



The Cavalry Of the Line
The 3rd (The King's Own) Hussars

The 3rd (The King's Own) Hussars was a cavalry regiment in the British Army, first raised in 1685. It saw service for three centuries, before being amalgamated into the Queen's Own Hussars in 1958.

The regiment was first raised as Duke of Somerset's Regiment of Dragoons in 1689, by the regimenting of various independent troops, and ranked as the 3rd Dragoons



In 1694 it was named The Queen Consort's Own Regiment of Dragoons, for Queen Mary, and in 1714 as The King's Regiment of Dragoons for King George. In 1751, it was formally titled as the 3rd (King's Own) Regiment of Dragoons.

The regiment was designated light dragoons in 1818, becoming the 3rd (The King's Own) Regiment of (Light) Dragoons, and as hussars in 1861 as the 3rd (The King's Own) Hussars. After service in the First World War, the regiment re-titled as 3rd The King's Own Hussars in 1921.

One troop of the regiment converted to motor cavalry in 1935, with the regiment as a whole converting to the armoured car role in 1936 and being transferred to the Royal Armoured Corps in 1939.

The 3rd Hussars were the first Cavalry Regiment to be re-equipped with tanks and in 1940 they used them in anger. They joined a force of approximately 30,000 men and defeated the Italian Army at Buq Buq.

October 1942, saw the Regiment chosen to spearhead the attack on the German Africa Corps at El Alamein. As part of the 2nd New Zealand Division, the 3rd Hussars fought their most glorious action of the war, from 2 November 1942 they led the charge into the enemy's anti-tank positions, opening up and holding open a wedge, through which, after four days of continuous fighting the rest of the Eighth Army poured.

Of the 51 tanks which had been taken into action, 47 had been destroyed and 21 officers and 96 men had been killed or wounded. 'EL ALAMEIN' was awarded as a Battle Honour to both the 3rd and 8th Hussars

In 1943 the Regiment went to Italy where it remained until the end of the War.

The regiment survived the immediate post-war reduction in forces, but was slated for reduction in the 1957 Defence White Paper, and was amalgamated with the 7th Queen's Own Hussars, to form the Queen's Own Hussars the following year.

The Regiment was equipped with a mixture cruiser and light tanks, and with ??????? Scout Cars from ??????? 194?

No evidence of the use of Daimler Fighting Vehicles car so far identified



The Cavalry Of the Line
The 4th (The Queens Own) Hussars

The 4th Queen's Own Hussars was a cavalry regiment in the British Army, first raised in 1685. It saw service for three centuries, before being amalgamated into The Queen's Royal Irish Hussars in 1958.

The regiment was first raised as The Princess Anne of Denmark's Regiment of Dragoons in 1685, by the regimenting of various independent troops, and ranked as the 4th Dragoons. In 1751, it was formally titled as the 4th Regiment of Dragoons, and in 1788 named for Queen Charlotte as the 4th (Queen's Own) Regiment of Dragoons.



The regiment was designated light dragoons in 1818, becoming the 4th (The Queen's Own) Regiment of (Light) Dragoons, and as hussars in 1861 as the 4th (Queen's Own) Hussars. After service in the First World War, the regiment retitled as 4th Queen's Own Hussars in 1921.

The regiment mechanised in 1936 and was transferred to the Royal Armoured Corps in 1939.

In 1941 the Regiment took part in the ill-fated defence of Greece, during which it fought a series of rearguard actions covering the withdrawal from the Yugoslav border to the Southern Beaches. Inevitably, in this role, no evacuation was possible.

After re-forming in Cairo the Regiment fought in North Africa again and in Italy and Austria

The Regiment was equipped with a mixture Cruiser, Light tanks, Staghounds .& greyhound armoured cars, kangaroos, Humber scout cars, Stuart tanks and Daimler **Dingo Scout Cars**.

