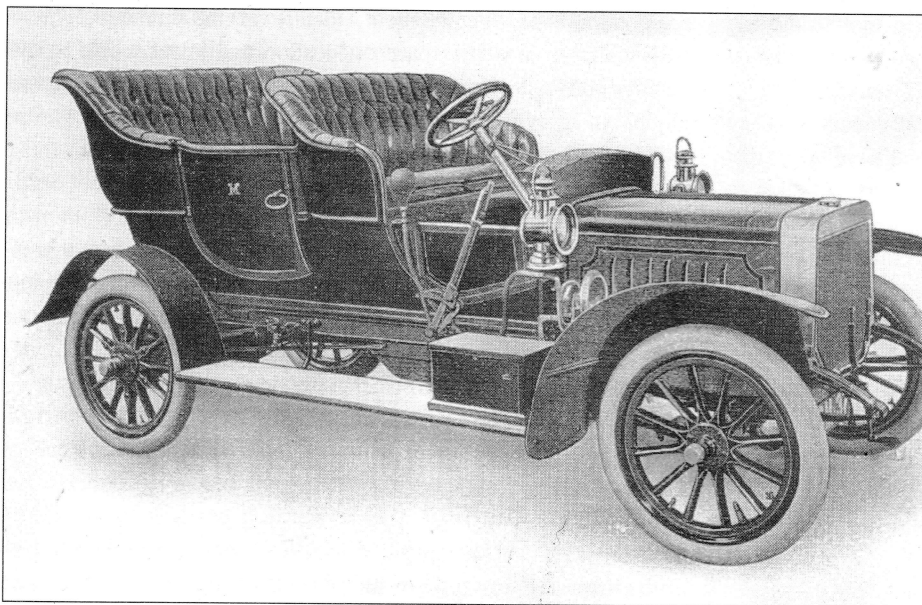


## Early Motor Cars



The first motor cars to be recorded by Dumfries County Council, in the Register of Motor Cars, following the introduction of the Motor Car Act 1903, were on 14 December 1903. Among these was SM 5.

SM 5 was registered by William Kennedy Moffat, Sunnyhill, Auldgirth. It was a 12 horse power Arrol Johnston, described as a Dog cart of Natural wood, weighing 24 cwt. unladen. Less than three years later he transferred the number plate to a 10-12 H.P. Argyll on 20.8.06. It had a Tonneau body painted green with red lines and weighed 16 cwt. He was then living at Kilquanity, Dalbeattie. In 1910 Mr Kennedy Moffat, now living at Auchencheyne, Moniaive, registered SM 5 on a 12-14 H.P. Metallurgique which had a Torpedo Tonneau body in French grey with olive green lines and weighed 18 cwt.

Another car registered on 14.12.03 was a 22 H.P. Daimler, SM 6, ordered by Mrs Isabel Dubs of Craigdarroch, Moniaive. It had a Tonneau body finished in green, with black beadings and yellow lines and had a removable top. It weighed 28 cwt. Her next car was 30 cwt. It was a 35 H.P. Daimler with Tonneau body and limousine detach top in dark green with yellow lines, registered SM 6 in 1906, after the Dubs family moved to Ayrshire.

SM 7, SM 25 and SM 40 were motor bicycles which would have been seen, and heard, in Moniaive (see Glencairn Gazette August 2000).

Henry Dubs, owner of SM 7, transferred his cherished number to a 14 H.P. Daimler on 4.3.04. It had a two seated Phaeton body, varnished, which weighed 18 cwt. Two years later in 1906 Henry Dubs, who was now living in Ayrshire, bought a 35 H.P. Daimler, two seated grey which weighed 25 cwt.

Henry Dubs transferred his number plate SM 7 to a 30 cwt. 60 H.P. De Dietrich with a Berliet body in 1908. Berliet was a superior French manufacturer, so a Berliet body must have been transferred to the De Dietrich chassis. He sold the De Dietrich to Mr Donald McDonald Macrae of Stenhouse, Tynron. The car now had a Brougham body in green. In 1913 Mrs Rosalie Macrae registered SM 7 on a 25 H.P. Mercedes which was 19 cwt. with a Laundaulette body, with side entrance, finished in blue.

Captain Robert Cutlar Fergusson of Craigdarroch bought a 10 H.P. Albion, registered SM 45 on 18 January 1904. It was a Tonneau, green with cane work on panel. Regrettably he died, aged 48, a month later, so in 1905 SM 45 was registered in the name of his brother Archibald Cutlar Fergusson, who lived in Buckinghamshire.

SM 37 was a 14-16 H.P. 4 cylinder Drummond which belonged to John James McMillan of Glencrosh, Moniaive. It was a side entrance finished in green and weighed 15 cwt. This number had previously been registered on a different

car in 1904, and was now being used on 26.1.07.

Robert McMillan of Woodlea, Moniaive, owned a motor bicycle, SM 55, which he then transferred to a 24 cwt. 16 H.P. Albion on 4.1.06. It had a Tonneau body painted red and was registered for private use. Four years later, 18.3.10, it was altered to make it into a pickup and so it was registered for Trade purposes. SM 55 was registered in the name of Thomas Moffat McMillan, Glencrosh, 7.11.17, as a red lorry.

Stanley Jackson was an early motor car enthusiast, owning several cars when he lived at Craiglearn, before moving to Troon (see Glencairn Gazette October 2007). He had a 10 H.P. Argyll, SM 100, from 24.3.06 to 3.8.06 when he changed to 16-20 H.P. Argyll of 19 cwt. Both of these cars were green. Stanley Jackson also had a two-seated green Peugeot, SM 179, from 9.7.06 to 18.4.07 which was only 5 H.P. weighing 7 cwt.

### Sources:

*Register of Motor Cars* – County of Dumfries Motor Car Act 1903.

*Classic Cars – The World's Finest Designs*. Edited by Kevin Brazendale and Enrica Aceti. Macdonald and Co 1988.

*Illustration:* SM 37 Drummond (North British), kindly provided by Neale Lawson.

A.B. Hall

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