



The Cavalry Of the Line

The 11th (Prince Albert's Owns) Hussars

The regiment was founded in 1715 as Colonel Philip Honeywood's Regiment of Dragoons and was known by the name of its Colonel until 1751 when it became the 11th Regiment of Dragoons.

A further name change, to the 11th Regiment of Light Dragoons, occurred in 1783. In 1840 the regiment was named for Prince Albert, Queen Victoria's consort, who later became the regiment's Colonel.



Their career during the 18th Century included service in the Seven Years' War when they took part in the charge at Warburg. During the Napoleonic Wars battle-honours were received for Salamanca, Peninsular and Waterloo.

The regiment's nickname, the "Cherry Pickers", came from an incident during the Peninsular War, in which the 11th Hussars were attacked while raiding an orchard at San Martin de Trebejo in Spain. They were distinguished thereafter by their cherry coloured trousers, unique among British regiments and worn in all styles of uniform except battledress.

The 11th Hussars charged with the Light Brigade, which was commanded by their former Colonel, Lord Cardigan, at Balaklava during the Crimean War. In 1928 they became the first British regiment to become mechanized.

During the Second World War The 11th Hussars won more battle honours than any other Cavalry or Tank Regiment, fighting in the desert campaign and North-West Europe.

After the war they served in Malaya, Northern Ireland, Aden, Kuwait and Germany before amalgamating

Amalgamation

On October 25, 1969 the regiment was amalgamated with the 10th Royal Hussars (Prince of Wales's Own) to form The Royal Hussars (Prince of Wales's Own).

In 1992, as part of the Options for Change defence review, the Royal Hussars were amalgamated with the 14th/20th King's Hussars to form the King's Royal Hussars.

During world war two, the Regiment was equipped with a mixture Rollyes Royce Armoured Cars, Morris C29/LAC Recce Armoured Cars, Morris Armoured Cars Ford Scout cars (Lynx), Guys Armoured car command vehicles, Humber armoured cars and Daimler Dingo Scout Cars from Nov 1941

In 1940, the 11th was located in Africa as Italy declared war on Britain and placed under the command of the 4th Armoured Brigade, 7th Armoured Division (known as the "Desert Rats"). They fought until 8/9/1943 when they departed North Africa and sailed to Italy.

Upon arrival the unit immediately began to conduct various raids against Italian positions.

The Hussars captured Fort Capuzzo and, in an ambush east of Bardia, captured General Lastucci, the Engineer-in-Chief of the Italian Tenth Army.

The Regiment departed Italy on the 22 Jan 1944 and sailed to Glasgow.

The campaign for the liberation of northern Europe was joined on the 7/6/1944 when they sailed to France, they then fought through Europe and Ended the war in Toning, Germany.



The following are extracts of the War Diaries containing references to Daimler Armoured Cars or Daimler Dingo Scout cars For The 11th Hussars, (Prince Albert's Own), September 1939 To March 1946, These have been sourced from the following site <http://www.warlinks.com>

Dec 41	11th Hussars (Prince Albert's Own)
1/12/41	<p>C Sqn.</p> <p>(EDITED).....</p> <p>To the North of the escarpment, between the 448 and 450 Grid line, the area was still full of enemy MET. These were continuously engaged and the situation in 1Tp area seemed to be the same.</p> <p>1131 – At 448405 enemy lorries appeared to be organising to move North which they eventually did.</p> <p>1201 – These lorries were engaged by 5Tp and 3 lorries were knocked out and other damaged.</p> <p>Orders were received that the NZ Div would withdraw in the morning as their position had become untenable and that the Sqn was to render all assistance to collect them and direct them to area Pt. 172 455405 where they would take up a new position. 5Tp therefore proceeded to Pt. 136 450412, 3Tp moved to area Pt. 172 and 2Tp moved into 3Tp position.</p> <p>The situation at 1Tp was practically impossible to report on and as information was completely lacking he spent most of the day determining who were friends and who were foes. During the afternoon a large column of vehicles at 483405 moving North later proved to be some of the Indian Div who were not known to be in the area.</p> <p>As the move of the NZ Div did not materialise, Tps returned to their original positions. Shelling of the enemy MET in the valley North of the first escarpment continued throughout the day and because of this they kept moving westwards.</p> <p>1645 – SHQ witnessed six I tanks with Capt Friend, 11th Hussars leading them in a Dingo, go North of the escarpment on the 450 Grid line and then turn West. They appeared to do considerable damage but unfortunately none returned.</p> <p>That evening all Tps returned to SHQ except 5Tp who remained astride the Trigh at 454403 and Major Lawson MC contacted General Norrie and spent 2 hours with him while he was waiting to meet General Freyberge VC and the NZ Div who had sustained heavy losses and were withdrawing through our position which they did at 2100 hours.</p> <p>(EDITED).....</p>



1st Troop D Squadron ready to move. The second vehicle is a White Scout Car. These vehicles were used to carry small sections that could fight if required in a dismounted role. They were very useful for foot reconnaissance patrols, clearing mines and for outflanking enemy positions. They were either attached to troops or concentrated under the control of squadron headquarters



26/1/42

A Sqn.

(EDITED).....

Bob Reeves Morris's Sqn picked up John B and his Tp complete this morning. I await the story of his escape with interest. Sgt Peacock went out in the afternoon to take over from Sgt Hutchinson. We skirmished with the enemy throughout the day, difficult as they were in our vehicles the whole of the time, but returned many of them South in clouds of dust. No enemy in a major way from the North but no doubt they are having a marvellous time at our dumps and they are certainly sending out small parties destroying our abandoned vehicles. Sqn concentrated at last light, the 4th SAAC having taken over. We moved to T3050 with 1 tank, 1 Humber AC and 1 Dingo all of which Mitchell had fixed up during the day. He is a most brilliant mechanic and worker. Arrived at 2030 hours and RHQ arrived an hour later, Trevor a very sick man. RHQ.
(EDITED).....

Period September 1st to October 15th.

For the most part of this period the Regt was operating below the SOMAEA escarpment with patrols forward of the MAGRA area. On the last night of August, Rommel's push began and the enemy came through the minefields North of HIMEIMAT. Although during the next few days the 11th Hussars established no contact with the enemy we withdrew to conform with the line of the 4th Light Arm'd Bde. RHQ fell back on the first night from MUNQUAR AFRAN to the neighbourhood of the BLACK HILLS. The next few days would have passed quietly enough as the Regt was not in contact, but Me 109's were active over the Sqn, their crowning achievement being the destruction of Colonel Leetham's staff car and kit. On the following day, September 4th, Colonel Leetham went back to Cairo and Major Smal took over command of the Regt. Soon afterwards Colonel Leetham flew home to take up a post in England.
(EDITED).....

There was little activity during this time though travelling was complicated by minefields. RHQ had many visitors including officers from the 2nd and 13th Lancers and the Scout Tp of the Wiltshire and Warwickshire Yeomanry Regts in Dingos.

At the end of September the 11th Hussars reverted to 4th Arm'd Bde and were relieved for three days by the newly arrived Household Cavalry Regt. We then went on schemes to practice the work of columns. 11th Hussars column under command of Lt Col Smal consisted of RHQ and A Sqn 11th Hussars, A Sqn 4th Hussars (Capt O'Brien), M Bty 3rd RHA (Major O'Brien Butler), D Coy 1st KRR (Capt Cosden) and the usual smaller units.
(EDITED).....





4/10/42

C Sqn.

The Tp Ldrs left out rejoined SHQ by 0900 hours. Sqn moved at 1600 hours to RHQ area 438868. The Sqn Ldr and 8 ACs, without car commanders, remained there to take part in a scheme.

The remainder of the Sqn moved back to the Echelon area.

A Sqn.

From Sep 25th to Oct 4th the Sqn was in reserve at 439869. The time being taken up in extensive training and careful checking of vehicles and equipment.

The Derbyshire Yeomanry lent the Sqn a Daimler AC to the Sqn for a short period and classes were held on this vehicle and the 2pdr gun. The 1st RB also gave 6pdr classes to 10 men of the Sqn.

The recce Tps of the Wiltshire and Warwickshire Yeomanry were also instructed during this period.

Attention was also given to the instruction of Tp Ldrs in Column Warfare which appeared to have become important.

B Sqn.

We were relieved by Major St George's Sqn of the HCR. For four days before this we had had some of his Tp Ldrs out on patrol with our Tps.

1100 – the hand over was complete and the Sqn was concentrated at SHQ. The Sqn had to supply 8 wireless cars for communication, so these went off with the Sqn Ldr and Mr Cockbain who went out on the scheme.

1500 – the rest of the Sqn went under Capt Horsford to the B3 area.

28/1/43

RHQ.

Jan 28th – Feb 28th.

During this period it was decided to reorganise the Regt on lines more suitable for operations in enclosed country.

Sqns were to be composed of:-

Four Tps each of two Daimler ACs and one Dingo Scout Car, One Tp of three Jeeps, One Scout Tp of four White Scout Cars each holding 6 men.

These vehicles were issued and training carried out. 160 ORs were sent back to act as ferrying party.

On 31st January the Commander 8th Army held a Church parade in Tripoli. The Regt was present and had the honour of heading the March Past.

On the 4th February the Regt found a detachment of ACs for the ceremonial parade in honour of Mr Churchill's visit.

A Tp of C Sqn and one of B Sqn acted as escort to Mr Churchill. The parade was held in Tripoli.

A Sqn.

Sqn moved to BOASCA MUSSOLINI at 1500 hours and were settled in by nightfall. Again an extremely wet day and damp amongst the trees in which the Sqn was situated.

B Sqn.

Jan 28th – Feb 28th.

Remained in rest and refitted. We altered our organisation to Tps of 2 Daimler ACs and 1 Dingo. We also had one Scout Tp of 1 Dingo and 4 White Scout cars with 6 men in each.

During this time Capt Horsford went to Cairo to hospital, Capt Lockett took over Adjutant and Lt Pring went to RHQ. Tps were organised as:-

1Tp Sgt Matheson

2Tp Sgt Lyon, with Lt Welles Cole under instruction

3Tp Lt Clarke

4Tp Lt Copeland, with Lt Burridge under instruction

Scout Lt Newton.



pictures courtesy Martyn Tasker (unknown source)
Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
A Daimler Scout Car F 207157, of 11Hussars Circa 1944



February 1943	<p>C Sqn. Throughout February we reorganised and trained for the next phase which we expected to be in hilly country and on narrow tracks. With that object in view we were reorganised on a basis of four Tps each of 2 Daimlers and one Dingo, a Scout Tp of four sections, each capable of taking to their feet, protecting themselves with Bren guns and communicating on a No. 18 (Pack) set; and a Jeep Tp of three jeeps capable of long-range recce. February 1943</p> <p>(EDITED).....</p> <p>The Regt complete spent this period in the BOSCA MUSSOLINI, 30 odd kilos from Tripoli, living under canvas, unpleasant with several days of heavy rain. The time was programmed into training, re-organisation and recreation. The men were also allowed into Tripoli approximately twice a week, but as nothing could be obtained there, and there were no recreational amusements in the early days, the men soon became bored with these trips. Later, however the shops were opened and contained nothing useful at fabulous prices, while a good cinema opened, this the men enjoyed. The training and re-equipment of the Regt took on a new phase, operating in close country needing a new organisation. Armoured Car Tps were equipped with the Daimler AC (2) and one Daimler Scout car, it being considered essential that for road work, vehicles capable of being driven in reverse should be used. And the Dingo presented a small target, often as an advantage to the leading vehicle of a Tp. Further to this it was considered that dismounted parties would often be essential for the gaining of information and the Scout Tps in Sqns was also formed. This Tp to consist of 4 sections per Tp, each section of 6 men carried in a White Scout car and with an Infantry No. 18 set for the passing back of information. When AC Tps became held up, these sections would be dismounted and working forwards or to a flank obtain the necessary information. Training therefore in Infantry tactics and the use of the 18 set and 2pdr gun became necessary. Also considerable training in driving and maintenance of the Daimler had to be done, this engine having a fluid flywheel and being differently driven to other vehicles. After commencement of training, troops were taken back to Benghazi for car ferrying parties. Captain Petch DCM commanded this party, consisting of 50 men from each Sqn. Training therefore became extremely difficult.</p> <p>(EDITED).....</p>
3/3/43	<p>C Sqn. The day was spent in recce of our area. The country was hilly with some cultivation and occasional olive or palm groves, but not bad for Daimlers which so far were performing well over rough ground. At about 1800 hours two Tps were called in as a small scale attack by German and Italian troops had started in the northern sector. 1Tp and 3Tp went to SIDI MAKRELOUF to await events and at 2130 hours were ordered to go about 5 miles North. It was very dark and they had considerable difficulty but made the area soon after midnight.</p>
8/3/43	<p>RHQ. Resumed march at 0700 hours and arrived MEDENINE at 1200 hours. Came under orders 7th Armd Div. C Sqn. Mar 8th – 12th. Remained in same area – training. Remainder of Regt came up and we reverted to their command. A Sqn. We left at 0700 hours and arrived at E7380 at 1310 hours where we were just East of 7th Armd Div HQ, to be held in reserve for at least a week. The Daimler cars had gone well on the journey but the wireless sets had given trouble.</p> <p>(EDITED).....</p>



10/3/43

B Sqn.

10th Mar to 18th Mar.

We remained in the line during this period and very little happened. The enemy were in the hills so we saw them only occasionally.

The patrols for the first two days used to come into SHQ for the night, but after that they stayed with Infantry who were holding the line round MEDENINE, and went out at first light.

On the 16th 3Tp under Sgt Smith ran into a small German patrol on their way out to their patrol position. The German patrol had the surprise and opened fire at short range with small arms. Sgt Smith was hit in the eye. This caused some disorder in the Tp during which the Germans managed to get away. Sgt Smith was brought into SHQ and Sgt Richmond with the Daimler and the **Dingo** remained on patrol. When Sgt Smith arrived he was immediately sent away by the doctor to the nearest MDS. He was not too bad but unfortunately the doctor thought he would loose his left eye. 2Tp was then sent out to relieve Sgt Richmond who came into SHQ. Lt Wells Cole then took over 3Tp in place of Sgt Smith.

(EDITED).....



pictures courtesy Martyn Tasker (unknown source)
Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
A Daimler Armoured Car of 11Hussars,
Circa 1944



17/3/43	C Sqn. 2Tp sent out on the same job with a party of RE's. They worked all day but in the evening, although they had only made about 3 miles, the Dingo went up injuring LCpl Woodward (broken leg and face lacerations). The driver was ok. They stayed out all night and were relieved next morning by the Royals.
18/3/43	(EDITED) B Sqn. We handed over to B Sqn 12th Lancers (Major Speke MC) and the Sqn moved down just South of the PAPAHOON road. Remained there for the day. A Sqn. 2Tp and 3Tp on patrol in same position. The Sqn is getting slightly bored looking like a cud-face when there do not even appear to be any enemy to interest one. Considerable maintenance was carried out as the drivers began to discover the points to which particular attention should be paid on a Daimler AC. Every effort was made to beg, borrow or steal guns for the Dingos and Jeeps which are equipped with one miserable Bren gun each. Capt Crankshaw and Sgt Mitchell were very successful scroungers and we soon had 1Tp Dingo (Cpl Drew) fitted with a .5 Browning from the RAF and 2Tp had twin Brens on their Dingo . 5Tp went out on training every day practising walking, using cover, working No. 18 sets etc. Except for explosions caused by our Infantry taking up mines in the hills SE of KREDDACHE our patrols reported no movement seen.



pictures courtesy Martyn Tasker (unknown source)
Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
A Daimler Armoured Car of 11Hussars, fitted with a little john adaptor
Circa 1944



27/3/43

(EDITED).....

A Sqn.

The Guards Bde were told to hold the same line – and the North of it – as our 2 patrols, so 3Tp were able to hand over their position at 0800 hours and 2Tp were ordered to stay put but to keep in touch with the left of the Grenadiers who were on the left of the Bde.

A draft of 14 men were sent to the Sqn. They seemed good fellows – one looked about 14 years old, but we did not look at his teeth. They were short of training, so Sgt Turner (2Tp) and Cpl Drew (1Tp) were sent back to instruct them in MT, gunnery, elementary wireless and 11th Hussars ideas. And, at the same time, to command the Sqn's two spare ACs on the Echelon. Finding one's way about in this country is very different to the Western Desert and all agreed that it was much easier to navigate on "the blue" than to find one's way along a maze of tracks, very few of which were marked on the map, and trust in being directed by soldiers who never seem to know the name of their CO in most regiments around us.

1Tp went out at 1700 hours to relieve 2Tp. Sgt Trumper went on to get the lie of the land in his **dingo**, leaving his Tp on the road. Both Tps leaguered for the night at E6486.

The baths at the French barracks at MEDENINE proved a great boon and a large party was sent in daily. The Sqn Ldr was unfortunate enough to arrive there one evening when the Sisters from the Divisional CCS were in occupation. The mornings are getting lighter as summer draws near and SSM Moore has the Sqn out of bed earlier every day.



pictures courtesy D.W Streader

Photographer: DW Streader

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45

Description: Daimler armoured car 11Hussars PAO, D Squadron , Germany 1944.



9/4/43

RHQ.

(EDITED).....

At 1530 hours 4Tp reported MET moving East along the road between 5036 and 5535 – first 10 and then more than 50. SHQ moved to his position and it was seen that all three tracks at 5535, 5533 and 5529 were carrying a steady stream of traffic East to the junction at SIDI AGAREB. This junction was made the objective of the Div with the object of cutting off all traffic on the 3 tracks.