After the Second World War the Regiment spent 1948 - 51 combating terrorism in Malaya, and from 1953 until the 24th October 1958 it was situated in Germany

The regiment survived the immediate post-war reduction in forces, but was slated for reduction in the defence white paper and was amalgamated with the 8th King's Royal Irish Hussars, to form the Queen's Royal Irish Hussars the following year.

The following story was found on the BBC Peoples War site.

People in story: Ron Goldstein, Location of story: Trieben Austria , Article ID: A2545517, Contributed on: 21 April 2004

My diaries still remind me of what it was like in Austria.....

Sunday 1st. July 1945

Spent the greater part of the day in bed and didn't even bother to go to the canteen. Received parcel from home with usual cherry brandy.

Monday 2nd. July 1945

On stag and didn't it pour. I was on first relief and my 10 to 12 shift seemed to collect all the mist in the valley. Half the P.O.W. cage is under water. Snow on the nearby mountain peaks.

Tuesday 3rd. July 1945

Feeling the effects of last night's do. Corp' from N.Demob Unit is getting my films developed at Villach for me. "Sorcerers Apprentice" at canteen.



Wednesday 4th. July 1945

On stag for the umpteenth time. 2nd Relief and arranged my own beat. Quite a lot of fun watching 'Teds' (Tedeschis, therefore Germans) negotiate 'bridge'.

Regimental Diaries:

July 8th Regiment moved to area GRAFENSTEIN coming under command 26th Armd Bde in the 6th Armd. Div. A and C Sqns now re-equipped with Staghound Armoured Cars and the Recce Tp with Greyhound armoured cars.

Monday 9th. July 1945

Arrived at Velden rest area on the Worthersee. Hotel Mosslacher is my billet and the food is first class. Had my first swim of the year.

Leave at Velden

After our spell of POW work finished I was sent on leave to Velden on Lake Worthersee, and this was a really first class holiday in beautiful surroundings. Apparently it had always been a well-known holiday resort and the large hotels were commandeered by the military authorities and turned into rest camps. The food was out of this world, or at least so it appeared to us at the time.

At the other end of the lake was Klagenfurt, and I can remember going by steamer to see a dazzling performance of "Die Fledermaus". On the way there and back we were entertained by an accordion band and there were coloured lights hanging from the rigging to complete the scene. The water was, as I remember, very cold, but the sun was hot and one could lay on the wooden planking that ran down to the lake's edge and up to the hotel terrace.

Thursday 19th. July 1945

After a good day's work on the Staghound went with George to hear a Beethoven recital by Klagenfurt Symphony Orchestra. Hewitt, Lt.Richey and Porter left for Burma.

Friday 20th. July 1945

Painting has started on the Staghounds. Sgt.E.... slightly stinko all this morning.

Inoculation parade but I was not due, Touch Wood.

Saturday 21st. July 1945

My Staghound has gone to H.Q. for wireless installation and so I did no work this morning. Warned by Sgt.Metcalf for advance party tomorrow morning.

Regimental Diaries:

21st July Major JG Vauhn assumed command of Rgt. The CO went on leave to the UK

Sunday 22nd. July 1945

Left Grafenstein about one'ish and proceeded in Regimental convoy to Trieben where we were treated more as liberators than conquerors. Billet in Gasthos.Trieben

On returning back to Ferndorf we pulled up stakes and moved on to Trieben. Here by comparison with the POW cage, we had a cushy job and were able to take it easy. The village was positioned at the bottom of a mountain pass and the squadron's task was to set up road blocks to catch escaping vehicles, and at the same time to set up a traffic system that allowed vehicles to travel only one way at a time through the narrow road.

Tuesday 24th. July 1945

Have been put in charge of a large billet which is for 3,4,5 and H.Q. troops. Was shown Hager and his son, the local Hitler Youth Fuhrer!

