoring and the work of the Club, which became the Royal Automobile Club in 1907 when it was awarded its Royal title by King Edward VII in that year.

The Dewar Trophy, made by the famous silversmiths Elkington & Co, was to be awarded at the discretion of the Technical Committee in the Certified Trials held by the Club. The first recipient of the Dewar Trophy was Dennis Brothers Limited in 1906 and it was awarded a further fifteen times up to 1929 to companies such as Rolls-Royce, Daimler and Armstrong-Siddeley and individuals who were leading the way in the development of early motor vehicles.

In 1931 the terms of the award were altered to become "for most outstanding technical achievement under the Club rules" and then the terms were further modified in 1957 to become "for outstanding British technical achievement in the automotive field". Between 1931 and 2005 the Dewar Trophy has been awarded on just twenty-two occasions. Recipients have included, Dunlop (1957 and 1973), MIRA (1967 and 1997), BMC and Alec Issigonis for the Austin Seven and Morris Mini-Minor (1959) and, more recently, Jaguar (2003) and last year's winners Ricardo for the development of the Dual Clutch Transmission technology for the Bugatti Veyron.

“Lord Dewar once famously said ‘minds are like parachutes; they work best when open’ and this seems to sum up the thinking behind the Dewar Trophy award,” said Dr Stephen Hammerton, Chairman of the Royal Automobile Club Motoring Committee. “The list of companies and individuals who have received the award over the past 100 years reads like a who’s who of British motoring excellence. The fact that the JCB Dieselmax land speed record project is only the 39th recipient of the Dewar Trophy is a testament of the high standards set by the Technical Subcommittee and underlines the high regard in which the Royal Automobile Club holds their world beating achievements. The award of the Dewar Trophy is richly deserved and is one of those feats of engineering that keeps Britain at the forefront in the world of automotive engineering.”

The Royal Automobile Club **Dewar Trophy** Award Lunch will take place at the London Clubhouse in Pall Mall on Tuesday 13th March 2007.

ENDS

Notes for editors

- *The Royal Automobile Club* - www.royalautomobileclub.co.uk
- *JCB Dieselmax Land Speed Record* - www.jcbdieselmax.com

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PREVIOUS WINNERS OF THE DEWAR TROPHY

- 1906 Dennis Bros. Limited- 20h.p. Dennis Car. 4,000 miles
- 1907 Rolls-Royce Limited- 40.50h.p. Rolls-Royce. 15,000 miles
- 1908 The Anglo-American Motor Company Limited- Standardisation test of three 10h.p. Cadillac cars.
- 1909 The Daimler Company Limited- Two sleeve-valve engines of 22.8h.p. and 34.4h.p. respectively. 132 hours' bench test and 2,000 miles on Brooklands track.
- 1910 Mr. S.F. Edge- 59.9h.p. Napier. London to Edinburgh and back top-gear trial.
- 1911 The Thomas Transmission Limited- 2,000 miles trial of a lorry and London-Edinburgh and back trial of 13.96h.p. car. Both fitted with Thomas Transmission
- 1913 F.S. Bennett Limited – 1914 model 32.2h.p. Cadillac car.
- 1914 The National Steam Company Limited- National coke fuel motor lorry consumption tests.
- 1920 The National Benzole Company Limited – 10,000 miles trial
- 1921 John I Thornycroft and Company Limited- "B.T." type lorry
- 1922 Armstrong-Siddeley Motors Limited- 10,000 miles trial
- 1923 Rapson Tyre and Jack Company Limited- Rapson cord tyres- 40,000 miles trial
- 1925 Rover Company Limited- 13,96hp car. Fifty ascents and descents of Bwlch-y-Groes- Merionethshire.
- 1926 Miss Violet Cordery- Invicta Car- 5,000 miles
- 1928 C B Wardman – Mercedes Benz heavy oil lorry. Consumption and reliability.
- 1929 Miss V Cordery – Invicta chassis- 30,000 miles
- 1950 The Rover Company Limited – Production and performance of the gas turbine powered car.
- 1951 Jaguar Cars Limited- Performance in four major international events.
- 1952 Sunbeam-Talbot Limited – Performance in 1952 International Alpine Rally
- 1957 The Dunlop Rubber Company Limited- work on disc brakes and research and development of tyres for the M.G. car, which secured various international speed records
- 1958 Mr G A Vandervell- Design, development, production and performance of the Vanwall car.
- 1959 British Motor Corporation and Mr. Alec Issigonis- Advanced development in automobile design, as exemplified by the Morris Mini-Minor and Austin Seven.
- 1963 Coventry Climax Engines Limited; for design, development and production of engines which have brought British cars to the forefront of Grand Prix racing.
- 1967 The Motor Industry Research Association- for carrying out research and initiating development of the load proportioning system of braking to prevent "jack-knifing" of articulated vehicles.
- 1969 Mr. Keith Duckworth, Bsc., A.C.G.I., for the design of the Ford Formula 1 engine which has retained the supremacy of British engineering in Grand Prix racing.

- 1971 The British Leyland Motor Corporation, coupled with the name of Mr. P M Wilkes for advanced development in Automobile design as exemplified by the Range Rover.
- 1972 The British Leyland Motor Corporation (Truck and Bus Division) for the design, development and construction of the Leyland National Bus which represents a radical new approach to the development of a public service vehicle incorporating maximum pay-load and security at minimal cost and maintenance.
- 1973 The Dunlop Company Limited for the development of DENOVO fail-safe tyre and wheel system, as an outstanding contribution to road safety.
- 1977 The Triplex Safety Glass Company Limited for the development, manufacture and application to production automobiles of the Ten Twenty safety glass as an outstanding contribution to the safety of automobile occupants.
- 1981 BL Cars Limited for efficiency in automobile design in respect of the utilisation of interior space and predicted low cost of ownership of the Austin Metro Car.
- 1984 BL Technology Limited, and the Design Team led by C.S. King, C.B.E., for a convincing demonstration of automobile design possibilities providing opportunities for significant energy savings as embodied in the experimental vehicle ECV3.
- 1985 Lucas Girling Limited for the development of anti-lock braking systems for cars, trucks and motorcycles leading to production of the low cost Stop Control System (SCS) for front wheel drive cars
- 1995 Rover Group Limited for the development of the Holovision system to measure and understand the vibration behaviour and their component parts in order to improve vehicle refinement
- 1997 MIRA, the Motor Industry Research Association for the development of the M-SIS, Side Impact Simulation System
- 2002 Ricardo plc for the development of its I-MoGen (Intelligent Motor Generator) mild hybrid vehicle
- 2003 Jaguar Cars for the development of the all aluminum body structure for the new XJ Series
- 2004 Delphi Corporation for the development of their twin-floating disc "Maximum Torque Brake" system
- 2005 Ricardo plc for its work on the development of the Dual Clutch Transmission technology as exemplified by the DCT and Active 4WD for the Bugatti Veyron