



Cavalry Of The Line
The 13th-18th (Queen Mary's Owns) Hussars

The 13th-18th Royal Hussars (Queen Mary's Own) was a cavalry regiment of the British Army

On 9 September 1922 the 13th/18th Hussars was formed by amalgamation of the 13th Hussars and the 18th Royal Hussars (Queen Mary's Own).



In December 1935 it became known as the 13th/18th Royal Hussars (Queen Mary's Own). It transferred to the Royal Armoured Corps in April 1939

During the Second World War it served as the reconnaissance regiment of the 1st Infantry Division in the Battle of France and with 27th Armoured Brigade (later transferred to 8th Armoured Brigade) in the Battle of Normandy, where it was equipped with ShermanDD tanks.

The Second World War battle honours include:

Dyle, Withdrawal to Escaut, Ypres-Comines Canal, Normandy Landing, Breville, Caen, Bourguébus Ridge, Mont Pincon, St. Pierre La Vielle, Geilenkirchen, Roer, Rhineland, Waal Flats, Goch, Rhine, Bremen, North-West Europe 1940 '44-45

On 1 December 1992 the regiment amalgamated with the 15th/19th The King's Royal Hussars to form The Light Dragoons



Identified as a parade of the 13th 18th Hussars Photo courtesy of <http://www.3rdcarabiniers.org.uk/>



Image sourced from the Flickr.com
Description: B sqn 13-18 Royal Hussars QMO, Wolfenbuttel
Circa 1947



Images sourced from the an unnamed photo album sold on Ebay!.
Description: B sqn 13-18 Royal Hussars BOAR.
Circa 1953-54



Images sourced from the an unnamed photo album sold on Ebay!
Description: B sqn 13-18 Royal Hussars BOAR.
Circa 1953-54



Images sourced from the an unnamed photo album sold on Ebay!
Description: Dingo **F48001** / **082S14** of the 13-18 Royal Hussars BOAR.
Circa 1953-54



Images sourced from the an unnamed photo album sold on Ebay!
Description: Dingo **F206552** / **01ZS77** of the 13-18 Royal Hussars BOAR.
Circa 1953-54



www.daimler-fighting-vehicles.co.uk
The Daimler Fighting Vehicles Project – Part D3f
Cavalry Of The Line - 13th/18th Hussars



Images sourced from the an unnamed photo album sold on Ebay!.
Description: Daimler armoured car **F208017 / 08ZR74** of the 13-18 Royal Hussars BOAR.
Circa 1953-54



Images sourced from Tony Hansford.
Description: Tony Hansford and his Daimler dingy of the 13-18 Royal Hussars BOAR.
Circa 1950's



Images sourced from Tony Hansford.
Description: Tony Hansford and his Daimler armoured car **F208979.S1692.76ZR94** of the 13-18 Royal Hussars
BOAR.
Circa 1953-54



Images sourced from Tony Hansford.
Description: Tony Hansford and his Daimler dingo of the 13-18 Royal Hussars BOAR.
Circa 1950's



Information provided by Trooper Kenneth Coy.

May 2010.

I served in Malaya during 1960-62 with the 13th 18th Hussars equipped with ferrets, Saracens and Daimler heavies equipped with 2 pponder main gun.

The regiment retuned to Germany via England to be replaced by the 17th 21st Lancers.

The 13th 18th being a cavalry regiment we had some very exocentric officers so we had a parade of all the regiments vehicles before handover. The vehicles manoeuvring like horses doing cross over and round the perimeter of Ipoh air field.

One of the Daimlers was painted bright reflecting yellow and after describing the above manoeuvre, performed a pirouette in the middle of the parade, then fired one blank round from the 2 pponder before leaving.

All the Daimler heavies where taken out of service in 62 to be BLRd (rebuilt) in camp 221 by Singapore causeway and sold to the Belgium Congo.

Replacement vehicles for the new incoming regiment were Saladin armoured cars (Alvis).

I had the job of taking them across country to the west coast, opposites the island of Penang to be taken down by landing craft.

Then back across the causeway into Malaya by road to Camp 221

The decision to travel down by landing craft was due the unreliable condition of the vehicles
It was considered they would not make it by road to Singapore

The whole trip took me over 3 weeks with a few problems on the way, including an accident requiring recovery.