Amongst our duties in this area were going out various patrols to pick up known war criminals or senior state officials who were wanted for questioning. I remember going one day with Busty Thomas to pick up the local Hitler Youth leader, a certain Herr Hager.

When we got to his house and he answered the door Busty said to me: "Tell him he's under arrest and has got to come with us." Hager then showed us a document from another field security unit that in effect gave him a week to put his affairs in order and then to report to the local town hall.

A very disgruntled Busty said to me: "I wish they'd bloody tell somebody what they're doing before they



send us on a bloody wild goose chase!" and Herr Hager was left to get on with whatever he was doing at the time.

Thursday 26th. July 1945

Out with Yates in **Dingo** for more eggs. Lt. Balfour is approaching flapping climax. Tried piano in 1st. Troop's billets. Helped Red Cross woman to get petrol. This item in my diary about a "Red Cross women" was like something out of a film.

I was on guard outside our billets when an ambulance type vehicle pulled up and an English speaking woman got out and asked me if we could help her. The ambulance was full of young kids, orphans or 'lost' children and she was driving them South to, as she put it, "get them away from the Russians". All she wanted from us was petrol and I roused the duty officer to see what could be done. We must have given her some fuel because by daybreak she was gone.

Regimental Diaries:

27th July A Sqn established in TRIEBEN

Friday 27th July 1945

After waiting nearly all day the Squadron arrived at 5 pm. Busty leading complete with Union Jack! Straight on guard after showing the troops their billets.

Saturday 28th. July 1945

On tank park picket until 4.30 p.m. "Thomo", Vic and Roy have got in the same room as me and I think we will be quite comfortable. Canteen is open in the nearby pub.

Sunday 29th July 1945

Before dinner did a bit of "gardening" in front of billets

Monday 30th July 1945

Taken off fatigues to do interpreter for Lt. "Dutch" Holland. Out in the **dingo** to the end of the boundary area. Crashed plane on hillside. Beer at roadside Gasthos at dinner time

Regimental Diaries:

July 31st Rgt ceasing to be under command of 78th Div (Now under 6th Armd Div)

Tuesday 31st July 1945

Out with "Dutch" again, this time to the Burgomaster at Hohentaun. Collected three crates of books from ex-Stalaag XVIII. Back early for Road Block guard. Truck broke down.

Acting in my role as un-official interpreter I went with Lt. Holland to inspect a deserted POW camp that had been used to hold a hundred or so British prisoners of war. Although it was now empty, there was something quite eerie about the atmosphere of the place; it was as though all the memories were somehow trapped inside the wooden huts, and I was glad to get out into the open air.

August 1945

Wednesday 1st August 1945

Guard room is in ex-Gasthos. Cooked our own meals. Young orphan has French father and Russian mother

Thursday 2nd. August 1945

Rain nearly every day is holding up work on the Staghounds. Clicked for a petrol un-loading fatigue. Mail situation practically non existent.

Friday 3rd. August 1945

On guard in the evening. Have managed to swap for lower road block guard as it means I can get away earlier tomorrow evening. On with "Horsey" Davies.

Saturday 4th August 1945

Lt. "Crunch" Jackson asked me to come with him to Vald where we asked the usual questions of the Burgomaster. Lofty Elliot's **Dingo** still breaks down !



Monday 6th. August 1945

Uneventful day on guard. Civvie truck with one doubtful passenger who I sent down to Squadron office immediately by the lower road block was a farm house, and we were supplied with fresh milk and cheese by the inhabitants, a family by the name of P... The youngster of the family, Herbert, was a very bright young kid and keen to learn English. I took the opportunity to improve my German in exchange for English lessons and this in turn meant that I was called upon to act as interpreter whenever it was needed.