Progress was especially slow and 4Tp, later followed by SHQ, went out to track at 5328 to harass and delay. Two Tigers and MET at 4025. 5Tp went to 4824 in his **Dingo** to fill the gap. Unfortunately by this time we were short of cars. Our two reserves only just arrived and were with B1 as also was 1Tp held up on a narrow track. The forward and rear link and one Daimler and one **Dingo** were all there were to harass the road.

4Tp went to the East at 5328 whilst SHQ went to 5328. 4Tp at first drew a blank but SHQ met a tank towing a lorry. An OP from 3rd RHA in a Honey tank with a gun strengthened our forces and after a running fight got the tank and crew, an M13 of the ARIETE Div. Three or four other lorries were engaged in the same area and these were hastily evacuated by their owners, most of whom made their escape in the very rough ground. Nine PoW were taken.

5Tp reported further MET moving East along the track at about 5029. 4Tp with his Daimler joined SHQ and stayed back to destroy the M13 with his 2pdr as HACs could not do this. SHQ then went West to the ridge to look for the MET reported by 5Tp. They met it just over the top – a column of 30 to 40 German lorries – the head only 300 yards away.

The column was immediately engaged with good effect, all the leading lorries turning tail and many of the crews bailing out. 4Tp was called up to assist and as he did so forward link had a stoppage and moved back 100 yards to clear it and to collect the OP who did not know what was going on. Lt de Wend Fenton unfortunately did not see the enemy and went right over the top of the hill onto an A/Tk gun. He stopped and engaged it, but after a few rounds an A/Tk shell pierced the turret, killing Lt Fenton and wounding the other two crew, Tpr Pettit and Tpr Webb, both of whom were picked up by SHQ.

After this it was decided to withdraw – which we did just before dark. We were fired on by our own tanks on the way in, but no damage. The wounded were taken over by RMO of 3rd RHA. 3Tp coming in went over a bank and turned over, but without damage. The crew slept by their **Dingo** and it was corrected early next morning.

A Sqn.

(EDITED).....

At 1100 hours 4Tp Lt Wingfield Digby was sent into MAHARES to link up with 51st Div; he was withdrawn in the afternoon from this attractive fishing village.

2Tp were coping with Sgt Hall's car which had broken down and 1Tp were ordered at 1200 hours to take over as leading Tp from 3Tp who were low in petrol after the action in the olive groves.

Lt Williamson in his **Dingo** with 1 Scout car Cpl Pearce had been despatched to act as a link with 51st Div who were slowly advancing up the coast road.

(EDITED).....

These two Tps carried on down the track until they came on to the metalled road and at U5322 4Tp was fired on by an 88mm and had to get back behind a ridge. This 88 was engaged by our guns and immediately about 8 lorries came out of a wadi about 3 miles in front of 4Tp and withdrew North along the road.

4Tp **Dingo** would not start and 3Tp carried on down the road. He went for about 4 miles and came under Breda and MG fire from both sides of the road. He fell back a bit while 22nd Armd Bde was coming up behind. He was fired on again, this time by an 88mm so he got off the road and tried to work up amongst the trees.

By this time the tanks of the 22nd Armd Bde and also their B1 lorries who seemed to have put on a spurt and gone through the tanks, had come up and the enemy opened up with about 4 guns. The Tp had to drop back a bit, and remained in observation for the rest of the day while the battle went on until dark.

At last light the Sqn stayed at U5625 and 3Tp came in. By this time 2Tp and 4Tp each had only one Daimler left.



11/4/43

RHQ.

(EDITED).....

A Sqn.

I hoped to advance at first light to gain contact but higher authority would not allow it. SHQ and 4Tp moved forward to CHEBBA where we had breakfast.

At 0700 hours the starter dropped his flag and 1Tp with Cpl Williamson's Scout section moved on and by 1100 hours had reached KSOUN ESAF from where I was not allowed to let them go on. SHQ had tried a cross country way, owing to the mines on the main road, but got badly stuck in mud out of which the Daimlers pulled better than the Humber's. At 1130 hours we were told that the KDG's were to take over our line and the Regt was to concentrate right back at U7863 20 miles South of EL DJEM – why in the hell? Not to be done down, however, we put in a quick bathe near RASS SALAKTA and arrived at the concentration area at 1500 hours.

(EDITED).....



pictures courtesy D.W Streader

Photographer: DW Streader

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45

Description: Daimler armoured car 11Hussars PAO, D Squadron ,crew, presumably the driver is in the front with commander on left and gunner on right with troop leader central.

1944.



18/4/43

RHQ.

Remained in Div reserve, less A Sqn.

A Sqn.

Everything seemed very quiet and church services were held in the open without interruption and the men were able to wash clothes in a nearby wadi with running water. Capt Wingfield Digby, who had done invaluable work in the Sqn as a Tp Ldr since EL ALAMEIN was transferred to B Sqn – his old Sqn.

In the afternoon there was a Sqn Ldr's conference at RHQ to discuss the present establishment of ACs, Dingos, Jeeps etc in a Sqn. It was decided:-BLOCKQUOTE

a) that 5 AC Tps were essential.

b) that the Dingo was invaluable in enclosed country and the ideal Tp was 2 Daimler ACs and a Dingo in enclosed country and 2 Daimler ACs and possibly a Humber on the desert – anyhow 3 ACs of sorts.

c) that in the case of 2 Daimler ACs and a Dingo it was essential to have at least one Daimler with the Echelon to replace any casualty – a Tp of 1 Daimler and a Dingo could not be considered workable except as liaison or in an emergency. At least three more DACs per Sqn should be available on B2 Echelon.

d) that the Scout Tp should consist of 3 or at the most 4 Scout cars commanded by an officer in a Dingo who, when his cars are attached to AC Tps during operations, should be used for liaison duties.

e) that the Jeep Tp should be abolished.

f) that Sqn HQ should consist of 4 HACs as at present with 1 or possibly 2 Jeeps.

(EDITED).....



pictures courtesy D.W Streader

Photographer: DW Streader

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45

Description: Daimler armoured car 11Hussars PAO, D Squadron ,crew.,
1944.



20/4/43

RHQ.

Remained in Div reserve, less A Sqn.

A Sqn.

1Tp got badly stuck on their way out and had to have both their ACs hauled out by a 22nd Armd Bde Scammel. 2Tp took over their role and by 0700 hours were in observation in the area P0884. For 3 hours 2Tp was shelled spasmodically and during a hurried move overturned the **Dingo** (LCpl Atkinson) which was easily righted by Sgt Lovett and his scout section which was attached. 2Tp reported continuous movement of MET North and South at P0093, in all about 100 MET each way during the day.

(EDITED).....

2Tp had a very successful little action in the evening. A lorry was observed to go forward to P0584, drop some men on the ground and go away NW. Lt Garrard sent his **Dingo** LCpl Atkinson to try to capture them. The country between the Tps position is very flat and he had to cross 2 difficult wadis in the open ground and cover 2 miles in order to reach them; however he got up their position unobserved at 1800 hours and reported he could not see them. Suddenly the driver Tpr Bannocks saw over the side of the **Dingo** 20 Germans lying in the corn with rifles pointing at the **Dingo**. Both sides must have been equally surprised and it was a question of who should jump first. Atkinson could not depress his twin Bren guns enough so he fired over their heads hoping they would put up their hands, but no such luck; so he reversed 30 yards down the road and browned their position which must have caused some casualties but did not move them. If only LCpl Atkinson had had some hand grenades he could have gone back close to them and lobbed one or two over, which must have either hit them or made them give in, but unfortunately the **Dingos** are equipped neither with hand grenades or Tommy guns.

Lt Garrard ordered LCpl Atkinson to remain in observation until he could come up with his 2 ACs, which managed to cross both the wadis but were seen just as they were coming up to the **Dingo** over a ridge. The Tp was heavily shelled by a 75mm at very short range and was obliged to withdraw without getting any prisoners. It was a great pity, as 20 Jerry sappers in the act of laying mines would have been a good bag and the Tp could have known that they were obtained entirely by their own efforts instead of just picked up as strays.

One of the lessons was that all **Dingos** with AC Tps should carry grenades – they were fitted the very next day – and secondly that the **Dingo** is a very useful AFV in enclosed country because it is small and difficult to pick up.



pictures courtesy Martyn Tasker (unknown source)
Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
A Daimler Scout Car F ???33, of 11Hussars Circa 1944



22/4/43

RHQ.

(EDITED).....While waiting for support 2Tp picked up 5 German PoW at the farm. A German officer and 2 men had been on patrol the previous night and had been blown up on one of their own mines. A medical officer and his orderly were sent out but their vehicle had broken down and they had carried the wounded driver into the farm. Lt Williamson in his **Dingo** and Sgt Lovett with his White Scout car were sent to take the prisoners to Bde HQ for interrogation. They also took the Frenchman who owned the farm for being good enough to take in these Germans without telling us! Although Lt Garrard speaks fluent German he could get nothing out of them, no more could 7th Armd Div intelligence people. The Frenchman has since joined the Fighting French.

(EDITED).....



pictures courtesy D.W Streader
Photographer: DW Streader

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
Description: Daimler armoured car 11Hussars PAO, D Squadron
1944.



25/4/43

RHQ.

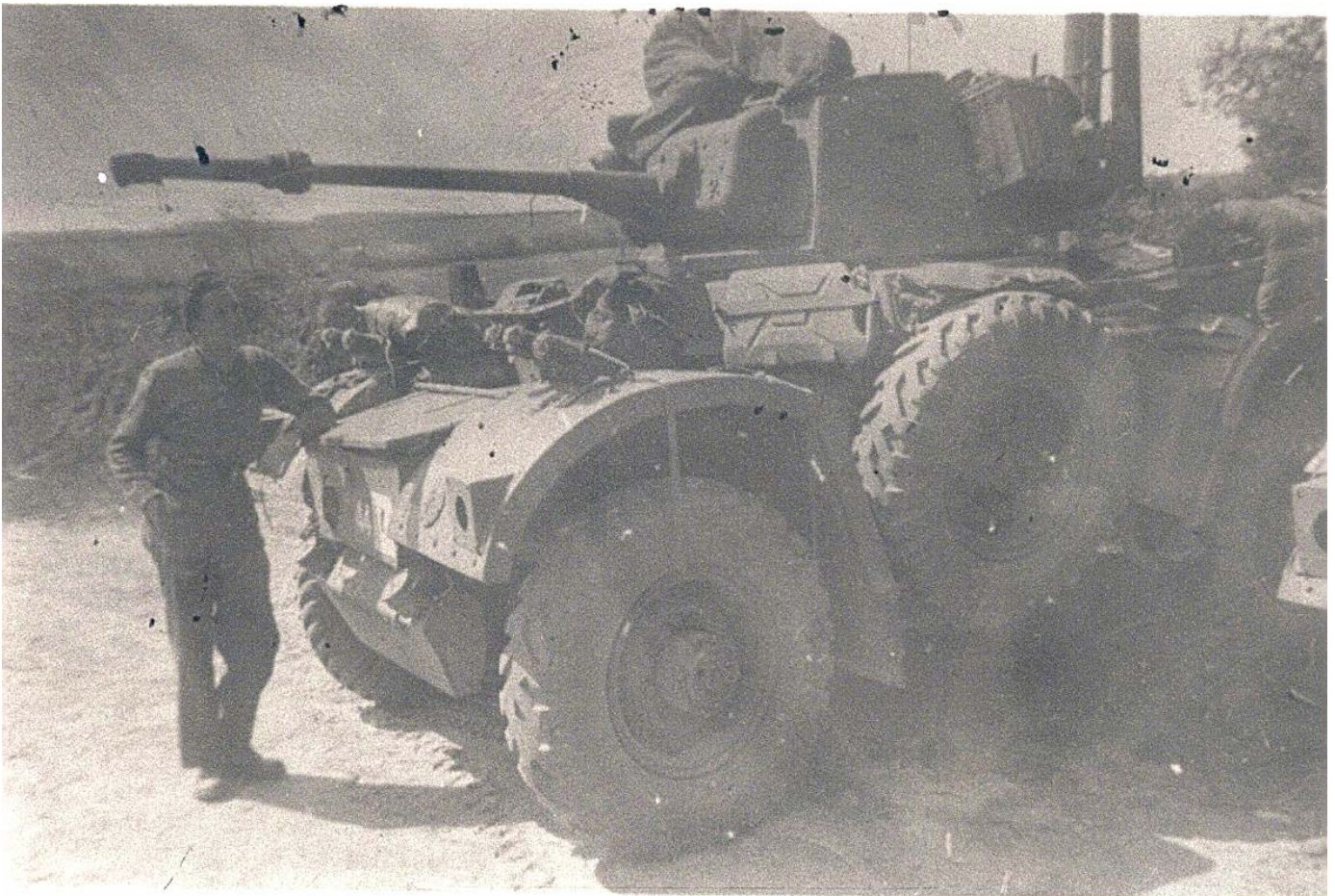
Easter Sunday. A divine Service was held in the morning. Remained in Div reserve less A Sqn.
A Sqn.

3Tp with a 5th RHA OP in a Stuart were at the old place at SIDI ZID with a Tp of Shermans within a mile behind. 1Tp were in support concealed in an olive grove near the X tracks P108822. SHQ was in the cactus at P118790.

3Tp had about 15 shells on their position but stuck it out and were left alone after that. It appears that until one actually moves the enemy are not quite certain that one is there and if one does not move off while they shell you they think you are not in that place. On the whole it pays to stick out the first deluge as they are very accurate following one round on the move.

Using the **Dingo** on a flank 3Tp Cpl Luke reported considerable movement during the day up and down the road at P0788 and the OP was able to direct the 5th RHA onto any movement and was so successful in dispersing groups of Germans that they all seemed to go away.

1Tp were able to report much MET movement on the road at P0588. It appeared that more stuff was going out of this "Thug" area. The general impression was that partly owing to the French Corps turning their right flank, the enemy were thinning out their line but leaving some well concealed and well positioned guns which were placed to receive less shelling than they could mete out. The Rifle Bde patrol on our right captured 3 miserable Germans which the Brigadier, who visited them, was proudly able to bring back on his **Dingo**.



pictures courtesy Martyn Tasker (unknown source)

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
Description: Daimler armoured car 11Hussars PAO, D Squadron
1944.



9/5/43

RHQ.

(EDITED).....

A Sqn.

At dawn 1Tp Sgt Green was sent out to try and contact the Americans and then work up to the T road at SIDI ATHMAN while 2Tp were to work up to the East of it. No Americans appeared to be coming from TEBOURBA and Sgt Green immediately pushed on with only his own car and his **Dingo**, Sgt Gullick's car had broken down, and reached the T road at 0730 hours having captured two 88's with crews (10 PoW) and 2 half tracks on his way. These guns having shelled us the night before had been shelled by our 25 pdrs and all the enemy moral appeared to be shattered. Some tanks were seen advancing down the road from MATEUR which turned out to belong to the American Armd Div who were directed on PORTO FARINA. Lt Williamson with 1 White had been sent to liase with the American HQ (US 2nd Corps) and had had to go to MATEUR. Lt Garrard was sent in a flash Mercedes staff car to liase with 1st British Div near DJEDEIDA.

(EDITED).....

19/9/43

A Sqn.

After ten fly ridden days spent in a filthy assembly area at TRIPOLI to complete 3 months rest and re-fit at HOMS; we set sail at last for EUROPE to bring Hitler's war to Hitler himself.

The Regt had never set out on an operation better equipped and a Sqn now consists of SHQ, five Troops of 2 DACs and **dingo** and a spare car for each Troop, a White Scout car Troop and a Troop of two 75mm guns mounted on half track Whites. So we not only have our old AC role but also light but highly mobile gunners and the Whites do Infantry and RE's work.

(EDITED).....



pictures courtesy D.W Streader



Jun 44 11th Hussar	(Prince Albert's Own)
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ORGANISATION AS ON OPENING OF OPERATIONS IN WESTERN EUROPE

(EDITED).....

Vehicles

3 Staghound ACs, 11 Daimler ACs, 10 Daimler Scout cars, 3 Humber Scout cars, 4 White Scout cars, 2 White half-track with 75mm guns and a normal complement of B vehicles.