On reaching the coast, we where on our own and the landing craft should have arrived the next day.

10 days later we where still waiting, then that's the Navy for you!

We lived on the beach for the whole time having to send for some more rations.

Only two of us went with the vehicle on the landing craft.

On arriving at Singapore 2 days later, we unloaded up a very steep concrete ramp.

I was just getting to the top and stopping by putting on the hand brake when the hand lever came away in my hand.

I had horrible thoughts of rolling back and straight through the bottom of the landing craft.

I found it very embarrassing driving through Singapore in the bright yellow Daimler armoured vehicle.

I recall being told they where the last 5 Daimlers Heavies in the British Army, so I am probably the last person to drive one still in service.



Image courtesy of Trooper Kenneth Coy.

Photographer not known

Description: The shield was (A) Squadron 5th Troop Sports Shield, both Officer and Sergeant were far east running champions, which was not good for us because they made us run and expected us to win all regiment sports .

Circa 1960-62



Image courtesy of Trooper Kenneth Coy.

Photographer :Trooper Kenneth Coy

Description: 5th Troop Daimler Heavy F 30ZV85 all cleaned up for KL victory parade.

Circa 1960-62



Image courtesy of Trooper Kenneth Coy.
Photographer :Trooper Kenneth Coy
Description: Rest for the night on patrol
Circa 1960-62



Image courtesy of Trooper Kenneth Coy.
Photographer :Trooper Kenneth Coy
Description: Squadron waiting to cross river
Circa 1960-62



Image courtesy of Trooper Kenneth Coy.

Photographer: Trooper Kenneth Coy

Description: 5th Troop Daimler Heavy F 30ZV85 on its last run to the West coast.

The photo shown of the Daimler bogged down to its bottom plates was due to bad driving.

On the left of the picture you can just see the road, which was built up from the hulo (jungle) by about 8 feet. The road being straight for approx 3 or 4 miles had encouraged enthusiastic driving and it is reported that the driver had the motor bouncing off its governors due to the high speed. (50mph plus)

When overtaking a civilian vehicle moved out so the driver had no option but to go with him forcing the offside wheels into the soft shoulder. With no power steering the vehicle careered over the edge into the adjacent fields.

Fortunately the troop did travel with supporting REME from (A) Squadron, but they had to call support from local camps for another 2 Scammell heavy recovery vehicles.

It took all 3 scammells to get the car out, with one acting as an anchor to the puller and the 3rd, stationed the opposite end with its cable round the turret of the Daimler.

It eventually came out on its 2 nearside wheels up the bank.

Kenneth felt sorry for the REME fitters, they had spent weeks getting there Scammell recovery vehicle ready for handover and then had to re-clean and decrease all the cables for final inspection.

13-18 Royal Hussars
Circa 1962



Image courtesy of Trooper Kenneth Coy.
Photographer :Trooper Kenneth Coy
Description: A Squadr on route to KL
Circa 1960-62



Image courtesy of Trooper Kenneth Coy.
Photographer :Trooper Kenneth Coy
Description: C Sqd arriving back at Ipoh after 2 years at Gapis
Circa 1960-62



Image courtesy of Trooper Kenneth Coy.

Photographer :Trooper Kenneth Coy

Description: Inspection by Brig Mogg Col Coaker Maj Bell myself driver radio operator & commander
Circa 1960-62



Image courtesy of Trooper Kenneth Coy.

Photographer :Trooper Kenneth Coy

Description: Inspection by Major Bell A Sqd
Circa 1960-62



Image courtesy of Trooper Kenneth Coy.
Photographer :Trooper Kenneth Coy
Description: Kenneth Coy trying to get some shade on a mid day stop
Circa 1960-62



Image courtesy of Trooper Kenneth Coy.
Photographer :Trooper Kenneth Coy
Description: On the road to KL for the victory parade
Circa 1960-62



Image courtesy of Trooper Kenneth Coy.
Photographer :Trooper Kenneth Coy
Description: Stop of at village on route to east coast.
Circa 1960-62



Image courtesy of Trooper Kenneth Coy.
Photographer :Trooper Kenneth Coy
Description: Tea break on road to Singapore.
Circa 1960-62



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Dac 77zr38/19982 named black prince used by 13/18 hussars