On one occasion I was giving Herbert an English lesson in English. His grandfather was also present and expressed a desire to show that he, too, understood some English. We said a few words to each other and then I said to him, very slowly: "Have you a brother?" to which he replied: "Yes I hab a brudder.".... "Is he married?" I then asked, "No...he is dead!" came the reply. (I rather think that the old man confused the German word "habe" with the English word "had" but anyway it amused me at the time

Tuesday 7th. August 1945

Working on Staghounds but was taken off it for very important job of fixing a flagpole!

Wednesday 8th. August 1945

Working on the Staghounds. Letter and Parcel from home. Blighty leave party back.

VJ DAY

Tuesday 14th August 1945

I remember the day well even though I've long since lost the original diary entry. Our Squadron was in Trieben in Austria at the time, controlling the roads leading into Germany and I had just come off the road-block guard in the early afternoon.

I was changing from my guard uniform into more comfortable gear when I heard the wireless in the next room creating quite a racket.

I went next door to see what was going on and found myself the only one there. I realised that my mates were probably eating dinner in the mess-hall and that they must have been listening earlier and had then left the set on.

It was VE Day all over again. The announcer back in London was describing the noisy scene as tens of thousands of jubilant servicemen and civilians swarmed the streets. As on VE Day I felt no emotion at all, if anything, I probably felt like a kid who had not been invited to a party and who was now watching the lucky ones coming home with their party bags.

The short explanation was that the end of the war had come too late for my older brother Jack, G-d rest his soul. On the 11th of May, just three days after VE Day, I had received a letter from home telling me that Jack, who was an Air-Gunner, had been shot down over Nuremberg on the last such raid of the war.

The loss to his widow, his two young children and to all of our family was as incalculable then as it is today some fifty odd years later and our family was never to be the same again.



George Rilon. National service 1957-1959

On completion of my basic training with the 16/5 Q.R.L Catterick. I was posted to the 4th Hussars at Hohne west Germany.

After initial interviews I was assigned to the Recce Troop as a SIG-DRIVER. The vehicles at that time were Daimler Dingo's, there were ten to a troop, eight operational and two spare. We had four sections of two dingos 82A, 82B, 82C - & 82D.

Our main objective was patrolling the border between East and West Germany from Harz to the Baltic, assisting the west German police. The duty was on a rota basis with other NATO regiments.

Back at Hohne, when we were not cleaning, greasing or maintaining the Dingo's we were on training schemes such as C.T.R (Close Target Reconnaissance) and acting as the enemy for own sabre squadron.

In 1958 the 4th and the 8th KRIH amalgamated on the 25th October Balaclava Day. The new regiment is now the Queens Royal Irish Hussars.

By this time I was a Lance Jack and my section was chosen to escort the Duke of Edinburgh's car from the auto-bahn to Hohne in our highly bulled up Dingo's.

Unfortunately the rear Dingo didn't make a corner and Flipped. Luckily no one was injured.

The Dingo is like marmite you either like it or hate it. I loved it, so I bought one!

(Georges car F205473 can be seen in the survivors register)