8/6/44	<p>Sailed for France at 0600 hrs. The Captain and crew of the Bradford City proved most kind and helpful and in many cases offered their cabins for the officers to sleep in.</p> <p>B Sqn.</p> <p>The Sqn left ASHRIDGE at 0230 hrs to drive to our marshalling area prior to embarking. An Armd Car Sqn is now a much larger formation than before with 48 vehicles and 3 M/Cs and 143 all ranks including 9 officers. The Sqn consisted of:</p> <p>-1 Scout Tp of 2 Daimler scout cars and 5 White scout cars.</p> <p>'75 Tp of one Humber scout car and two half-track Whites mounting 75mm guns.</p> <p>Sqn HQ of 3 Staghound ACs, 2 HSCs, 1 DSC, 1 spare Daimler AC, 1 Humber AA car, 1 Jeep and 1 staff car.</p> <p>(EDITED).....</p> <p>Lt Burridge with LCpl Gormally had left ASHRIDGE on about 20th May to go on a small Regtl advance party due to land on D+2.</p> <p>After a tiresome drive through the suburbs of London, mostly in second gear, we arrived at our marshalling area – No 7 – at PURFLEET. Certain members of the Sqn including the Sqn Ldrs operator were able to say their final goodbyes to sweethearts despite the fact that we were so confined that the place was called STALAG IX.</p> <p>It was now brought back to us with a jerk that we were really about to leave ENGLAND. We had two days in the marshalling area; the final stage of waterproofing was completed.</p>
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Sergeant Berry MM and Bar
with 4 Troop C Squadron

Courtesy of the Trustees of the Imperial War Museum



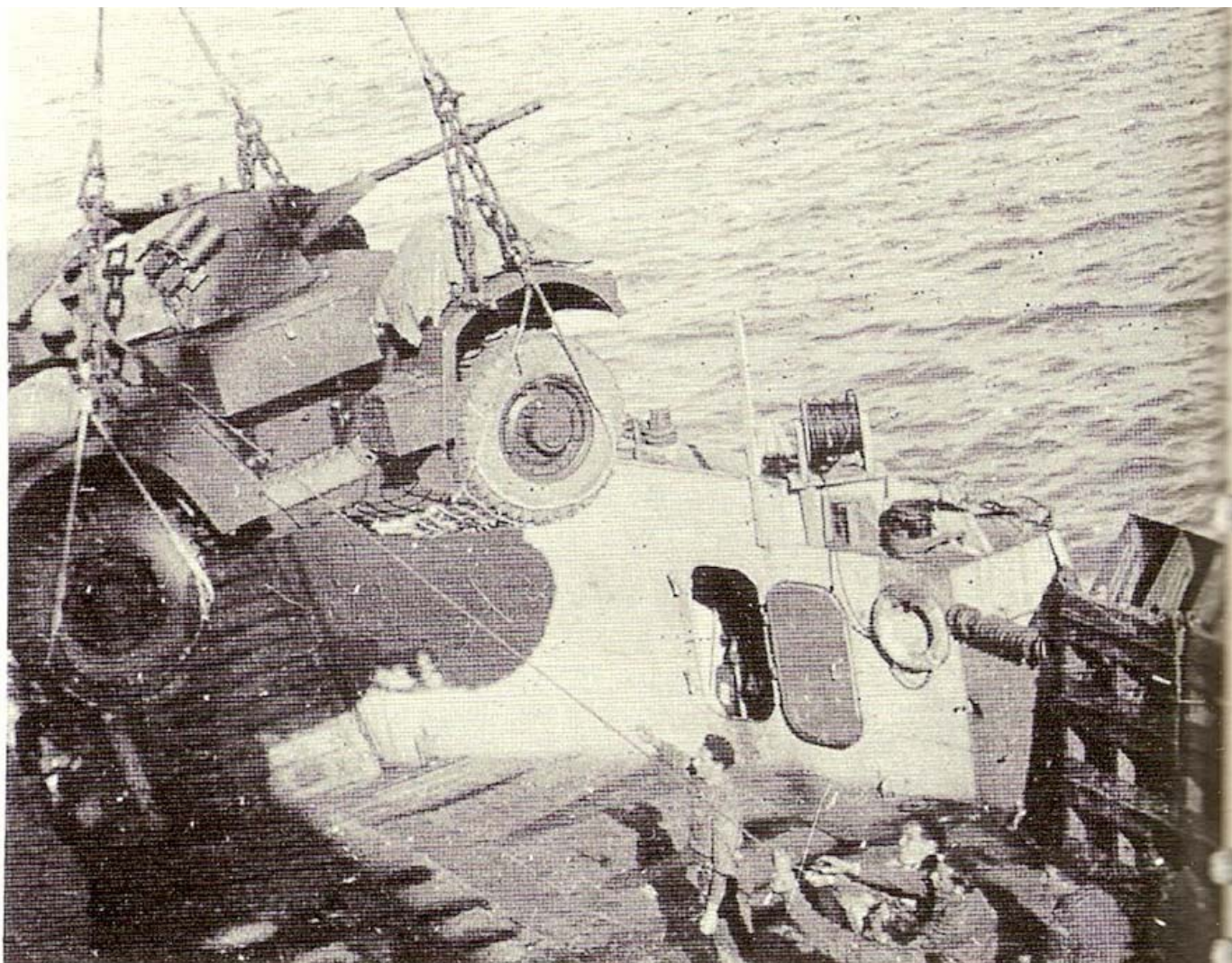
9/6/44

Anchored off the French coast at CONSEULLES 0700 hrs. Unloading was done by the Regt in co-operation with the ships crew and proved to be far quicker and more organised than the loading had been. First vehicles were ashore by 1600 hrs and a leaguer area was formed near RYES (850840). Our waterproofing proved most effective and no vehicles were drowned.

During the night a bomb was dropped by the leaguer area and 2Lt RD Horsfall (D Sqn) was wounded with shrapnel but remained on duty. The CO and Int. Officer visited Corps and were informed by the BGS that we were to carry on de-waterproofing and straightening out for the next two days. Advance party joined us.

C Sqn.

Arrived off French coast opposite small village of CONSEULLES, Normandy, by first light. Unloading of ships was behind hand due to bad weather on previous day. Two loads of LCTs were landed before dark and a further two left for shore just after dark but were delayed in the 1000 yard journey by an air raid and the artificial fog laid down by the Navy on these occasions. The AA was most impressive and there was a large fire a short way inland. Our LCT got us within 15 yards of dry land and put us into 3' 6" of water which was successfully waded by all except for one lorry which went into a shell hole and over 6 ft of water. A **Dingo** had the same misfortune the next day and went out of sight but was fished out by the Beach Grp who did great work. Both vehicles rejoined the following day, 3Tp also joined up.



pictures courtesy Martyn Tasker (unknown book source)

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
A Daimler Armoured Car, of 11Hussars being transferred to a landing craft prior to beaching in Normandy June 1944



12/6/44

Orders came through during the night that 7th Armd Div had made little progress and fighting was going on the lateral through TILLY and also there were some conflicting reports as to whether LA SENAUDIÈRE Xroad (7868) were open or not. C Sqn were therefore ordered to move out and recce on the right flank of 7th Armd Div. During the morning 5th US Corps made good progress on the right with very little opposition and 30 Corps Comdr decided to switch the axis of 7th Armd Div more to the West through LE BAS MOUGARD – ST PAULDU VERMAY – HONORINE DE DUCY - LIVRY and approach VILLERS BOCAGE from the West.

11th Hussars came under 7th Armd Div and were ordered to do advance guard until relieved by 8th Hussars and also do right flank guard. RHQ moved forward in the afternoon and leaguered in area HONORINE DE DUCY (7265) with D Sqn still in reserve. As 22nd Armd Bde were to continue on the following morning it was decided to put the Regt under their command.

C Sqn.

The plan was for the 7th Armd Div to advance down two tracks on the left through TILLY-SUR-SEULLES and SENAUDIÈRE towards VILLERS BOCAGE; for the Americans on the right to advance on CAUMONT from BALLEROY. C Sqn was to advance down the two tracks between LA BELLE EPINE and LA BUTTE. 50th Div could not quite make their objective of main road BALLEROY – TILLY SUR SEULLES having been counter attacked by tanks. 7th Armd Div tried to force the way down to the main road but were held up by unexpected opposition. 1Tp & 5Tp who were carrying out the Sqn role also advanced with 5Tp leading down through BERNIERES BOCAGE towards La SENAUDIÈRE. They encountered some of our own troops held up by some unknown opposition which 5Tp decided to test. The dingo led and advanced some way but was then fired on by A/Tk and MG fire at close range. 2Lt Esch in command of the Dingo made use of smoke and fired his twin K guns at the enemy with results that were unobserved but were sufficient to enable the Tp to withdraw unscathed. The A/Tk gun was on the road at the corner of the wood at 786693 and thereby prevented one reaching the start points of our tracks. 5Tp was therefore left to watch the road and 1Tp and 4Tp went back and round through FOLLIOT 8161 and across the river AURE. Meanwhile 7th Armd Div had been held up by strong opposition on both axes while the Americans had met with little or no resistance. 7th Armd Div was therefore moved on to our front through LA BUTTE 7969. I was trying to pass through LA BELLE EPINE and was held up in that area by Infantry across the road just South and was heavily shelled without result. Following reports of snipers in the area of SHQ a scout car patrolled the neighbourhood and searched the houses. They arrested a deserter from the German Army wearing civilian clothes. Later they found his uniform, paybook and rifle. He was handed over to Div HQ and dealt with.

During the afternoon 7th Armd Div advanced South through ST HONORINE DE DUCY to LA PAUMSENE and our role was changed to left flank guard. 3Tp went down the American axis to 3 miles then later 2 miles North of CAUMONT. 2Tp branched right to MITRECAEN and 4Tp went to LA CHAPELLE area. 3Tp reported enemy troops, A/Tk guns in CAUMONT. Other Tps made no contact.

Sqn HQ moved down to FOULOGNES, 1Tp and 5Tp were called into reserve, 2Tp and 3Tp remained in position for the night. The Americans put in an Infantry attack on CAUMONT shortly before dark which was not entirely successful though the capture was completed the following day.

D Sqn.

Moved at 1500 hrs to 840713. The Regt is now under 7th Armd Div once again. Moved on by devious route at 1900 hrs to LE MESNIL 820646. The CO returned at 2300 hrs and Sqn received orders to move at 0845 hrs 13th June.

Plan was to capture VILLERS BOCAGE, 4th CLY to advance from LA PAUMERIE to LIVRY to BRICQUESARD and down main road to VILLERS BOCAGE. This road was the 7th Armd Div axis. The Sqn was ordered to carry out flank protection and observation. 4Tp Sgt Keen was broken down at the previous halt and was not repaired in time to reach us on the 12th.





16/6/44	<p>Sqns carried out training in the morning and ran liberty truck to BAYEUX in the afternoon. 75 mm Gun Tp joined us after an uneventful crossing. B Sqn.</p> <p>Loading stated again at 0400 hrs. The Sqn Ldr and some Dingos went ashore in an LCT at about midday and joined Lt Young and the Scout Tp at the Corps concentration area at RYES. The remainder of the Sqn vehicles were loaded by 1530 hrs and only Capt Horsford, Lt Sivewright and Lt Campbell and a few men were left on the large ship. There was a big sea running and Tpr Worthington had a narrow escape from death dangling at the end of a rope ladder with the barge surging up and down beside the ship. Suddenly the barge began drifting away – the First Officer had cast her off and she was adrift without even an outboard; one can scarcely believe a man could do such a thing, and Capt Horsford's temper must have been taxed to a degree. The barge had an interesting trip, bumping an LST amidships and doing a '40 yarder' across the bows of a Liberty Ship which was going full speed ahead but was fortunately on a sand bar and making no progress. However a plucky pilot boat eventually came to the rescue and towed the barge to the shore, where we drove off and joined the remainder at the assembly area.</p> <p>The Sqn was complete in France except for a rear party of 12 men under Sgt Cobley still in England and coming with A Sqn, and the 3-ton lorries which had landed the previous day from another ship.</p>
18/7/44	<p>Regt moved off at approx 0700 hrs to cross the ORNE. By 1700 hrs B Sqn under command 22 Armd Bde, had crossed the river and by 1900 hrs RHQ and A Sqn had followed and leaguered in the area ST HONORINE LA CHARDONNERET 098714. During the night the enemy made air attacks on the bridgehead and A Sqn was bombed. Four ORs were killed and Lt Donald and Lt Micklem and 15 ORs wounded, five of whom died later of wounds. Lt Troup was wounded during the night whilst acting as LO to 11 Armd Div.</p> <p>C & D Sqns crossed the ORNE shortly before last light. A Sqn.</p> <p>At 0800 hrs the Sqn moved out behind 4th CLY. The intention was to cross the river ORNE and move down behind CLY through OUVERVILLE to DEMOUILLE and TOUR and then move on to the left of B Sqn who were covering the advance of 22nd Armd Bde. This plan did not materialise owing to the slowness of the advance and by 1800 hrs the Sqn had only just crossed the ORNE and so we moved down and spent the night at 105715.</p> <p>At 2300 hrs the enemy began bombing the general area. One aircraft dropped three bombs in the middle of the Sqn leaguer area. These bombs inflicted 17 casualties on the Sqn.</p> <p>Killed:- LCpl Daw LCpl Bannocks Tpr Femandel Tpr Robinson</p> <p>Wounded:- Lt Donald Lt Micklem Sgt Green L/Sgt Jellis Cpl Williamson Tpr Hannah Tpr Smith '41 Tpr Kimpton Tpr Farrar Tpr Wilkinson Tpr Griffiths Tpr Drummond LCpl Lea</p> <p>Cpl Williamson, Tpr Smith, Tpr Kimpton, Tpr Wilkinson and Tpr Drummond died the next day in 32 CCS. Also 1Tp DAC brewed up and a White Scout car, a White Half-track 75mm and a Humber scout car were badly damaged and had to be evacuated.</p> <p>B Sqn.</p> <p>We started off at daybreak immediately behind Bde HQ up the centre line called the Calf Route. The only excitement West of the ORNE was when a shell landed 3 yards away from the Jeep, not touching LCpl Cowell but killing a DR to whom he was talking. SSM Beard's AC caught fire but a brew up was averted.</p> <p>At 0820 hrs SHQ crossed the ORNE by "London Bridge" and moved up to Bde HQ. There was much confusion and crossing of centre lines as there were 3 Armd Divs trying to fan out on a 3 mile front. The bombing had been impressive to watch from behind but the results when we got up were devastating. We found two Germans still in bed in a dug-out apparently untouched but stone dead and presumably killed by blast.</p> <p>At 1200 hrs things were going well and the enemy must have been shattered by the initial bombing and barrage closely followed by tanks. When we got to ECOVILLE, 1Tp went out as right flank protection as there were Infantry in the woods. Sgt Richmond's car was unfortunately blown up on a</p>



British mine. LCpl Medcalf was the driver and the crew were unhurt. Here Lt Campbell found some Canadians so went along with them and eventually found their HQ in BAUCHELLES, the SE part of CAEN. This link between 8 Corps and the Canadian Corps was very useful. In the afternoon Lt Burrige went by himself in his **Dingo** to try and find the Guards Armd Div. He fluctuated for the rest of the day between their various HQs and provided some useful information. At 1600 hrs Bde HQ and B Sqn moved forward to just East of COVERVILLE and it was here that an unlucky shell hit LCpl Stokes in the chest and he had to be evacuated. Lt Burrige came in before dark we leaguered in front of Bde HQ as a sort of screen between COVERVILLE and GIBERVILLE. During the night there was much bombing by the Germans round our bridges and A Sqn took a heavy toll.

3/8/44

B Sqn carried on their role. The Infantry were able to make little progress owing to mortar and shell fire. 4th Dorsets tried to work round to the left with B Sqn Tp but made no progress. The Infantry working South from JURQUES failed to reach the PINCON plateau. D Sqn remained with 1st Rifle Brigade and 5 DG all day in area of Y roads and were also held up by stonking at X roads 766548. B Sqn. 5Tp went out to 2Tp on the JORQUES – ONDEFONTAINE road. Lt Burrige and Lt Sivewright soon discovered that the best way to work with the Infantry before a gap is made is to leave one's Tp a mile or ½ mile behind out of the immediate shelling area if possible, and to go forward to liase etc. in one's **Dingo** which is also much more suitable for negotiating traffic in. These two Tps remained out all day under regular mortaring and shelling with the Infantry who were able to make no progress at all. In the evening Lt Burrige tried to find a way round to the left with 4th Dorsets but was unable to make any progress. 3Tp had an uncomfortable day and were shifted around a bit by shelling; Lt Chapman in his **Dingo** went right forward to the leading Coy of the DCLI who were trying to scale the hill. 2Tp and 5Tp spent the night together, and 3Tp with the Infantry. The rest of the Sqn slept in a sunken lane which was almost shell and bomb proof. Poor Tpr Humphrey in the Scout Tp was killed by a mortar that day, one could not want a better man. **(EDITED)**.....

11/8/44

A Sqn were unable to make further progress owing to mines and enemy Infantry and guns. A Sqn. The intention remained the same. Four troops were in use. 4Tp to the crossing. 5Tp to the bridge 920432. 3Tp to the bridge 915405. 2Tp lying up in area CAUVILLE. To all intents and purposes the situation remained unchanged. No advance was made by us towards the bridges, and enemy guns and Infantry were in positions in strength all along the front. 3Tp used the 75mm gun Tp at Infantry position at 888418 but with little or no success. The road that 5Tp was using was eventually cleared of mine by the Scout section who had been assisted by the RE's. Unfortunately one **Daimler** AC was blown up, none of the crew injured. Enemy shelling was encountered the whole day on all sectors and a few prisoners were taken, some of them Yugoslavs. Tps returned to SHQ at last light and replenishment was carried out. B Sqn. **(EDITED)**.....



pictures courtesy Martyn Tasker (unknown source)
Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
A Daimler Scout Car, of 11Hussars having encountered a mine
Circa 1944



13/8/44

(EDITED).....

B Sqn.

At 1100 hours we were in the middle of a Sqn Ldrs conference discussing how to occupy the time to advantage during the few days rest when we suddenly placed at immediate notice. B Sqn moved at 1300 hours and was ordered to recce the crossings of the ORNE, South of THURY HARCOURT and at the same time act as left flank guard to the Corps who were advancing South to CONDE SUR NOIREAU. 5Tp on the left got as far East as CULEY LE PATREY and had a good view point from that area.

2Tp in the centre had a more adventuresome time. The Germans had left the area bristling with mines and Lt Burrige's car was blown up on the CAUVILLE ST LAMBERT road; he and both the driver LCpl Mayes and the operator LCpl Gormally were untouched. Later in the dark whilst trying to find another way round in his Dingo, Lt Burrige was standing only a few yards in front, guiding the driver onto a road, it was suddenly blown up but again he was untouched but for a bruised nose from a pack falling on it, Tpr Evans the driver was merely badly shaken. Perhaps Lt Burrige is going on George III's principle of "Give me lucky Generals, not good Generals".

