



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.



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.

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

During world war two, the Regiment was equipped with a mixture Rolls 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 4<sup>th</sup> Armoured Brigade, 7th Armoured Division (known as the "Desert Rats").

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

They fought until 8/9/1943 when they departed North Africa and sailed to Italy.

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

The Regiment departed Italy on the 22 Jan 1944 and sailed to Glasgow to refit and retrain for operation Overlord.

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 Tonnig, Germany.

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.



Image courtesy of Cpl Bert Mayes

Description: Left the famous jerboa insignia of the 7<sup>th</sup> Armoured Division.  
Right, a locally north African sourced patch produced when non were available from the QM stores.  
Date: circa 1943



Image courtesy of Cpl Bert Mayes

Description: B Squadron Ashridge Camp, Hertfordshire.  
Date: 24<sup>th</sup> May 1944



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



Image courtesy of Cpl Bert Mayes

Description: Pompeii, Italy – Troopers Charlie Chamberg - Bill Ruder - Bert Mayes & Tom Gormally.  
Date: September 1943.



Image courtesy of Cpl Bert Mayes

Description: The Chateau St-Andre Bayeux Normandy where the Hussars were encamped prior to being sent into action.

Date: 19<sup>th</sup> to 22<sup>nd</sup> June 1944.



Image sourced by Ferdinand Vanden Boomen from a photo on a wall in de Bayeux memorial museum.  
Description: The 11th Hussars pass through the devastating scene at the village of Aun-sur-odon, South of Villiers Bocage (south west of Caen).

The whole city was bombed by the RAF on 14<sup>th</sup> of June to cover the noise of withdrawing British vehicles (Operation Anisæed).

Date : 1<sup>st</sup> August 1944



Image courtesy of unknown book source

The regiment was part of the three armoured divisions advancing to break through the German defences east of Caen in Normandy. Sergeant Hall and Trooper Foster are in the leading armoured car. Operation Goodwood did not however turn out to be as successful as planned.

Date: 18th July 1944



pictures courtesy Martyn Tasker (unknown source)

A Daimler Scout Car F207157 of 11 Hussars mounted with twin Vickers K guns, these were normally attached to aircraft but had proven very effective in North Africa due to the sustained high rate of fire.  
Circa 1944



pictures courtesy Martyn Tasker (unknown source)  
A Daimler Armoured Car of 11 Hussars, again the Vickers K gun is prominent upon its pintle mount on the top of the turret.  
Circa 1944



pictures courtesy Martyn Tasker (unknown source)  
A Daimler Armoured Car of 11 Hussars, fitted with a little john adaptor. Circa 1944



pictures courtesy D.W Streader  
Photographer: DW Streader

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



Pictures courtesy Martyn Tasker (unknown source)  
Description: Daimler armoured car 11 Hussars PAO, D Squadron  
Date: circa 1944.



pictures courtesy D.W Streader  
Photographer: DW Streader  
Description: Daimler armoured car 11 Hussars PAO, D Squadron ,crew, presumably the driver is in the front with commander on left and gunner on right with troop leader central.  
1944.



Image courtesy of Cpl Bert Mayes  
Description: Happy troopers celebrate Christmas 1944  
Date: June 1944.



Pictures courtesy D.W Sreader  
Photographer: DW Sreader  
Description: Daimler armoured car 11 Hussars PAO, D Squadron, crew  
Date: 1944.



Pictures courtesy Martyn Tasker (unknown source)  
Description: A Daimler Scout Car F ???33, of 11 Hussars Circa 1944