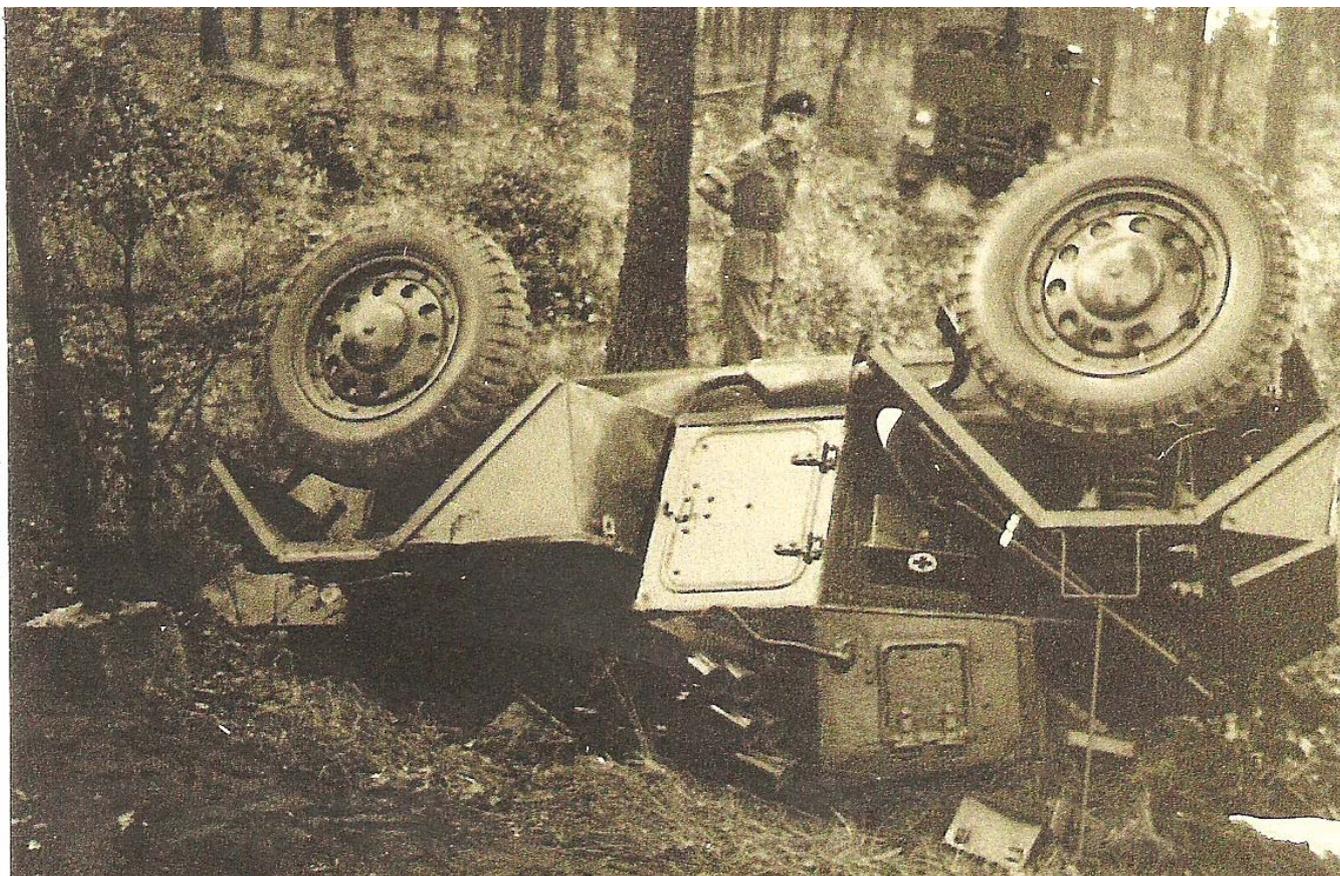


Photo courtesy of George Rilon
'Didn't Make the Corner'



DSC F205567/14 ZS 74 & DSC F207081/10 ZS 55



All Bullied up and Ready for Escort Duty
(I presume the faces have been masked to protect the guilty party)

Photo courtesy of George Rilon



Photo courtesy of George Rilon
Tea break
DSC F207170/19 ZS 93 & DSC F48079/16 ZS 80



Photo courtesy of George Rilon
George Rilon (with his arm out) giving driving instruction through Bergen Belson
Jim Oniel on top seat, Derreck Cox Driving
DSC F207081/10 ZS 55



(Photo courtesy George Tullis)

http://www.members.tripod.com/Askari_MB/id34.htm

Photographer: Cpl Chris_Carpenter

Daimler armoured Car 31ZV32 with 2 pounder mounted experiencing overheating problems Half way up the hill to the Cameron Highlands, Ipoh

And being attended too by 3 coy RASC regularly escorted the Hussars on the daily run down to TAPAH and return.