On the right centre 1Tp found a good position at LA VARENDE and spent the evening finding friends and avoiding mines.

On the right we had a special request from the Corps Commander to recce the bridge at ST REMY. 3Tp went off as quickly as possible and, after leaving his Tp on high ground, Lt Chapman almost reached the bridge in his Dingo by midnight; civilians in a house just our side of the bridge were woken up by him and said that the bridge was held by Germans and that they had blown it, which was the information the Corps Commander required. The wireless through the trees was very difficult and 3Tp was out of touch for most of the night.

16/8/44

Lt Cousins and Lt Pybus joined D Sqn. Lt Richards joined A Sqn.

In the early morning orders were received from 7th Armd Div for the Regt to be ready to move with the Div to join 1st Corps East of the ORNE.

(EDITED).....

B Sqn.

We expected the day off but an early morning rumour that we were going over the ORNE under the Canadians turned out to be correct. 2Tp were now reformed with a new Daimler AC and a new Dingo. At 1300 hours the whole Regt moved to cross the ORNE and come under 1st Corps who were part of the Canadian Army. We crossed at AMAYE SUR ORNE and after careering on much further than we expected, and ended up, after passing through untold Canadian Echelons and leaguers, at SECQUEVILLE LA CAMPAGNE which was one of the most unsightly places we have seen; the wood had been bombed by our heavies or American heavies, presumably on our own troops as there were many brewed up British vehicles.

The orders for the next day were most ambitious and the information about the enemy was almost nil, and there was little more information of whom the Polish Armd Div was working on our front, and, naturally enough their English "was not", in most cases liaison was difficult; however Lt Nicholson somehow managed to get some useful information, and they also added that they were not going to write themselves off in some "blood and guts" show and their Div constituted the future breeding stock of Poland.

Tp Ldrs were not given their orders until midnight. The Regt was to advance on a three Sqn front in a northerly direction roughly between ST PIERRE SUR DIVES and on the right the river VIE; the country was supposed to be unoccupied, which in fact proved to be entirely incorrect. It was a ghastly night.

(EDITED).....



17/8/44

Sqns moved out at 0600 hrs. D Sqn moved across R DIVES at ST PIERRE SUR DIVES and B & C Sqns at JORT.
(EDITED).....
 C Sqn.
 Dawn – Sqn moved across R DIVES at JORT, 2Tp & 5Tp went to LIEURY which was reported clear but was found to be held by MGs. 2Tp and 5Tp gradually made their way through to trees at 277459 where 2Tp turned South towards TOTES while 5Tp continued East.
 By 1100 hours 5Tp was at 285460, 2Tp at 282450 and 1Tp at 287437. All were in visual contact with the enemy and 5Tp and 2Tp were both shooting at enemy Infantry in the fields but the country was very close and visibility limited.
 1145 hours – 2Tp caused a fire with their MGs in the village of TOTES and were shortly after engaged by A/Tk gun which caused the **Dingo** to overturn in a ditch while turning round. A Canadian Staghound in the area also got into trouble with its own phosphorous grenades going off – severely burning 2 of its crew. Tpr Russell, the **Dingo** driver, burned his hands in trying to extinguish the clothing of one of them. Our White Scout car evacuated all the casualties. The **Dingo** was later recovered intact.
 5Tp engaged the enemy in this area with 7Tp as well as his own MGs and got well amongst them. 1Tp came under heavy MG and sniping fire and also an A/Tk gun on the flank. 1Tp and 2Tp also used 7Tp on the enemy in their area.
 At 1645 hours 5Tp considered the enemy on his front had withdrawn sufficiently so advanced a few hundred yards. A civilian reported that the enemy had just pulled out and had left a man wounded in the earlier firing in a nearby house. The Scout section went and got him. White Scout car evacuated the PoW and took another on the way back.
 About 1900 hours 2 enemy guns, probably 75mm, fired about 40 – 50 rounds landing just behind SHQ and Gun Tp area. 1Tp and 2Tp got a cross section on these guns and 7Tp replied to them with an equal number of rounds.
 All Tps recalled after dark.
(EDITED).....



pictures courtesy D.W Streader

Photographer: DW Streader
 Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
 Description: Daimler armoured car 11Hussars PAO, D Squadron
 1944.



18/8/44

By 1200 hours 3Tp was approaching his objective from the North and 1Tp was coming in from the West. The X roads were seen to be held – men moving about and 2 Polish deserters came into 3Tp. Mines could also be seen on the road. An A/Tk gun, thought to be an SP at the time, suddenly opened up on 3Tp from the left flank and with its first shot destroyed the **Dingo**, which was the third vehicle in the Tp. Cpl Finch and Tpr Davies '18 were killed instantly. The two leading ACs were confined to the road by hedges and banks and were actually protected from the A/Tk gun which later proved to be a Mk IV tank with a 75mm long special gun. The **Dingo** was burning in the middle of the road, blocking it, but after a few minutes it rolled slowly forwards and off the road into the ditch. Lt Ballingal decided to try and drive back, passed the area covered by the A/Tk gun, using reverse steering. A very near miss which completely blinded the driver with dust and smoke put the car into the ditch (later recovered). At the same time a Bazooka from the X roads area knocked out and brewed up the leading car. The crews of both these cars got out OK and made it to the White Scout car which had kept in W/T touch with SHQ. 2Lt Esch with 1 DAC and 1 **Dingo** from 5Tp had joined the White and Lt Ballingal took a 38 (portable) set and went on foot to try and get observation on the gun which had done the damage. 7Tp shelled the area and also the area of the X roads. The following day when the enemy had withdrawn the gun was found to be a Mk IV Special tank which was abandoned. The nearest shell had been within 20 ft of the tank.

1Tp had meanwhile got as far as Pt. 128 2840 from where he got good observation, and a foot patrol forward to within 100 yards of the X roads. There he heard a rifle bolt being operated in a house nearby, also some enemy with an MG just to the South of the X roads. Sgt Davies, i/c Scout section, decided it was time to withdraw to the Tp from where he conducted a shoot with 7Tp on the enemy he had located.

(EDITED).....

The Gun Tp (7Tp) fired nearly 200 rounds per day. Each Tp and Scout section had been trained as OP and all opposition which could not be taken on with direct MG fire was engaged with indirect HE fire which in practically every case caused the enemy to withdraw.

The AC Troops had a difficult and dangerous task; which they carried out with great determination and gained valuable information locating and in some cases identifying the enemy. Altogether 11 PoW were taken and several others of the enemy, if not wounded, were very frightened. Nearly 100 mines were rendered harmless. Against this 2 men were killed and one DAC and one **Dingo** were lost and one man injured.

B Sqn.

(EDITED).....

21/8/44

(EDITED).....

5Tp on the left reached his position passing on the way 1 MT burning and another broken down also seeing signs and hearing reports of enemy in the woods on either side of the road. The bridge at 5380 was blown and impassable to traffic except bicycles and foot patrols.

2Tp crossed the river at FERVAQUES together with one Sqn of 5th RTR and one coy Rifle Brigade. The area was heavily shelled and mortared and Nebelwerfered one of which landed within less than 5 yards of Cpl Howard's White Scout car. Tpr Heinman was killed.

Towards evening FERVAQUES was counter-attacked by enemy tanks and Infantry. Owing to the limited size of our bridgehead over the river all 2Tp less the Tp Ldr in the **Dingo** were withdrawn.

1Tp reached his objective passing a derelict Tiger on the way, he patrolled South to 520737 and then due South for 1000 yards where there were reported to be enemy. This was confirmed and they were engaged by 7Tp. Results not observed.

5Tp had many enemy around them during the evening which they engaged with MG. One bicycle patrol of 6 approached to within revolver range of Lt Creaton who fired 5 rounds at 5 yards range without claiming a hit. The men escaped into the bushes but the bicycles were captured. Possibly the MG fire was more effective but results were hard to observe.

Fairly heavy shelling in SHQ area but luckily just wide. All Tps withdrawn for the night.

A Sqn.



22/8/44

(EDITED).....

A Sqn was sent to recce South of LISIEUX and also the bridges over the R D'ORBEC between LE ROCHRI and CHAPELLE YVON. They crossed the TOUQUES at ST MARTIN DE LA LIEUE and pushed South to ST CYR DU RONCHERI where they found the CHAPELLE YVON bridge blown. The bridge at ST PIERRE was reported by civilians to be prepared for demolition and held by Infantry.

Another patrol found the bridge at 576830 blown just as they reached it and at the same time heard the ST MAILLOC bridge go up. It was obvious that the enemy rearguards were blowing all bridges as soon as any of our patrols approached.

B Sqn again went with the leading Sqn of 1st RTR who were trying to reach the high ground NE of LISIEUX. Opposition proved very stiff all day and the Infantry (Queens) were unable to get on.

Eventually a Tp managed to slip into LISIEUX, shot up 2 MGs and seven snipers and then came out again.

C Sqn.

Three Tp Ldrs in **Dingo** took over FERVAQUES area. The Infantry were responsible for enlarging the bridgehead to one mile days before the Tp took over. This did not take place till after midday.

4Tp took over the right and went to bridge at 3373. The road was very narrow and close country on either side so progress was slow and for the most part was led by men on foot. It was not until 1600 hours that the bridge was finally reached on foot – it was very narrow and not up to much weight – also 3 tanks were heard on the far side and several enemy seen.

By this time progress was being made East from FERVAQUES and by 1610 hours 3Tp complete was at 559759 with 2Tp following up.

By 1735 hours they were at 365759 going through a thick forest and at 1822 hours they joined A Sqn who had come down from the North.

2Tp took over from 3Tp to try and reach X roads 393742. Country still very thick and shortly before the X roads noise of tanks was heard ahead. Tp Ldr Lt Wentworth Stanley went forward in the **Dingo** and when he was very close he dismounted and crawled along the hedge to try and see them. He was engaged by MG fire from the area X roads and was hit in the shoulder. He withdrew and was brought back to SHQ where the MO was waiting. His wound was not serious luckily missing all bones, nerves, etc. Tps were again withdrawn for the night.

A Sqn.

(EDITED).....

23/8/44

(EDITED).....

As it was found that all bridges reced the previous day had been blown the Sqn was ordered to recce the position in LISIEUX. 2Tp Lt Sutton advanced to LISIEUX from the South and found it held by the enemy. He met patrols of 1st RTR and the Queens on the southern outskirts of the town and they penetrated 1000 yards but were held up by an A/Tk gun on the X roads 586980 which was later knocked out. Street fighting and sniping was taking place between enemy Infantry and the 51st Highland Div in the North part of the town and enemy Infantry versus 131 Bde (Queens) in the South part of the town. 22nd Armd Bde (1st & 5th RTR and Skins) and 1st Btn rifle Bde were punching the enemy on the high ground SE of the town. The battle surged through the streets all day and Lt Sutton and his Tp were under constant fire from guns and small arms and was unable to make any advance despite trying several alternative routes. In so doing his **Daimler** Scout car was overturned whilst being fired on. He was ordered to proceed SE of the town and take up a position of observation behind 22nd Armd Bde and await an opportunity for a break through.

This did not materialise and at last light the position was much the same and all Tps were called into SHQ at 531844.

B Sqn.

We retired from our slightly exposed position of rest, as sixteen 88's were reported on the next ridge, to ST GERMAIN DE LIVET a most attractive village. We began to collect our small army of Maquis who proved to be very useful to us later on.

Cousins took over 4Tp.



24/8/44

(EDITED).....

C Sqn.

4Tp relieved 1Tp otherwise same patrol lines were taken as previous day.

5Tp on his start point encountered a large enemy half-track with 40 mm Flak gun on it. He engaged it with 2pdr and scored a hit on the front visor which was enough for the crew who surrendered with one badly wounded, (8 of them). They were from 185th Coy 3rd Pz Flak JUGEND. The half-track was otherwise undamaged and was returned to B3 Echelon.

By 1000 hours 3Tp was in sight of main road at 600872 and 4Tp and 5Tp were approaching it further to the East, 4Tp taking 4 PoW on the way.

4Tp went due East down the main road with the 'Skins' following up. Weather again very wet which interfered with the W/T but progress was rapid and by evening 4Tp was about 1 mile short of BRIONNE where he encountered road blocks and felled trees across the road and covered by A/Tk guns.

5Tp went NE towards PONT-AUTHOU. Here they had another encounter with a half-track which came out of a side turning behind the 2 leading DACs and the **Dingo** but in front of the White Scout car.

Before the DAC turrets could be traversed to the rear, the enemy had realized his error and reversed into a soap factory from which there was a side entrance from which he escaped.

SHQ concentrated complete in area X roads 912905 having advanced nearly 30 miles in the day and overtaken a fair amount of abandoned enemy material including one Tiger tank.

(EDITED).....



pictures courtesy D.W Streader

Photographer: DW Streader

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45

Description: Daimler armoured car 11Hussars PAO, D Squadron
Armed with a Little-John adaptor knocked out this Stug. Germany
1944.



27/8/44

(EDITED).....

5Tp in the centre were directed on ETREVILLE but very soon were switched to help 3Tp. 3Tp were on the left directed on BOURNEVILLE and Lt Chapman thought he had a better chance of getting there first and being more useful by going NW of it.

Civilian reports of enemy in BOURNEVILLE turned out to be true and by 1100 hours when Lt Chapman was North of the road he saw an enemy column coming along the road going West behind him. It was a lovely target and 3Tp knocked out 1 lorry and two 20mm, killing most of the crews; anything that came along the road got smartened up. But the Skins in their drive were flushing a lot of Infantry who retreated onto Lt Chapman who was well placed in the butts; but 3Tp, sited in an orchard, were forced to have all round protection with Sgt McGuire's car facing North, the Dingo – Cpl Purkiss East and only Lt Chapman's car facing South; at the critical moment with about 60 fat German Infantry only 50 yards away, practically running up the barrels of 3Tp's guns, Lt Chapman's Besa jammed, could not be fixed and before they knew where they were Germans were all around the cars; Sgt MacGuire's car had 3 bullets through the radiator, Cpl Purkiss had no field of fire for his K guns and there was nothing for it but to bale out North and then West which they did, driving across the fields.

5Tp were now told to go and support 3Tp but were held up by a bazooka which just missed Sgt Orchard's car, exploding in the bank beside him and half-blinding Tpr Stanier, his driver. Lt Sivewright had a stick grenade thrown at him which exploded on the turret of his car; he was quite undeterred. There appeared to be no other way round and in the meantime 3Tp were cut off with one car semi-immobile (Sgt McGuire did actually check the leaking radiator with porridge). The Skins were asked to help but it took nearly 3 hours to get this opportunist bazooka man shifted; after that 5Tp were seen through and got to 3Tp by 1700 hours.

Total bag – 25 killed, 28 PoW, two 20mm destroyed, 2 HDT destroyed, one 88mm knocked out.
D Sqn.

2Tp to Y junc 9797 and then North and reached position 2 miles South of BOURG-ACHARD which was held and which we stonked.

(EDITED).....



pictures courtesy Martyn Tasker (unknown book source)

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45

Description: Sergeant Jowett and his crew in Holland.

October 1944



1/9/44

(EDITED).....

C Sqn.

Sqn in reserve with RHQ until 0900 hours when we had already advanced about 20 miles or so. Our orders were to advance as fast as possible to the two bridges over the SOMME at ETOILE and LONG. 5Tp and 1Tp were directed on these two bridges with 3Tp following up. Our line of advance was to the right of the Div centre line. This was also the centre line of the 4th Armd Bde which we did not know at the time and they were ahead of us at first.

By 1140 hours 5Tp was at 892708 and reported he could see enemy Infantry marching North at 9274 on the other side of the river. 3Tp then came up to that point and 5Tp pushed on to see if he could get to the bridge. 5Tp had already been engaged by 2 guns, either 75's or 88's from the South side of the river, but as he went forward down the hill he managed to get out of their sight.

2Tp, who had the Tp Ldr's car damaged in a collision with a tank, was now under Sgt Davies and escorted the guns (7Tp) forward to 885672 to try and engage the enemy on the far side of the river. Their first target were 2 enemy MT, one towing a gun, over open sights at about 1 mile range, but these MT got into a wood.

By 1220 hours 1Tp had arrived at 879739 together with some tanks of the Greys. 3Tp was receiving regular reports from civilians of 2 A/Tk guns just ahead. As the leading car, Lt Esch, rounded the corner he was fired on by an A/Tk gun from the bridge itself. A second shot hit the front wheel and went right through the spare wheel and out through the back wheel. The crew got out ok in spite of the sniping from the houses around. The car was later salvaged and repaired.

1Tp together with a Tp of Greys tanks advanced on to their bridges – of which there were 3 – and managed to get across in spite of considerable opposition. There was also a large crater in the road and the third bridge was wooden and barely able to take tanks. 1Tp started to fill in the crater which was rapidly becoming impassable when a mortar shell landed among the party wounding five of them. Tprs Horrigan, Longlands, Leeming, Coldray and Parsons, the latter 3 slightly and they returned to the unit after treatment. Tpr Horrigan was fairly bad with wounds in the arm and leg. Tpr Horrigan had been an AC driver since the first day of the war and had invariably refused a rest or a change. He was never sick or sorry throughout the entire 5 years and was a magnificent example to all. It has since been heard that he is going on alright in hospital. Tpr Longlands had also recently refused to rest, having been a **Dingo** driver in 1Tp all through Italy and since landing in France. They were all evacuated back to SHQ in the White and the rest of the Tp remained in position by the bridge.

