

THE GALLOWAY MOTOR CAR



The Galloway car



The Galloway car radiator mascot

Only a handful of motoring enthusiasts have a motor car where the brand name is the same as their surname. We don't have any members who have changed their surname to "Jaguar" !!

But Laurie and David Galloway have a claim to fame in that Galloway is a marque of motor vehicles and even better, they own one of these rare machines.

Your Editor was so taken with the 1925 Galloway 12 in the forecourt of Galloway Engines that he cannot resist this brief article and has deviated from a policy that pictures of cars in the Jaguar Club magazine should be Jaguars, - preferably those owned by Club members.

Galloway was a Scottish brand. It was founded in 1920 and the cars were a small vehicle made under the Arrol-Johnston banner and marketed as a separate make. They were made from 1921 at a factory in Kirkcudbrightshire and were modelled on the Fiat 501. The car was promoted as being suitable for the fairer sex. Indeed, many of the workers were women and the company encouraged them to take up apprenticeships and qualify as tradesmen. The cars were small and light, quite

reliable for the time and there was good storage space. The factory at Tongland in Kirkcudbrightshire closed in 1923 and production was moved to the main Arrol-Johnston facility at Heathall in Dumfries. William Beardmore and Co, another Scottish industrial giant at the time took a substantial interest in the company.

Two models of Galloway car were made. There was the Galloway 10/20 with a 1,460 cc four cylinder side valve engine that was produced between 1920 and 1925. Then came the 12 horsepower model with an Arrol-Johnston engine of 1,669 ccs. Production ceased in 1928 after some 4,000 Galloway cars were made.

Laurie and David's 12 hp Galloway is one of several that were imported into Queensland by the Simpson Motor Body Company and their car was purchased from the Brisbane Motor Show in 1925. The original owner used the car into the 1950's, then it was placed on blocks and stored. The engine was started from time to time. Ownership passed to a family member in the 1980's and a cosmetic restoration that included new paint, a new fabric roof, tyres and running boards was undertaken. It is a recent

purchase for Laurie and David who are grateful to Ian Marshall for preserving the car during the last 30 years and to the family for its survival over 90 years.

It is believed that 50 Galloway cars were imported into Brisbane and 10 may survive today.

And for some final trivia, Johnston was an engineer in Glasgow whilst the Arrol in Arrol-Johnston was the brilliant Scottish engineer Sir William Arrol who was responsible for the steelwork of the Forth railway bridge that spans the Forth estuary near Edinburgh to this day as well as the steelwork in Tower Bridge across the river Thames in London. Arrol's steelwork formed the huge gantires at the Harland and Wolff shipyard in Belfast, and are prominent in photographs that show the White Star Line trio of identical passenger ships "Olympic", "Titanic" and "Britannic" under construction. Another massive structure built by Arrol-Johnston was the airship hangar at Dalmuir near the banks of the river Clyde in Glasgow. This was constructed in 1916 when Beardmores were building airships for the Royal Navy.

Nick Pusenjak