The Cavalry Of the Line
7th , Queens Own Hussars

The Regiment was equipped with a mixture cruiser and light tanks, and with Scout Cars from 194?

EXPAND AS DETAILS BECOME AVAILABLE



No evidence of the use of Daimler Fighting Vehicles car so far identified



The Cavalry Of the Line
8th (King's Royal Irish) Hussars



In 1944 the 8th King's Royal Irish Hussars were the recce regiment of the 7th Armoured Division and as such their movements were not easy to track.

However they worked in this role with the Division from the 9th June moving down to Villers Bocage, during this Battle they were split to the East and West of the Divisions centre line guarding the flanks.

When the Division withdrew after the disastrous Battle of Villers Bocage, The 8th Hussars took a major part in what became known as the Battle of the Brigade Box or "The Island",

The Regiment was equipped with a mixture Cromwell, Challenger and Chaffee tanks
Jeeps, Humbers Scout cars and at least two Daimler **Dingo Scout Cars** from August 1944.



A IWM B13182

Photographer : Sgt Smith :War Office official photographer

Description: A Dingo Scout car of 1st Coy, 8th Hussars, 7th Armoured Brigade North of Sittard,
copes with a icy road

(photo B13183 shows the same car down in a ditch! With the caption I wonder how that happened)

27.12.1944

picture courtesy of The above photos was taken from the book Desert Rats Maj Gen GL Vernet DSO.
MVO



The above photos was taken by a member of the 7th Armoured Division 8th Hussars in 1944

It is assumed that the Dingo was one of the RHQ liaison vehicles, a scout car named 'Hurstwood' is specifically mentioned in the book 'Troop leader' by Bill Bellamy and but is described as a Humber scout car which was its normally allocated vehicle.

picture courtesy of <http://freepages.military.rootsweb.com/~attwood/8thkri/kriroll.html>



IWM_ART_LD_003287 - A Liaison Officer arriving at the HQ of an Armoured Division

pictures courtesy of <http://duxford.iwm.org.uk/server/show/conMediaFile.28396>



IWM_ART_LD_005437

With the 8th Hussars in Germany : the crew of a scout-car keeping watch on a woodland road
pictures courtesy of <http://duxford.iwm.org.uk/server/show/conMediaFile.29156>.



The Cavalry Of the Line
10th (Prince of Wales's Own) Hussars



In response to the Jacobite Rebellion, the regiment was raised in 1715 as Humphrey Gore's Regiment of Dragoons. It was known by the names of several other colonels in subsequent years and was re-titled as the 10th Regiment of Dragoons in 1751.

During the Seven Years' War the light troop of the regiment (formed in 1755) fought in a number of raids on the French coast.

In 1779, the light troop was detached to form the 19th Regiment of (Light) Dragoons, and in 1783 it was re-titled as the 10th (Prince of Wales's Own) Regiment of (Light) Dragoons in honour of the future King George IV of the United Kingdom.

With the outbreak of the second world war, the 1st Armoured deployed to France with the BEF. It fought in northern France and Belgium, returning to England without any vehicles in June 1940.

In December 1940, a group of personnel were detached to form the cadre of the 23rd Hussars.

In November 1941 the regiment deployed to North Africa with 2nd Armoured Brigade, joining 7th Armoured Division.

Now equipped with Crusader tanks, they saw action in Operation Crusader, the Battle of Alam Halfa and the Second Battle of El Alamein.

In Italy, from 1944 to 45, the regiment fought both as an armoured unit and as dismounted infantry.

Post-war period

The regiment deployed to Italy and Germany as occupation forces in 1945-6, and then spent most of the subsequent years as an armoured regiment in the British Army of the Rhine, with overseas deployments to Jordan and Aden.

In 1969, the regiment amalgamated with the 11th Hussars (Prince Albert's Own) to form The Royal Hussars (Prince of Wales's Own).

No evidence of the use of Daimler Fighting Vehicles car so far identified