5Tp's bridge at ETOILE was blown and he took 7 PoW of which 2 were Russians and 5 from 331 and 346 Div. The Sqn was placed under 4th Armd Bde but had the same role and by 1300 hours it was clear there was no further advance to be made on our front as the LONGPRE bridge got blocked by a tank stuck on it.

In the afternoon 4th Armd Bde with the Sqn still attached was ordered to cross the SOMME at AMIENS and were to go North just short of FLESSELLES. We arrived there just before midnight after an uneventful journey though a few German planes flew over and during the night a lone flying-bomb going south.

(EDITED).....





3/9/44

(EDITED).....

C Sqn.

Regt role was left flank guard to the Div and nothing was known of the enemy except that ST POL was held and that 1st RTR had by-passed it to the West. Our start points were 105127, 075151 and 052770 directed NE with 1Tp, 4Tp and 5Tp respectively. The route to the start point was not known but had to pass through the small village of LA CROISSETTE which was reached by about 0800 hours. The road from the South having been blocked by bomb craters on a flying bomb site which was completely destroyed.

1Tp passed through the village and 5Tp entered it contacting the BHQ of the Welsh Fusiliers. At the West end of the village Lt Creaton, who was leading, suddenly found himself amongst a number of enemy with an A/Tk gun. What occurred next is not fully known but according to civilians, the Germans promptly put up their hands. Lt Creaton covered them with his Sten gun. The Dingo was just behind the Tp Ldr's car but the third car, Lt Esch Daimler, had been stopped by some Fusiliers to tell him (rather late in the day) that there were some enemy there.

Firing suddenly broke out ahead of Lt Esch and he went forward to investigate. As he came round the corner he saw the crew of the Dingo being marched away by Germans, also a vehicle on fire which he believed to be Lt Creaton's car, though later it was found to be a German lorry; at the same time the A/Tk gun was swung round towards his car, he reversed back around the corner.

It took a long time to organise an attack on the enemy with the Infantry and by the time it went in the enemy had departed. Lt Creaton had been shot in the head and died instantly, the AC and the Dingo and the rest of the crews had gone. Lt Creaton had a magnificent record of Tp leading; which had started before the fall of TUNIS, carried on all through Italy and since landing in France. He was exceptionally brave and thorough and very accurate in all his reports. His loss was a great blow to all who knew him; he was a first class officer in every respect and most popular. It seems likely that his death was a typical act of German treachery, either it was one of those who had surrendered who shot him, or else some unseen enemy on which those who had raised their hands, promptly lowered them and attacked the remainder of the Tp. The full story will not be known until those who were made prisoners are recaptured.

1Tp who had passed through the village just before got up to X roads 139160 where 1st RTR had already passed through. 4Tp was pulled back SE to FLERS where he took 4 PoW. The remainder of 5Tp stayed at LA CROISSETTE. Rev Wingfield Digby, who was a close friend of Lt Creaton, kindly came up during the afternoon and conducted a short service over his grave.

3Tp went to area 135110 to get observation on the main road running West from ST POL. Thus our role was changed from advancing NE to facing due West. The Div CL was switched to East of ST POL. The Tps remained in that position until evening. 1Tp was approached from the NE by a number of German Infantry and a lorry. Sgt Mitchell allowed them to approach close before he and Cpl Palmer opened up with 2pdr and Besa; a hit on the engine of the German lorry practically broke the lorry in half. Although they took 16 PoW of which 9 were wounded – 2 too badly hit to move so had to be left. Sqn was ordered to withdraw as 43 Div were now well in area, and had to rejoin the Regt who were now about 30 miles ahead. We went until dark but 1Tp and 3Tp were still far behind so we halted for the night.

(EDITED).....





6/9/44

RHQ.

This was an exiting day with GHENT still held be the enemy, and large numbers of enemy Infantry trying
(EDITED).....

C Sqn.

5Tp went up the main road towards GHENT as far as 176764 the area of the road block which they had been told by civvies was clear. It was, except for 3 Germans with Spandau – who were captured. 3Tp meantime was directed on X roads 105745 which he reached by 0900 hours and contacted B Sqn after which he was withdrawn.

An enemy 88mm on tow with 20 Germans and Spandaus was wandering about SHQ area; first of all to our West then only 500 yards to the North but just out of sight and finally 1 mile to the West after which it went away to the NE. Several patrols went out to contact it following regular civvy reports but were all just too late.

At 0940 hours 5Tp was directed North towards the next main road at 145764. He passed a brand new abandoned flying bomb base on the way and reached main road at 1125 hours. He then went West towards B Sqn and took 1 wounded PoW.

At 1430 hours the enemy were once more infiltrating into the area from the West. It was decided to blow the bridges on the canal in DEYNZE and between DEYNZE and GHENT. 5Tp Ldr returned in the **Dingo** to contact RE's at 089685 while 3Tp was directed SW down the main road from DEYNZE, 1Tp due South down the secondary road and 4Tp South from X roads 068698. 3Tp after going 3 miles was called back to escort and protect some RE's while they blew the bridges in DEYNZE. On the way back they observed a column of HDT about 1 mile to his West – the carts having crossed the canal over the rail bridge at 011729. Lt Ballingal waited for them to come close and then opened up with MG. The result was complete chaos and though 3Tp could not wait to count the results a Gunner officer in the area said he saw 30 Germans fall and not rise again. The column was completely disorganised and scattered. 3Tp then contacted the RE's who prepared to demolish the bridges.

SHQ had meantime observed a number of Germans approaching their position at 089685 from the West. It was during a conference with the CO and OC B Sqn. There was a certain amount of MG fire and soon 2 or 3 PoW were taken by a Scout section of B Sqn about 100 yards away. One of these was a German Sgt-Major who said if we would let him go back to his comrades he would bring in 80 more – which after a short delay he duly did.

5Tp took his RE's to the bridges at 160780 and 164784 – both of which were already blown so he was sent to the rail bridge at 011730 which was known to be in use. 1Tp went to 052678 where he encountered 3 German lorries – the first he brewed up with 2pdr and the other 2 he captured, but the crews baled out. One German was killed and 7 captured.

4Tp went to 072659 where he took 2 PoW and engaged 16 Germans but could not observe the result. 3Tp meantime in DEYNZE had placed his Scout section across the bridge to give warning of any enemy approaching, while the RE's were working on the bridge. A party of 3 German DRs and one staff car passed the Scout section and nearly reached the bridge. They were met by a burst of Besa from 3Tp which killed the DRs and damaged the staff car. The Scout section then withdrew and the bridge was blown. Unfortunately the blow was not complete as the concrete was reinforced but the second bridge was destroyed completely. 5Tp also fixed up their bridge and the whole Sqn finally withdrew South and East to GAVERE after midnight. L/Sgt Nash of 7Tp went on a foot recce and took 8 PoW. where he remained and acted as a link.

(EDITED).....



11/9/44	<p>A Sqn. In Regt reserve at RUISTRAAT. Capt JA Friend rejoined the Sqn as 2i/c and Lt Williamson took over 2Tp. B Sqn. Two Tps were out – 4Tp to VLIEGENSTAL and 1Tp to VRACENE. 1Tp had a clear run and remained in reserve at ZILLEBEKE for the morning. 4Tp found an MG nest which seemed to vanish when we stonked a hamlet half way up the road to HET FORT. VERREBROEK and HET FORT were both strongly held and progress was impossible. How much of the enemy were escaping North of the CALLOO – VERREBROEK flank guard it was hard to say. In the afternoon a gunner OP was sent to Lt Flood and in order to get observation on to VERREBROEK, Lt Flood went forward in his Dingo with 3 of his army of Maquis up to the hamlet which appeared to be clear; so he parked his Dingo behind a house and with the Maquis walked up the road. He had not gone 50 yards when heavy fire from behind him was opened up on his Dingo by 2 Breda MGs and a 20mm sited in the flood water on the West of the road. These guns then traversed left firing just over his head but luckily there was a slight slope which screened him. Then an MG opened up on him and he decided to take a header into the water; but the bullets followed him and he returned to the bank to slip back and cross the road to his Dingo, under cover of smoke from a burning haystack just by his Dingo. This was a lucky escape. For the remainder of the day Lt Nicholson who was with 4Tp, OP'd for the 4th RHA and at one time had the whole Regt firing on to VERREBROEK. At midday 5Tp relieved 1Tp and remained as a stop in VACRENE till dusk in spite of continual civilian reports of Tiger tanks and Infantry being there too. Sqn spent the night in the area of a chateau. (EDITED).....</p>
23/9/44	<p>(EDITED).....</p> <p>B Sqn. Capt J Lovett took over the Sqn temp and Lt Burrigge took over 2i/c. Lt R Preston, an officer of the Sherwood Foresters joined the Sqn under Lt Sivewright. Sgt McGuire took over 2Tp and Sgt Purkiss became Tp Sgt of 3Tp. Cpl Evans rejoined from hospital and took over the Dingo in 3Tp. 1Tp still away at Corps HQ. Regt moved to GREES, a miserable area in the woods South of MOLL. (EDITED).....</p>
6/10/44	<p>(EDITED).....</p> <p>C Sqn. LCpls Hayward, Jones, Dalloway and Tpr Smith, who had been captured when Lt Creaton was killed, returned to the Sqn after escaping. Lt Creaton was killed as supposed at the time. He was shot through the back of the head while accepting the surrender of another batch of Germans. After that there was considerable firing on both sides and the AC and Dingo between them destroyed 2 lorries and 1 staff car and at least 6 Germans killed and left on the ground. The AC was unfortunately jammed between 2 other vehicles on the road and could get neither forward or back. The Dingo reversed but there was insufficient room and it went into the ditch. When the AC had a bad stoppage, the crews were forced to surrender. They marched with the Germans for 4 days, about 60 miles or so. On the 5th day the guards were somewhat relaxed in the early hours of the morning and they all made their escape into a nearby wood. No search was made and by night all Germans had left. They made their way to the nearest French village, which had not yet been reached by our own troops, and was not in fact reached for 4 days, during which time a very good time was had by all. (EDITED).....</p>



7/10/44

(EDITED).....

C Sqn.

The Sqn moved out at first light to take over the LITH area. 1Tp went to area 428541 with 2 Scout sect on the canal embankment just to the North. The position had a fine look out over the dead flat polder country, but nothing was seen all day.

2Tp went to KESSEL where he received a report of 10 Germans in the area and shortly afterwards he saw half a dozen of them at X roads 387583. He engaged them with MG and they disappeared into a watery bed where they at any rate got wet.

5Tp was sent to assist and went to the X roads from the East. Nothing could be seen of the enemy so he moved on to MAREN where the Tp Ldr, Lt Esch, met them suddenly walking round the side of a house. The house was, as far as possible, surrounded by the 2 ACs, 1 **Dingo** and 1 White SC of 5Tp and later another AC and White of 2Tp. The country was flat all round the house, but a thick orchard and deep ditches made it difficult to spot the enemy.

The Scout Sect under LCpl Leeming attacked the orchard with hand grenades; while the ACs perforated the house with 2pdrs. After a bit of this 1 PoW was taken by the Scout sect, but others were believed to have got away to the South down a deep ditch. This was shortly confirmed by L/Sgt Woodhead who suddenly saw a man in a ditch about 20 yards away, aiming a bazooka at him. Luckily he got in a burst with MG before he fired.

The hunt was then transferred to a large field of turnips surrounded by 3 ACs and the Scout sect did 'beater' and after a bit flushed a covey of Jerries – one of which was 'winged', the remainder packing up. They (5 in all) proved to be the 16 SS Coy and stated that their patrol had originally been 7 men, so two got away somewhere. They acquired 2 Pz Faust, 2 spandaus and 1 Tommy gun. The MGs we gave to the local Resistance movement who much appreciated them.

2Tp moved to the South end of MAREN and 5Tp remained at the northern end. A few mortar shells landed in MAREN in the evening but without effect. All Tps withdrew to LITH for the night and formed a screen around the village. Quiet night.

(EDITED).....



pictures courtesy Martyn Tasker (unknown book source)

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45

Description: Daimler armoured car of D squadron enters St Niklaas, Sergeant H.Addis (later Major) and quartermaster in the 1960's is standing back view.

9th September 1944



8/10/44

C Sqn.

Thick fog until 1030 hours. 1Tp went to the same place as the previous day, 3Tp went to the South end of MAREN and 4Tp to the North end.

At 1230 hours, the Tp Ldr of 3Tp, Lt Ballingal, was watching over a bank and was surprised to see a German, or possibly two, appear only 5 yards away on the other side of the bank. Lt Ballingal quickly fired a burst of Sten and threw a grenade at him, as he disappeared over the other side – equally surprised. For a time, he could not be seen again until about 15 minutes later, coinciding with a visit by the Colonel, he was observed swimming across the river. Soon he came into full view on the opposite bank – stark naked and running for his life. Rifles, K Guns on the **Dingo** and Stens all opened up, but with more enthusiasm than accuracy and he finally disappeared over the far bank – definitely limping and holding his right leg, but still a runner.

A reliable civilian reported that the village of HET WILD was held by 400 Marines, manning the line of the road. All the guns of the Regt (8 x 75mm) were brought up to the area and the Sqn Ldr and 5Tp went to within about 1 mile due West of HET WILD from where a clear view was obtained. Three good targets of Germans walking about and looking up at us, and each one in turn was thoroughly and accurately subjected to about 100 rounds apiece. During this time no attempt was made to interfere with either the guns or the OP, so the dose was repeated with very satisfactory results including two large house fires, and houses which the Germans were seen to enter received direct hits. In all, about 700 rounds fell in the target area. All Tps withdrew to LITH.

(EDITED).....



pictures courtesy of <http://www.iwmcollections.org.uk>

Photographer: Mapham J (Sgt) No 5 Army Film & Photographic Unit

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45

Description: Daimler armoured car, Sergeant Berry (MM and bar) and crews of 1st Troop, 'C' Squadron, 11th Hussars, 22 September 1944.



22/10/44

RHQ.

53 Div attacked from OSS and HEESCH, and 131 Bde from VEGHEL, all towards S'HERTOGENBOSCH. The Regt came under command 53 Div for this operation, providing right flank protection by observation. A Sqn patrolled to MAREN and met a party estimated 12 – 20 enemy. In the attempt to clear these, Cpl Aris and Tpr Neal were killed and later Sgt Poynton's car was KO'd by a bazooka; he was killed and his crew wounded and PoW, later recaptured in S'HERTOGENBOSCH. His body was recovered the following day by the O.D.

Other A Sqn **dingo** patrols pushed forward to the line of the 38 Grid North of the canal and D Sqn pushed similar patrols to the 39 Grid South of the canal. Southerly movement was observed on the WILD – GEWANDE road and movement in the latter of small bodies of enemy troops. These were engaged by our 75's which also fired a total of 1700 rounds on a series of targets including a Bty of guns at 345559. The 53 Div attack went smoothly and at last light 160 Bde were firm in KRUISTRAAT. A Sqn.

4Tp to MAREN, 1Tp Sgt Hall to 4055. **Dingo** patrol to 381549. A programme was laid out for the Regt to engage targets on the West side of the MAAS in areas ALEM and KIRKDRIEL and on the East side in area HET WILD and GUWANDE.

4Tp were to clear MAREN and get an OP in the southern end of the village. In carrying out the clearing of the place they ran into a party of enemy Infantry ensconced in the houses. Cpl Aris and Tpr Neal of the Scout sect ran into trouble in one house and were both shot by small arms fire and killed. In trying to round up these Germans, Sgt Poynton was killed by a bazooka hitting his car and his crew, LCpl Blake and Tpr Lambert were both taken prisoner. This meant that an OP could not be set up in the South.

The Tp took up position on the northern part of the town with a dismounted sect stationed in a house overlooking the canal. The observation was very restricted owing to the weather which was very dull and misty.

The **Dingo** patrol reported 12 men moving South from HET WILD to GUWANDE. He was also able to OP a few of the gun Tps tasks in the South. The Gun Tp under Lt Brett engaged in all 16 targets and fired off 1700 rounds. Unfortunately poor observation was obtained owing to the weather and the majority of the shoots were from the map. The bodies of Sgt Poynton, Cpl Aris and Tpr Neal were recovered and buried in the Military Cemetery at OSS.

(EDITED).....

23/10/44

RHQ.

In the morning A Sqn made no effort to push further than KESSEL in the North, but the same **Dingo** and foot patrols were out both North and South of the canal. C Sqn this time on the South to 379523 – no movement seen. 53 Div Recce Regt relieved C Sqn by 1100 hours and A Sqn by 1400 hours and at 1500 hours the Regt moved complete from OSS to concentrate near Main HQ 7th Armd Div area, while remaining under command 22nd Armd Bde.

C Sqn.

53 Div commenced a push against S'HERTOGENBOSCH. We were to send one Tp out on their right flank. 2Tp went to 417537 and then to 379522 with a Scout sect at 373535. The Scout position was that which 4Tp had occupied for his shoot on the 9th and the Tp and SHQ position was the same area that he had shelled. His shots had fallen right amongst what appeared to be a Coy position.

The morning was very foggy right up to 1130 hours. 7Tp did several shoots 'off the map'. At 1130 hours Sqn was relieved by 53rd Recce.

A Sqn.

Two patrols were despatched as for the previous days and at midday 53rd Recce Regt relieved us at LITH. We moved with the Regt to VEGHEL in preparation for the offensive towards TILBURG.

B Sqn.

At 1500 hours the Sqn moved from OSS to the UDEN area where the Regt spent the night concentrated.

D Sqn.

Moved at 1330 hours to VEGHEL area.



26/10/44

(EDITED).....

C Sqn.

In the afternoon the Sqn took over the two right sub-units of B Sqn who were doing advance guard to the Bde. 5Tp went to 277401 and 3Tp to 267406.

An 88mm was troubling the Tp of B Sqn at 267406, and he could here and understand the enemy giving orders on his own W/T – apparently they were both on the same frequency. We immediately engaged this gun with 7Tp and the enemy immediately came up on the air and requested 'leave to move as enemy shelling was getting uncomfortably close'.

The Sqn was shortly afterwards ordered to move to and hold LAAR which was on the CL. 3Tp was sent on ahead to recce the position, as the Sqn was held up in a traffic jam. 3Tp arrived just before last light and Lt Ballingal went round in his **Dingo**. On the road to the North he found a 75mm A/Tk gun, less breech block, and whilst looking at it he saw nearby 7 Germans who came out and gave themselves up. Unfortunately he could not tow the gun with his **Dingo**, so he returned to his Tp with the PoW and sent out a WSC to collect the gun, but they found it gone.

5Tp also took 1 PoW from 2 Coy, 1036 Grenadier Regt. Sqn all arrived OK at LAAR and there was nothing to report during the night, though the following night it was recaptured by the enemy.

(EDITED).....

27/10/44

(EDITED).....

A B Sqn patrol pushed on early to 183398 with a Tp of 8th Hussars but came under fire from A/Tk guns and bazookas, withdrew, and spent the day at 187379. Another B Sqn Tp went to 158980, meeting only light Infantry opposition, and there turned North until held up by a road block at 158380. His attempts, with a Tp of 8th Hussars, to clear it brought down mortar and MG fire.

In the South of our front there was little resistance and D Sqn patrols were able to get right along to 147381, 147364 and 152351, clearing the area to the East in company with Tps of the 5th RIDG against light Infantry resistance which yielded some PoW. Contact was made North of TILBURG with light units of the 6th Guards Armd Tank Bde. A D Sqn **Dingo** went to the bridge at 135348 which was found blown (as were all bridges leading North and East out of TILBURG) but at last light there was nothing to report. RHQ pitched up for the night at a Trappist Convent Guest House, and the atmosphere, was perhaps, well-timed to counteract the moral effects of our 3 weeks residence in the enthusiastic hospitality, particularly of the female population, of OSS. Bag for the day – 8 PoW and 2 bazookas.

C Sqn.

Sqn role was right flank guard with 3Tp on the right to 252422, 4Tp (Lt Mitchell in comd – Sgt Berry on leave) in centre and 5Tp on the left. The country was very thick with visibility limited to as little as 25 yards by trees and thick mist. 3Tp and 4Tp reached their positions and were relieved by Derbyshire Yeomanry of 51 (H) Div.

5Tp followed the CL as far as 185400 where he was with the leading Tp of B Sqn. Here the CL turned West and 5Tp had to continue North. At 0825 hours he had gone a further 200 yards in very thick fog. He saw and engaged some enemy in the wood just to his North, but immediately after the Tp Ldr's car received a direct hit in the front from a 75mm A/Tk gun. The driver, Tpr Mower was killed instantaneously, but Lt Esch and Tpr Hale managed to get out and get back to the rest of the Tp, though they were MG'd on the way. The second **Daimler** was also hit, by a ricochet, which did very slight damage.

The Sqn moved on and concentrated at 186374.

(EDITED).....



www.daimler-fighting-vehicles.co.uk
The Dingo Register, Daimler Fighting Vehicles Project – Part D3d
Cavalry Of The Line - 11th Hussars

4/11/44	<p>B Sqn. Lt IG Troup rejoined the Sqn and goes to 2Tp as Dingo commander. He brought back a lot of comforts from Major Reid Scott whom we all hope will return soon. Nothing to report otherwise.</p>
10/11/44	<p>(EDITED)..... A Sqn. Moved off from GEFFEN to take over from 53rd Recce Regt who were in the area of MAESEYCK in a role of holding and observing a river line on the R MEUSE. The Sqn was given the northern sector and two Tps were despatched at 1700 hours to take up position. 1Tp Sgt Hall went to the windmill East of OPHOVEN, 2Tp Lt Williamson was despatched to a position in GEYSTINGEN. A complete W/T silence was imposed on the Div and communication were established by field telephone. SHQ was set up in a house in the village of OPHOVEN and a line party was despatched laying the lines to the two Tp positions. No sooner than the line to 1Tp was established, it was broken by enemy shellfire. However the line party repaired the break on their return and by 1830 hours communication were established to the two patrols. B Sqn. Relieved by the Canadians and moved to MAESEYCK. Sqn were billeted in a school nearby, out of the line. 4Tp Dingo was damaged on the way down, but otherwise a good march in fearful weather. D Sqn. Handover during the morning and got baths in OSS, and amid a fantastic send-off we disappeared to OOSTERWIJK for the night before moving to MAESEYCK, where the Regt had moved during the day.</p>
19/1/45	<p>(EDITED)..... C Sqn. 9th DLI captured SCHILBERG with one Coy in HINGEN. The Sqn was then given the task of finding a route to MONTFORT. At 1115 hours, SHQ, 3, 2 & 5Tp went up to the SCHILBERG area. 2Tp went straight through SCHILBERG and started up the main road to MAASBRACHT and LINNE where he was to contact a patrol of the 1st RTR at 712815. Unknown to us however, the patrol had dropped back to the area 706800, owing to the presence of an A/Tk gun at 715813. 2Tp Lt Gale motored past this patrol who made no attempt to stop them, and continued on to the map ref previously given. At 1300 hours his leading Dingo was knocked out by the A/Tk gun at 711813. The shot went straight through the engine, the crew, LCpl Dalloway and Tpr Chapple, were able to bale out into the ditch where they were heavily mortared by enemy mortars. Later they managed to reach a Tp of 1st RTR at 705811 and were returned to SHQ in the evening, none the worse for their narrow escape. At the same time as the dingo was hit, Sgt Davies MM, who was behind the Tp Ldr, was sniped from a house at 712812 and was wounded in the neck. It was probably an explosive bullet, which burst on the side of his car and a piece of shrapnel struck him. He was evacuated but insisted on returning to his Tp the following day. (EDITED).....</p>



20/1/45 (EDITED).....
C Sqn.
By the morning ST JOOST had still not been captured and civilians reported at least 300 Germans defending it. It later transpired that Regt HUBNER had been moved down from the ROERMOND area to defend it. 22nd Armd Bde was given the task of attacking it in the afternoon with 8th Hussars and 1st RB's. At 1350 hours 4Tp went to 706800 and 1Tp Ldr in a dingo went to liase with 1st RB's in HINGEN. The attack started at 1430 hours but was soon halted by fierce opposition in the South of ST JOOST. At last light 5Tp moved up to the area of the dingo knocked out on the previous day. They were unable to turn it around, and while trying to do so were heavily stonked. Finally it was towed backwards all the way down the main road with the Tp Ldr, Lt Pearson, sitting on the top and steering it. This was done under shellfire and sniping from ST JOOST and was a very fine performance on the part of the Tp Ldr, who was commanding a Tp for the first time.
(EDITED).....

23/1/45 RHQ.
B Sqn reached 756806 and 767793 but could go no further for mortaring and shellfire. Enemy observed at 755814 and an OP and 300 Infantry at 769814. D Sqn in the morning observed into MAASBRACHT until Commandos passed through to capture the town. At midday, the Sqn withdrew patrols and concentrated in reserve in BRACHTERBEEK.
C Sqn.
Remained in Regtl reserve in same area.
B Sqn.
3Tp advanced to 756806 and was held up by heavy mortar fire from the NE and was unable to advance any further. He remained in observation during the day and reported snipers and an enemy OP at 755814. Also an enemy OP at 769814 with 300 Germans in the woods behind at 7781.
4Tp advanced to 767793 but was heavily mortared from the NE and was forced to withdraw. He also reported large numbers of Germans in the woods at AAN DEN BERG. All Tps returned to SHQ at last light at PEIJ.
D Sqn.
At first light 4Tp moved to 706840 in his Dingo and reported no sign of life in the MAASBRACHT area. At 0830 hours a Sqn of 1st RTR moved up and took over from him, to support the Commandos who went in to clear the town. 5Tp worked forward to 730840 but were forced to withdraw by fire coming from the houses and undergrowth at 733843. Lt Campbell in his Dingo reached 727846 and engaged odd Germans in the area of the windmill. He contacted some Commandos near there who seemed uncertain as to their location or destination.
At 1200 hours the Sqn was told to withdraw all patrols and return to BERKELAAR. Major Lawson came to say goodbye to the Sqn before going to take over command of the Inns of Court Regt.



25/1/45

(EDITED).....

D Sqn.

At 1100 hours, the Sqn, having moved back to ECHT and taken over the RHQ billets, came under Div. 131 Bde was ordered to reach the East edge of the thick pine wood, MUNINGS BOSSETT, working through from the SW in conjunction with 1st RTR. D Sqn was allotted the role of recce forward of this line towards ST ODILIENBERG – POSTERHOLT.

1Tp lifted mines along the track and reached 786809 where they reported 4 men with a spandau in the woods to their West. When engaged these men were seen to go North. Shortly afterward 131 Bde reached the edge of the woods and dug in.

2Tp followed up behind 1Tp and turned NE at 786809; mines on the track delayed progress and at 797815, Lt Hunter reported that the bridge across the VLOOTBEEK was blown. Turning SE in an attempt to find another crossing, Cpl Chapman in a **Dingo** was blown up on an R mine, the 2 DAC having already crossed over it.

4Tp having failed to find a way round the South, due to blown bridges, was brought back and joined 2Tp in an abortive attempt to cross the stream. Meanwhile 1Tp had reached the bridge at 785821 and reported it blown. Having cleared mines in the immediate area of the bridge, 1Tp with the assistance of some 1/5th Queens and civilians (who were beginning to flood back from ST ODILIENBERG – POSTERHOLT) managed to repair the bridge sufficiently to get their **Dingo** across. Lt Alton with Cpl Rivers and his Scout sect then worked forward on foot and reached the southern outskirts of ST ODILIENBERG and reported themselves 200 yards away from an enemy MG post on the edge of the copse at 784838, the occupants seeming to be facing West.

Lt Hunter with Cpl Rose and his scout sect, and Lt Nation Tellery with a Scout sect, together with an RE officer, crossed the blown bridge at 798815 and, clearing mines along the road and in the diversion around a road block of felled trees, reached POSTERHOLT, where they reported more mines, which were lifted, and another road block at 802823. Lt Nation Tellery turned South in the town and reached 808818.

All Tps were then called back and returned to the billets in ECHT, the return trip being made just as it was getting dark. The day had been bitterly cold with a temperature throughout in the nature of 20° F. the Div Commander personally expressed his appreciation of the work done by the Sqn during the day. The numerous mines, covered by frozen snow, had made progress a hazardous undertaking. The Tps concerned had showed themselves to be inquisitive and thereby reached positions that the less ambitious would have deemed unattainable. In fact, a certain amount of incredulity was evident within the Div concerning the furthest point reached by the enterprising foot patrols of 1, 2 and 4Tp.

26/1/45

RHQ.

(EDITED).....

Since 1/5th Queens had 'gone firm' in the area of the woods 795830 and did not intend pushing NE, it was considered advisable to withdraw 3Tp to area 799829 where they remained until withdrawn at 1530 hours and returned to ECHT. At last light 4Tp and 5Tp were called in and together with SHQ returned to ECHT for the night.

Lt Hickman did excellent work during the day by recovering a DAC of B Sqn and Cpl Chapman's **Dingo**. It was an unpleasant undertaking as he had to take the RHQ Scammel along mined tracks to reach them. Both were returned to the LAD by last light.



27/3/45

(EDITED).....

A Sqn.

By 0600 hours the Sqn was still not complete after the night march, 1Tp and 5Tp being missing having broken down. Our orders were to lead the 22nd Armd Bde along the centre line which ran through HAMINKEIN, BRUNEN and RAESFELD. We started with 3 patrols, 3Tp under Lt Osborne going along the CL, 2Tp under Lt Morton went parallel to the CL on the North up a minor road to try and get on the high ground and 4Tp went North of him to try and get over at 250500.

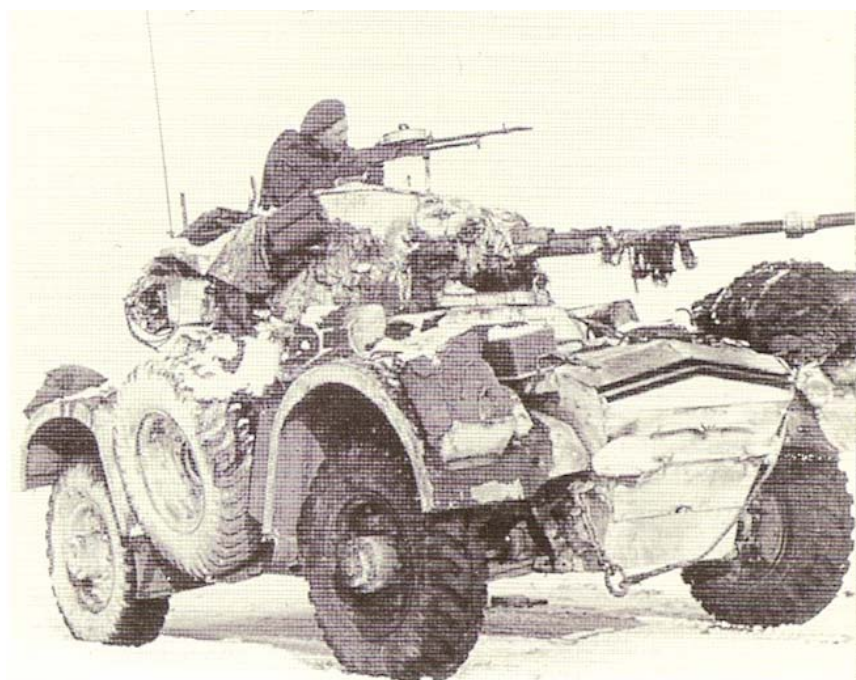
3Tp after passing through 6th Airborne Div on the high ground found that BRUNEN was clear but he was held up a bit by rubble. 3Tp got into the high ground with no opposition but 4Tp found 50 stray enemy who were a little troublesome. 3Tp carried on past BRUNEN and the first enemy he bumped into was at 298493 where the road crossed the stream. The bridge was blown and there was an MG post covering it. He opened fire on the MG and drove them out, wounding 4 Germans who were picked up later. He found a way round the blown bridge and carried on down the main road.

At this time 1Tp was sent NE along the track starting from 280487 to see what the track was like. After he had gone along it for about 2 miles he got badly stuck and had to remain there all day and that night which was not very pleasant as there was quite a bit of shelling in the area. 4Tp remained in his area all day as he could not find a good track to get up North and also there few a few enemy in his area which kept holding him up.

3Tp carried on down the main road and a little further on fired on a half-track which brewed up. A little further they ran into some dug in enemy round the X roads at 321508 who were supported by 2 guns and two 20mm flak guns. These forced him to pull back a little and he remained in observation. When 5Tp reached the X roads at 315505 he was fired on by small arms and a suspected tank and had to drop back rather hurriedly and in so doing got his **Dingo** ditched and had to abandon it. 2Tp was also fired on from the same area and in dropping back the same thing happened to his **Dingo**. By this time B Sqn had come up and taken over the main road from 3Tp and also the Skins had arrived up behind 2Tp and 5Tp and began dealing with the enemy.

They quickly cleared the enemy from the X roads in front of 3Tp and also the pocket in front of 2Tp and 5Tp and all Tps were able to carry on. 3Tp went down to the X roads that had given all the trouble and then went up North and the other two carried on North. By this time it was getting dark and the Tps were called in and the Sqn spent the night near BRUNEN with 1Tp still out having been unable to get anything to pull him out.

Total bag for the day – 25 PoW, 1 ambulance and 2 half-tracks.



pictures courtesy Martyn Tasker (unknown book source)

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45

Description: Daimler armoured car of D squadron at buchen
Christmass 1945



28/3/45

(EDITED).....

3Tp were diverted up the same road as 2Tp as there were many enemy in the area who were nor surrendering as easily as they might. 1Tp had meanwhile reached X roads 330544 together with a Tp of 5th RTR. Here they were held up by 4 SP guns which shelled them. 5th RTR were trying to open up the road to the NE from this X roads. They found it held for most of the way by Infantry in the wood with bazookas and supported by SP guns.

4Tp had made slow progress against numerous disorganised enemy as far as 303553 together with some tanks. At this time (approx 1300 hours) there appeared to be a general hold-up. 2Tp and 3Tp were ordered to advance NW to try and cut the road off in the 3556 square to get behind the enemy who were holding up 1Tp and the 5th RTR. They encountered a lot of enemy with bazookas on the way but dealt roughly with them and took 12 PoW and probably killed as many and burnt down the farm they were occupying.

Meantime 2Tp continued to lead the tanks at 303553; tried to push North. The **Dingo** (Cpl Bell) which was leading had 3 very near misses from an SP at 304557. This was stonked by tanks. 5Tp then tried to make their way NE to THEBING but the going was very bad. 1Tp had meantime reached the road at 333577, the **dingo** with Lt Jaffray leading. The Tp Ldr came up to join him when a bazooka was fired at both cars and a brief withdrawal was required. The **Dingo** got ditched but was extricated with a tow rope. 2Tp had meanwhile got on well to the NE and had nearly reached BORKEN when he was shot at by an A/Tk gun, again near misses.

5Tp was still trying to get NE to THEBING. The Tp Ldr's car got stuck and whilst they were trying to get it out 2 very large shells arrived. Tpr Hastings was killed and Cpl Bell wounded in the forehead. Tpr Hastings had been with the Regt for many years, joining in 1935.

It was now nearly dark so all Tps were recalled to join SHQ in area 3253 for the night. 5Tp could not get in due to bad going and rejoined the next day. It was a hard day – all Tps being fully employed. About 30 PoW were taken and many more by-passed who probably gave themselves up later. The country was thickly wooded and the tracks limited the cars to about 5 mph. Had the enemy shown determination any advance would have been extremely difficult; as it was there were several near misses.

(EDITED).....



pictures courtesy Martyn Tasker (unknown book source)

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45

Description: Lietenant K.L Osbornes A Squadron Troop 11Hussars PAO, prepare for the Rhine crossing
March 1945



30/3/45

(EDITED).....

A Sqn.

At 0900 hours we were ordered to patrol out to WINTERSWIJK and up to VERDEN. 4Tp and 5Tp were sent to WINTERSWIJK and 1Tp and 2Tp to VERDEN. 3Tp were nearly off the road having to leave 1 DAC behind for the fitters to repair. 2Tp went up North but could not get through owing to the tracks and eventually got a car so badly stuck that he had to leave it. During this swan he collected 5 PoW. 1Tp eventually got a way through to 381741 and was followed by 4Tp and 5Tp. We had with us a Sqn of SAS who were going with 5Tp to help down the small tracks as they had Jeeps.

5Tp moving West ran into trouble almost immediately at 374751. He ran into an enemy position held by a 20mm and Infantry and Lt Newnham had his car brewed up almost straight away. Sgt Murray, his Tp Sgt, ditched his car trying to back out of it and had to bale out and it was hit and brewed up soon afterwards. The White and Dingo managed to get out of it; also Sgt Murray's crew got back except for the driver, Tpr Hunter. Lt Newnham's operator was wounded but brought back by Sgt Murray but Lt Newnham and his driver Tpr Toughill, failed to get back. 4Tp under Lt Woodhouse was immediately sent to assist and as soon as he got there he covered the area with fire and went up to the brewing cars on foot but could see no sign of the men left out and had to get back owing to the enemy fire. For about 3 hours 4Tp remained in observation of the area, firing at any movement and sending his Dingo up twice to look for the missing men, each time it was driven back by fire. A new officer, Lt Sheepshanks, was in command of it. After about 3 hours one man was seen trying to crawl back to 4Tp from near one of the cars and the dingo went out to try and help him, supported by the SAS on foot each side of the track. The man turned out to be Lt Newnham who had had his leg blown off below the knee. He was put on the back of the Dingo and the SAS also found Tpr Toughill who had been badly wounded in the arm, and Tpr Hunter who was alright. All 3 were brought back and the 2 wounded were fixed up by the MO of the SAS and sent straight back. Lt Newnham had put on his own tourniquet.

(EDITED).....



pictures courtesy Martyn Tasker (unknown source)

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
Description: Daimler armoured car 11Hussars PAO, D Squadron
1944.



1/4/45

(EDITED).....

After the road block had been cleared in front to METELEN, the C Sqn Tp went rapidly ahead, meeting a Tp of the Inns of Court by the X roads 6898 who had come from the SW. After this it advanced another 10 miles through NEUENKIRCHEN very quickly before being held up by an A/Tk gun on the right of the road.

After the leading Tp had gone through HEEK another Tp was directed left on the road to OCHTRUP. They were to go as far as 5897 from where they were to go right and then tap along the smaller roads parallel to the CL. However they were fired on by an A/Tk gun and lost a **Dingo** though fortunately had no casualties.

When the advance had been halted on the outskirts of RHEINE, B Sqn had orders to investigate the bridge at MESUM and A Sqn to tap NW to try and gain information about the bridge in the area of SALZBERGEN. B Sqn before completing their task ran into friends of the 11th Armd Div who had already gained and crossed the bridge at MESUM.

A Sqn on the left were held up by 20mm fire, a DAC being KO'd and the patrol towards the RHEINE airfield was held up by poor visibility caused by smoke from exploding bomb dumps. C Sqn were later put under command of the Devons who in conjunction with 5th DG took the port of RHEINE West of the EMS. B Sqn crossed by MESUM bridge and concentrated on the other side at ELTE. A Sqn kept their patrols out at night.

Bag – 30 PoW and 1 Me109.

C Sqn.

At 0530 hours 2Tp and 3Tp advanced down the main road as far as the leading troops at 560917 where there was a large concrete and wood road block. A Sherman bulldozer destroyed and removed this within ½ an hour. Meanwhile 2Tp **Dingo** and 1 Scout sect tried to work round to the left down a very bad track. 2Tp passed through the road block and advanced to Y roads at 565921, where he met a tree across the road – which he removed – and a number of mines of a type not known to us and which an RE officer showed us how to remove. 2Tp followed by 3Tp went to STENBORG where they saw and engaged a number of enemy. 4Tp went to HEEK where they joined 5th DG who had got there across country.

SHQ, 3 Scout cars, went to a schloss to have breakfast. The sudden appearance of number of Germans in the grounds of the schloss caused breakfast to be abandoned rather hastily. The Germans were engaged, but not it is thought, with conspicuous success.

4Tp together with the 5th DG got as far as half mile short of METELEN. Here the Tp was held up for a time by a large road block of 12 trees and some mines. The tanks got around it but were themselves held up by another block. Meanwhile 2Tp had gone NE as far as 586965 where he amongst a number of enemy which he engaged. 3Tp went as far as 585962 then SE to 620947 where he met a large road block and mines.

2Tp decided that the enemy might pack-up if boldly attacked. The **Dingo** commander, LCpl Garner DCM led, followed by Sgt Davies MM. They got right amongst the enemy and, as was later found out, only 2 yards from some mines. The **Dingo** had 2 bazookas fired at it from about 10 yards range and went into the ditch. The DAC had 3 A/Tk gun shots from the flank which missed. The DAC reversed out of it and the **Dingo** crew got back on foot. LCpl Garner had been captured in 1940 with Lt Pitman. After several unsuccessful attempted escapes, which were very severely punished, he finally succeeded in getting back to our own lines in Italy in 1944. He rejoined C Sqn after just over 4 years absence.

By 1120 hours 4Tp got through METELEN just ahead of 5th DG and was then directed on RHEINE – a distance of about 12 miles. At 683980 there were some mines across the road which Sgt Berry removed, and then motored straight on without any halts to within 1 mile of the outskirts of RHEINE. Here a 75mm A/Tk gun opened up on him, but missed with 5 shots. Sgt Berry halted his Tp behind a house, which if he went either to the left or right of it, he got shot at. At this stage he noticed that the house was a pub so he went inside and had a well deserved glass of beer. 5th DG and the DLI came up shortly and took over.

In the afternoon 1Tp and 3Tp had to go out to 698022 and 713030 as left flank protection. They stayed there for the night.

(EDITED).....



pictures courtesy D.W Streader

Photographer: DW Streader
Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
Description: Daimler armoured car 11Hussars PAO, D Squadron

Winter 1944.



2/4/45	<p>(EDITED).....</p> <p>A Sqn.</p> <p>At first light 4Tp went back to the aerodrome where there were still a few Germans about, blowing up bomb dumps. 2Tp went back to the area of the enemy position but could not see any Germans and could not get down the track owing to the burnt out car blocking it.</p> <p>At 1000 hours the Sqn moved to 758035 and 2Tp and 4Tp were called in. At 1200 hours 1Tp was sent out back down the CL to a wood at 6998, where some Germans had smartened up Corps HQ the night before, to see if he could clear up the situation. When he got there the track into the woods was not passable to him, so he just sat there until our Infantry arrived and when they started clearing up the place he was brought back to SHQ.</p> <p>During the day 3Tp was broken up and another DAC came up so Lt Morton with his car, took over 5Tp, which had not been operating since it had its cars knocked out. Sgt Murray, 5Tp Sgt, got a new car and crew, so we then only had four Tps, with a WSC and a Dingo making up a 5Tp for local protection.</p> <p>(EDITED).....</p>
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10/4/45	<p>(EDITED).....</p> <p>C Sqn.</p> <p>At first light Sqn moved to BECKELN and later to RECKUM. From here 1, 2 & 3Tps went to WILDESHAUSEN, liberated that day, to watch the roads West, SW and South respectively. They all pulled out about 1 mile and hid up. The first arrival was to 1Tp and consisted of a Jerry RSM and one other, at 60 mph on a MC. He went so fast that he got past the Dingo in front but the AC pulled him up sharpish. Next, 2Tp saw a Coy of Infantry (about 70) marching from THOLSTEDT to DUNGSTRUP. Later all Tps advanced about a mile.</p> <p>2Tp was approached by a MC who halted suspiciously and was fired on by LCpl Garner with the Dingo K guns and he immediately ran into a house. The Tp then advanced on the house which turned out to be a convalescent depot. The rider of the MC turned out to be an officer who made a further attempt to escape but was neatly bowled over by a Sten bullet in the cheek. Sgt Davies then organised a sick parade for the inmates and passed 10 of them fit which he evacuated, together with the officer as PoW. The remainder were either too old or too rough and were left.</p> <p>1Tp was approached by a staff car which stopped suspiciously about 100 yards short. The car was shot up but the crew baled out and got back into the woods and away. 3Tp (Lt Pearson as Lt Markham had gone on leave) were held up by a road block, but their Scout car captured a staff car with 3 Germans. Bag for the day – 16 PoW, 2 staff cars and 2 MCs. Sqn joined RHQ for the night. A Sqn.</p> <p>At 0200 hours 2Tp who was with the forward Plt at BLENDER was attacked but drove the enemy off. They were again attacked at 0500 hours, but saw them off, making the enemy leave a lot of kit and 1 dead man. At first light 1Tp was sent down to look at the bridge at 960754 and found it intact, so sat on it for the rest of the morning.</p> <p>At 1400 hours we got orders to take over from the KOSB to let them concentrate and rest in that area. Their Colonel kindly left his Coy resting at BLENDER to help 2Tp. At about 2200 hours the Coy at BLENDER sent out a party to bring in 3 of their dead from the day before, supported by 2Tp Dingo. This party came under very accurate fire from about three 88's firing air-bursts. There were no casualties but they had to leave one of the dead still there. SHQ moved up to EINSTE for the night. B Sqn.</p> <p>Moved off West at first light to BECKELN and our job was to stop the roads leading into the 131 Bde CL from the North and if possible to advance North. All five Tps were used, four of which converged onto HARPSTEDT from the South and West. This was accomplished and three were ordered North, NE and NW from HARPSTEDT but very soon the enemy were encountered and further progress held up. 3Tp went NW to 5582 and encountered a road block covered by bazookas. 2Tp went North and ran into an SP which held him up. 5Tp went NE and was held up by mines and enemy Infantry. One of his cars was blown up on the mines. 1Tp advanced to KATENKAMP where he remained in observation. All Tps came in at last light to SHQ at GR. KOHREN.</p> <p>(EDITED).....</p>
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11/4/45	<p>RHQ.</p> <p>The Regt less A Sqn moved to LIEBENAU, contacting D Sqn in that area, preparatory to crossing the WESER at NIENBURG and advancing on the river ELBE. D Sqn was ordered to sweep across the WESER between 53rd Div and 11th Armd Div. RETHEM was found to be still strongly held and under assault by 53rd Div. The rest of the area was clear this side of the river ALLER, with some enemy to the East of the river.</p> <p>Meanwhile A Sqn had their Tps in position opposite the WESER, and one of their Tps in BLENDER was attacked closely for most of the day, and had to be replenished with ammunition by Dingo. In the end the Tp had to withdraw about 1000 yards but stood firm there.</p> <p>A Sqn.</p> <p>5Tp moved into BLENDER to protect the left of 2Tp as the KOSB moved out at 0700 hours. Everything was quiet until about 1245 hours when 2Tp was attacked by about 10 Germans who had crawled up to him along the hedgerows and got to within 20 yards of him. The Tp saw then off after about half an hour and forced them to leave behind quite a lot of their kit – 1 was definitely wounded and another believed killed.</p> <p>At 1600 hours 2Tp stood-to again as some Germans had got into a farm about 100 yards from his position. Soon after this all four Tps were airburst by about two 88's and 2Tp had some mortar shells fired at him. Soon after this 2Tp were again attacked and sniped at by rifle and MG fire from very close range. He could not tell how many there were as everytime anyone put his head up to look they were sniped. Their ammunition was beginning to run low so they could only shoot at definite movement. The Dingo had a bazooka fired at it from about 10 yards, but luckily it missed. They managed to beat them off and a Dingo was sent up with ammunition for them.</p> <p>At one point things were getting so hot, it looked as if he would have to pull out and his other DAC would not start. They eventually managed to get it going but did not need to pull out. During this action, Cpl Higginson and Tpr Searle were missing as they had been sent down to the town in search of a suspicious chap, but they returned alright in the end.</p> <p>At last light all Tps came back to SHQ at EINSTE where we went firm with a Coy of the Royal Scots who had been sent up to help us.</p> <p>(EDITED).....</p>
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17/4/45	<p>(EDITED).....</p> <p>C Sqn.</p> <p>At 0600 hours 1Tp went back to the rail crossing with the intention of going to NEUENKIRCHEN. 2, 4 & 5Tps went NE to try and find a route to the main NEUENKIRCHEN – SOLTAU road, which was difficult as the track was marked on the map and a bridge had been damaged by tanks. 4Tp got as far as 358943 where he was held up by Infantry ahead. He was approached by two MT both of which he destroyed. One was an ammunition lorry and went up well. 2Tp and 5Tp got stuck but 5Tp engaged a number of Germans – took 3 PoW and wounded another who hollered the house down.</p> <p>3Tp was now far behind us but still waiting for tanks to come up the main road along which he continued to advance NE. from the school at MITTELSTENDORF a bazooka was fired at his Dingo and narrowly missed. The school was set on fire with the 2pdr and 3 PoW taken – dirty little schoolboys in the Volksturm.</p> <p>At about 1300 hours 1, 4 & 5Tps were relieved and came on to SCHNEVERDINGEN. Soon afterwards 3Tp was relieved and finally rejoined us in the evening. From SCHNEVERDINGEN 2Tp went East to 415057, taking a staff car and 2 PoW (one a Capt). 1Tp went through SCHNEVERDINGEN to the West towards LUNZEN and 4Tp went North with the tanks as far as the bridge at 363130. This bridge was damaged but OK for our cars, but not for tanks.</p> <p>4Tp carried on towards WELLE, through very thick woods with very considerable numbers of enemy in them. He got as far as 100 yards short of the road junc at 376042 when a bazooka was fired at the leading Dingo – it is thought by a civ – possibly Volksturm. The bazooka struck the magazine of the K gun just in front of Cpl Hayward's face. It slightly damaged the gun enough to prevent it from firing and the man got away. 5Tp held the road junc at 362006 and took 1 lorry and 3 PoW. 1Tp found a very large ammunition dump at 3405 and took 6 PoW in that area. The Sqn B1 also took 21 PoW. The Sqn leaguered in the area INSEL. Bag for the day – 37 PoW and 1 wounded, 2 lorries destroyed and 1 lorry and 1 staff car captured.</p>
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22/4/45

(EDITED).....

A Sqn.

At first light three Tps moved out. 1Tp went to 255449 where he sat watching NW. 2Tp went to 237437 and sat watching NW, as did 5Tp at 215427.

At 1200 hours 1Tp was told to move up the road NW but after going for about half a mile he ran into a road block held by men with bazookas. A Sqn of the 5th DG went up to help him clear this block which they did, but after getting a civrep that HORNBURG was held, 1Tp came back to his original position, having blown up the road block and 5th DG returned to APENSEN.

During the day 2Tp sent his Dingo into NOTTENDORF which he found clear. About 1700 hours both 1Tp and 2Tp heard track movement to their NW, which was very close, so both retired a little and the Sqn of 5th DG went up and sat just behind them to give any support that was needed, but nothing came of it.

At last light all Tps came into SHQ for the night at APENSEN.

(EDITED).....

23/4/45

(EDITED).....

C Sqn sent patrols to 180403, 142359 and 123315. A foot patrol saw Germans laying mines at the southern entrance to HARSEFELD on the rail crossing. Snipers shot 2 Germans in this area. The Burgomaster was threatened with the destruction of his town unless all enemy withdrew by 1400 hours, and accordingly the town was entered, a foot patrol leading and lifting the mines, and the town was cleared of arms and of 2 SS men who were arrested.

A Sqn went back to their position of yesterday. A patrol of 2 Dingos was also sent on the road to JORK to see if it was clear, supported by an OP from 5th RHA and a Tp of 5th DG. Men with bazookas were seen at 286489 and were not shifted by a stonk. The patrol withdrew to NEUKLOSTER, where it was later stalked and a Dingo was brewed by a bazooka, and Tpt Ffitch was shot dead by a spandau. The rest of the Tp withdrew 200 yards safely and the body of Tpr Ffitch was later recovered and buried in NEUKLOSTER.

(EDITED).....

A Sqn.

At first light 2Tp went back to his yesterday's position as did 5Tp. 4Tp had the task of trying to work to JORK to see if it was clear. To do this he went as far as 265446 with his whole Tp, then carried on with his task in two Dingos, leaving the rest of the Tp at the T roads. He also had a Tp of 5th DG at the T roads to support him and an OP in NEUKLOSTER from G Bty 5th RHA who also to support him. Lt Woodhouse managed to get within 100 yards of the Xroads at 286489 when he saw men around it with bazookas, so he dropped back and the OP proceeded to stonk it. He then tried to go up again but the bazooka men were still there so he came back.

The Tp of 5th DG then went up to him and tried to get to the Xroads with Lt Woodhouse behind. They were fired on by a bazooka so they had to get out of it fairly quickly. Lt Woodhouse then went back to 278469 where he sat watching, having called the rest of his Tp up to him there. 5th DG went back and sat in NEUKLOSTER. 4Tp was withdrawn to the railway at 265448 where they sat for the rest of the day with Lt Woodhouse in the OP with the 5th RHA OP.

Suddenly at 1900 hours, one of 4Tp Dingos was hit by a bazooka and brewed up – a DAC was also fired on but missed. This appears to have been done by two parties who sneaked up along the railway, one each side of the Tp. Everyone got into their cars and opened fire but they could not see anyone as the country was so thick. The Tp then withdrew about 200 yards but left Tpr Ffitch behind as he had run into a house away from the cars.

After about half an hour Lt Woodhouse managed to get back to the burning Dingo and found Tpr Ffitch in one of the houses dead. He appeared to have been killed by a spandau which had fired just as he reached the house. He was buried at NEUKLOSTER.

At last light all Tps came in and the Sqn moved back to RHQ at REGENSPOSTEL where we stayed the night. When we got back there we found Lt Hodgkinson with some new cars and so 3Tp was on the road again giving us five Tps.

(EDITED).....



25/4/45	<p>RHQ.</p> <p>We had orders to extend our area of observation, left as far as MALSTEDT – the HCR on our left being held up by fairly stubborn resistance. D Sqn crossed the river at KAKERBECK and sent Tps to WOHLERST – REITH – FARVEN which was clear. Another Tp went to WOHLERST, where 5 officers and 38 ORs were made PoW, and MALSTEDT which was clear. A third Tp went to APSE and took up position there with no opposition. However, at 1500 hours the Tp was surprised by a large bazooka squad and lost the DAC and WSC (only 1 DAC now in this Tp) and the Dingo was driven off and hidden. Only 5 men of the Tp returned, on foot or bicycle, to tell the tale.</p> <p>C Sqn, besides their usual patrols, sent a patrol through KAKERBECK and BREST, and East again to the level crossing 1000 yards West of BARGSTEDT. Here the leading Dingo came under heavy SA fire and LCpl Garner DCM was killed – a great loss. It became clear that the whole line of the railway from APSE to BARGSTEDT was held, and this Tp and the D Sqn right patrol sent to support the patrol lost in APSE, fell back to BREST where they stayed in observation – sniped if any movement was made forward of the village.</p> <p>C Sqn.</p> <p>4Tp went to the right position, 5Tp to the centre and 2Tp to the left. 4Tp and 5Tp remained static – 5Tp staying just outside HARSEFELD. The village was too big for one or even two Tps to hold, with a hostile population and the telephones still operating. 2Tp tried to enter BARGSTEDT from the SE but the bridge at 145413 was blown. 2Tp then crossed the river at KAKERBECK and tried again from the South, but another bridge at 127397 was blown. In the afternoon 2Tp tried again, this time from the West. They soon encountered enemy about 1000 yards West of BARGSTEDT. The enemy were dug-in and had spandau, bazookas etc. 2Tp immediately engaged them with 2pdr and MG. They were well dug-in amongst the trees and showed no sign of surrender. LCpl Garner DCM took his Dingo down a narrow track to the right flank to try and get behind them. This he did and engaged them from very close range with K guns and grenades, killing 3 of them. LCpl Garner was just changing magazines on the K gun when he was hit by a burst of spandau – one bullet hitting him in the head and several in his left hand. LCpl Kensall, the driver, did very well to get the Dingo back to the Tp. The doctor came out very quickly and did all that possibly could be done, but he died without regaining consciousness. He had no sense of fear whatsoever and a genuine love of danger. A very great loss. Sniping increased from the area of the railway line to the North. Sgt Davies had a burst of spandau across the top of his turret, slightly grazing his hand and Cpl Jones was shot by a sniper – the bullet hitting his prismatic compass which he was carrying in a pouch on his belt. Though knocked over and winded, he found he was unhurt and the bullet was still in his compass. 2Tp were then ordered to withdraw to area BREST. The Sqn leaguered for the night at AHRENSWOLDE.</p> <p>(EDITED).....</p>
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26/4/45	<p>(EDITED).....</p> <p>A Sqn.</p> <p>We moved at first light to take over from C Sqn. 1Tp went to 215427, 4Tp to 180104, 2Tp to 147389 and 3Tp through KAKERBECK on towards BREST.</p> <p>3Tp ran into bazookas just South of BREST, one of which he killed, but could not get into the village and at 1100 hours he was relieved by a Tp of D Sqn and he returned to the B1 at REVENAHE.</p> <p>The other patrols remained static during the day with 4Tp sending his Dingo into HARSEFELD once during the day and reporting it clear, but with enemy in the woods to the North. At about 1900 hours 1Tp had some enemy trying to get at him, but which he managed to keep off. At last light all Tps came into SHQ at REVENAHE.</p> <p>D Sqn.</p> <p>2Tp moved to a position of observation at 103403. 1Tp to the windmill at 071400 and 4Tp to 033377. NMS all day.</p> <p>Civilians reported 100 SS coming into MALSTED, so Lt Hunter went down and burned 10 of the 15 houses in the village.</p> <p>All but Tpr Hartnell were picked up by 1Tp. Tpr Hartnell was reported PoW but OK. The Capt i/c bazookas was captured by A Sqn and had come from STETTIN with orders to fight with us against the Russians!!</p>
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27/4/45

RHQ.

D Sqn adopted the same patrols as yesterday and recaptured the **Dingo** lost at APSE, when it was driven into Lt Newton's well camouflaged position, by an ex-AFRIKA KORPS officer who had reached to within 80 miles of Cairo, in an 8 wheeled AC, via the Depression. In the afternoon, the 1st HCR relieved this Sqn.

A Sqn had patrols out at 215627, 180104 and 148390. This time there was sniping from the rail crossing on the South of HARSEFELD and at 1700 hours, under cover of a smoke screen, a bazooka party came out and attempted to stalk the centre patrol, supported by a mortar which followed him as he fell back. However, a 5th RHA OP put down a stonk and there was no more trouble. 1st HCR went up to look at the left and centre positions with a view to relief at first light on the 28th.

(EDITED).....

D Sqn.

Same procedure except that 3Tp went out on the right and it rained all day. Lt Newton at the windmill saw our DSC bowling down the road to him, with black crosses on it, and put it in the bag, complete with the bazooka coy commander, a nice young chap late of the 21 Pz Recce and HIMEIMAT, MOGHRA VALE and ALAMEIN – an "8-wheeler" man! He said that Tpr Hartnell was with him and well. He liked the **Dingo** and said his recce outfit only had civvy cars and bazookas.

In the afternoon 1st HCR came and took over, Major Foster's Sqn parking with us for the night.

3/5/45

RHQ.

HAMBURG surrendered and the Div, headed by the Colonel in his **Dingo**, entered the city unopposed in the afternoon. C Sqn moved to the northern outskirts. A Sqn to the western, B Sqn to the eastern and D Sqn to the NW. The city had suffered enormous damage and RHQ, with difficulty, found a smooth flat area near the Botanical Gardens to spend the night. Prisoners were coming in droves – conditions unparalleled since TUNIS.

(EDITED).....



After the entry into Hamburg on 3rd May D Squadron was ordered north towards Kiel. Near Quickborn on the Kiel road Captain Horsford with armoured cars of the Squadron were in position to make the first contact with an impressive delegation of German officers, led by General-Admiral von Friedeburg, on their way to negotiate the surrender of the German Forces. In this picture Captain Horsford, on left, is talking to two senior British officers sent to meet the delegation by Headquarters 21st Army Group. He had earlier greeted the senior staff officer – a full colonel from Montgomery's HQ – with a cheerful 'We do not often see you buggers this far forward'. This caused Admiral von Friedeburg to split his sides with laughter. Probably the last laugh he enjoyed before the humiliation of the surrender



pictures courtesy Ian Paterson (unknown source)

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45

A Daimler Armoured car of 7th Division, 11HussarsD Squadron in Toningen Germany 1944



pictures courtesy D.W Streader

Photographer: DW Streader

Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45

Description: Daimler scout car 11Hussars PAO, D Squadron in Toningen Germany 1944.



pictures courtesy Martyn Tasker (unknown book source)
Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
DESCRIPTION: C Squadron lead the regiment into Berlin,



pictures courtesy Martyn Tasker (unknown book source)
Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
DESCRIPTION: Major JAN Crankshaw MC leads D Squadron at the victory Parade in Berlin,
note **DAC F207050**



pictures courtesy D.W Streader
Photographer: DW Streader
Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
Description: Daimler armoured car 11Hussars PAO, D Squadron
Victory Parade Berlin 1945.



pictures courtesy Martyn Tasker (unknown book source)
Title: THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45
Description: Daimler armoured car 11Hussars PAO,
Victory Parade Berlin 1945.



Trooper JOHN PLUMB'S STORY

My Name is John Plumb. I Joined the army in July 1953 with the Rifle Brigade at Winchester which was not the Regiment of my choice, within two weeks I was transferred to the Royal Armoured Corps, 67th Training Regiment at Carlisle, knowing full well I would be joining The 11th Hussars P.A.O. through my Fathers previous service with The Regiment.

After initial training I joined the Driving & Maintenance wing to train as a Daimler A.F.V. driver. In the December I was issued with the distinctive 11th Hussar beret and 11H brass shoulder titles. At last I had made it! On the 22nd December I found myself and 20 other "Cherrypickers" on our way to Southampton to join the infamous HMT Dunera which was on it's way to Singapore.



images courtesy of Trooper John Plumb.

11th Hussars P.A.O, story courtesy of http://www.nmbva.co.uk/john_plumb.htm

The Dunera sailed on the 24th December, Christmas Eve, life on board was horrendous with most of the troops sleeping on the upper decks. Christmas day dinner was awful, the ship was in the Bay of Biscay, the plum pudding and custard was mixed in with the Brussels sprouts and turkey, the crew continually hosing the decks down.

The ship called at Port Said, through the Suez Canal to Aden and then onto Colombo and finally docked at Singapore on the 24th January 1954.

On arrival in Singapore we where met by a very 'mean' Sergeant, Sgt. Eddie Slack, a man who stood for no nonsense, we then boarded a train for a 200 mile journey to Paroi Camp, Seremban, Malaya.

After a month of training in the art of jungle warfare, I was allotted to 2 Troop "A" Sqdn. the troop leader was 2nd Lt. John Trotter, the troop Sergeant was Sgt. Ron Shaw.



www.daimler-fighting-vehicles.co.uk
The Dingo Register, Daimler Fighting Vehicles Project – Part D3d
Cavalry Of The Line - 11th Hussars

Our vehicles consisted of 2 Daimler armoured cars, 2 GMC 4X4's, and 2 Daimler Dingo's, the GMC's were later replaced by the Alvis Saracen APC. The 11th Hussars being the first Regiment to receive this vehicle.

2 Troop then went on detachment to Ladang Geddes, a jungle outpost some 35 miles distant. The Troops enjoyed these detachments as it was a means of escape from the spit & polish of Paroi Camp. We all took turns to become the cook so the tiffin was cooked to order.

Our role at these detachments was to escort food convoys between the many kampongs (villages), and to carry out road patrols.

These road patrols were great fun as it gave us the opportunity to "shoot up the banks" with the 2lb gun & Beza machine gun on the Daimler armoured car. It scared the hell out the monkeys.

Other detachment camps were at Jeram Padang, Sungei Dua (Two Rivers) and Rompin. It was at Sungei Dua that my mate George Symes was shot by a terrorist while riding shotgun on the water buggy driven by Paddy Parkes on the Gemmas Road.

I particularly liked Jeram Padang, every morning it was my job to take the troop leader, 2nd Lt. J.Harris to "morning prayers" at Bahau, this is where he met the Officer Commanding Police District, this afforded the gunner and I a breakfast of tea and toast.

We were also given hospitality by the rubber plantation managers at Jeram Padang.

On return to Paroi Camp I went on a signals course, this I passed and became Driver/ Signaller.

During the year of 1954 we were kept busy with escorting General Sir Gerald Templer around the area, also escorting his 20 year old daughter to Port Dickson for swimming, never have there been so many volunteers.

July 54 saw "A" Sqdn at Konkoi on a training exercise, this was hell on earth, a whole week of chasing one another through the jungle while having thunder flashes thrown at you. I managed to run into a tree, knocked myself out, and spent the rest of the time light duties. we were glad to get back to Paroi for a shower and shave.

Within a few weeks 2 Troop was off to Sungei Dua for a well earned rest. It was here we managed to drop a 2 pounder shell right in the middle of the Ghurkha parade ground, they were not amused.

25th October 54 was a great time for The 11th Hussars, the centenary of The Battle of Balaclava, the Charge of The Light Brigade. Tea was served in bed by the officers, followed by a Regimental Parade, and then a day of games, ending in a glorious party in the N.A.F.I.

November I was promoted to L/Cpl. soon after I went on a N.C.O's cadre course, this entailed about 20 men all shouting at one another across the parade ground, the din was terrible, no one could understand any orders given, and blokes were wandering off in all directions.

Christmas 1954 2 troop was at Jeram Padang, I don't remember much about Christmas/Boxing Day, as Drambuie, Whisky and Anchor beer doesn't make a very good cocktail. I was due some leave so decided to spend it in Singapore, four of us spent this leave at The Union Jack Club, we used to drink in Raffles Hotel, very upmarket!. I had a pair of trousers made in under 2 hours by a Chinese tailor, and bought a Rolex watch for 24 Straits dollars.

March 55 saw "A" Sqdn doing more escort duty, and another detachment to Rompin.

June, and it was time to depart back to the UK. On leaving Paroi Camp, we were inspected by 2nd Lt.J.Harris, complete with clipboard in hand asking us to reconsider signing on for another 3 years,(no chance).



Seven of us made our way back to Nee Soon in Singapore. We were here for two weeks awaiting a plane back to the UK. Eventually we were put on a Handley Page Hermes aircraft that couldn't get off the runway on take off, it careered into the perimeter fence, another two days to repair it. We re-fuelled at Bangkok, Karachi, Bahrain, Rome, and Nicosia, all with an overnight stay.

Finally we reached Blackbush Airport, and shepherded into a nissen hut, it was July, mid summer and we were so cold, we were given a Valor oil stove to keep warm. The final leg of the journey was to Bovington Camp by a clapped out Bedford bus.

At Bovington we spent our time at Lulworth Cove gunnery school, picking up empty shell cases from the ranges, it was better than gardening at Bovington Camp, and of course it was fun firing over Lulworth Cove in the height of the summer holiday season.

Finally came the day to leave the army, I was given a one way rail ticket to Waterloo Station, I made my way to Wool Station for the train to London. I found the railways were on strike, nothing for it but to hitch a lift.

I am extremely proud to have served in The 11th Hussars, the regiment with the brown beret and crimson band, worn without a badge, as was my Father when he joined the regiment in 1919.

The 11th Hussars was raised in 1715 and continued as such until the 24th October 1969 when it was amalgamated with the 10th Hussars to become The Royal Hussars on the 25th October, Balaclava Day. Major Willie Trotter who as 2i/c gave the final command to the Regiment before Amalgamation: '11th Hussars' For the very last time to your duties dismiss!'

Trooper John Plumb



**Breakdown on the way back
from Konkoi to Paroi.**



Konkoi November 1954

(Trooper John Plumb can be identified in the breakdown pic, he is stood on the Daimler and in the other one at Konkoi he is the one with the hat on in the turret)



images courtesy of Trooper Patrick Howlett.

Description: a selection of Dingo pictures from my time in Malaya. All our Dingos had overhead cover with twin bren guns that could be operated from inside the vehicle.

Photo's of 14 ZS 31 were taken at 10 inf Workshop at Ipoh in Northern Malaya.

1954-56.



images courtesy of Trooper Patrick Howlett.

Pat was the Squadron Electrician in "A" Squadron, Royal Horse Guards and did my trade training at the Specialist Training School at Bovington in 1950.



VEHICLE		A SQUADRON					STATE		
NO.	REGISTRATION N°	TYPE	STATUS	NO.	REGISTRATION N°	TYPE	STATUS	NO.	
1	87ZR26	MACV	●	19					
2	87ZR77	-	3	20					
3	91ZR17	-	1	21	31BA81	APCV			
4	84ZR90	-	●	22	32BA19	-	●		
5	31ZV39	-	●	23	32BA42	-			
6	31ZV56	-	●	24	31BA97	-	1		
7	84ZR88	-	5	25	32BA24	-		1	
8	77ZR38	-	8	26	31BA06	-	●		
9	30ZV91	-	●	27	30BA28	-	1		
10	31ZV06	-	1	28	30BA73	-	●		
11	30ZV83	-	●	29	32BA03	-		3	
12	30ZV81	-	5	30	31BA98	-	1		
13	84ZR83	-	●	31	30YJ83	APCV	10		
14	10ZS82	MACV	●	32	68ZB02	APCV	10		
15	32ZV81	-	●	33	01BC04	APCV	10		
16	18ZS20	-	●	34	00BH99	APCV	●		
17	32ZV51	-	●	35					
18	14ZS11	-	●	36					

images courtesy of Trooper Patrick Howlett.

Description: The A squadron Muster board, an invaluable photo from the point of view of a researcher



I was HQ Squadron REME Cpl. Electrician at Seremban at Paroi Camp with my, till good friend, John Plumb.
1954-6