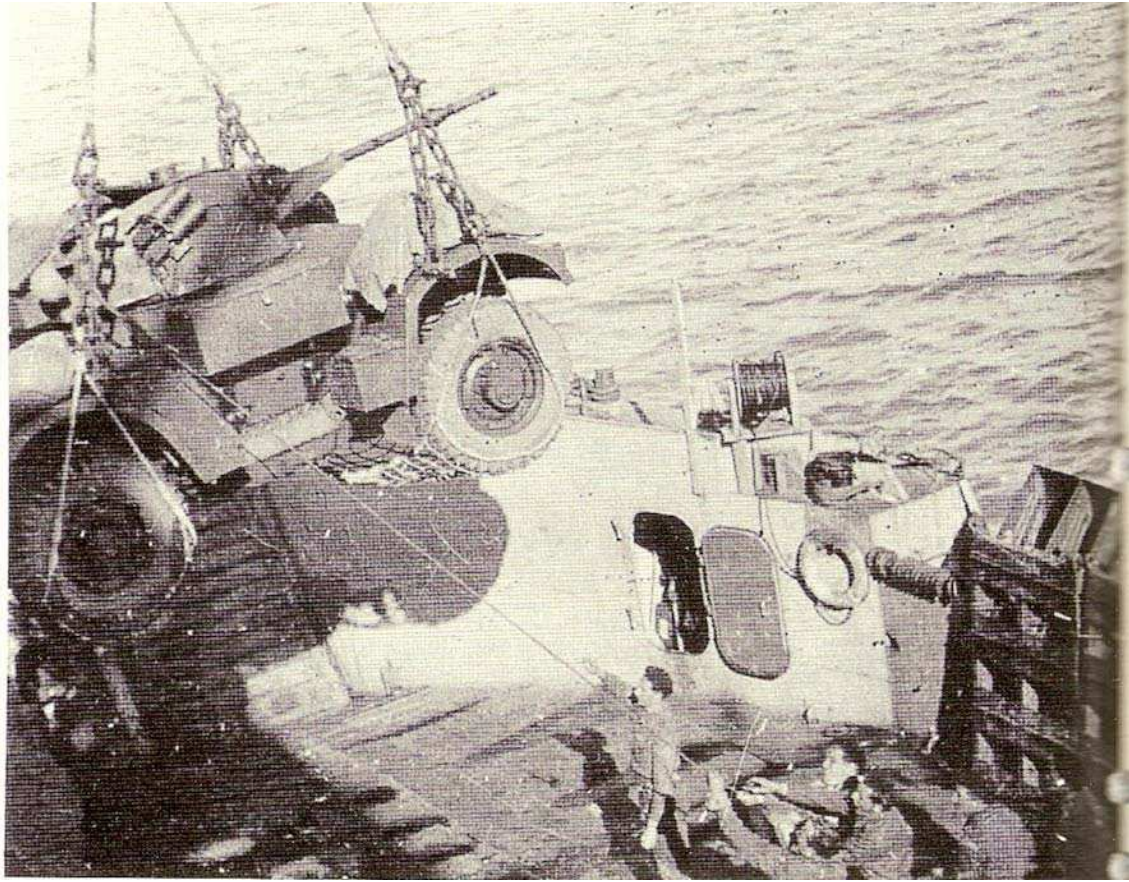
Pictures courtesy D.W Streader  
Photographer: DW Streader  
Description: Daimler armoured car 11 Hussars PAO, D Squadron  
Date: circa 1944.



Pictures courtesy Martyn Tasker (unknown source)  
Description: Daimler armoured car 11 Hussars PAO, D Squadron  
Circa 1944.



Pictures courtesy D.W Streader  
Description: Unidentified troopers prepare a meal.



Pictures courtesy Martyn Tasker (unknown book source)  
A Daimler Armoured Car, of 11 Hussars being transferred to a landing craft prior to beaching in Normandy 9<sup>th</sup> June 1944



Pictures courtesy of IWM  
Description: Daimler armoured car 11 Hussars PAO, 4 Troop C Squadron  
Featuring Sergeant Berry MM&Bar.  
Circa 1944



Image courtesy of the internet  
Description: 11th Hussars, Liberation of Mollens Vidame on  
Date: 1st September 1944



Pictures courtesy Martyn Tasker (unknown source)

Description: B Sqn 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. 2 Troop in the centre had a more adventuresome time. The Germans had left the area bristling with mines and Lt Burridge'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.

Date: 13 August 44



Pictures courtesy D.W Streader  
Photographer: DW Streader

Description: A Mark 2 version of the Daimler armoured car being used by the 11 Hussars PAO, D Squadron . Circa 1944.

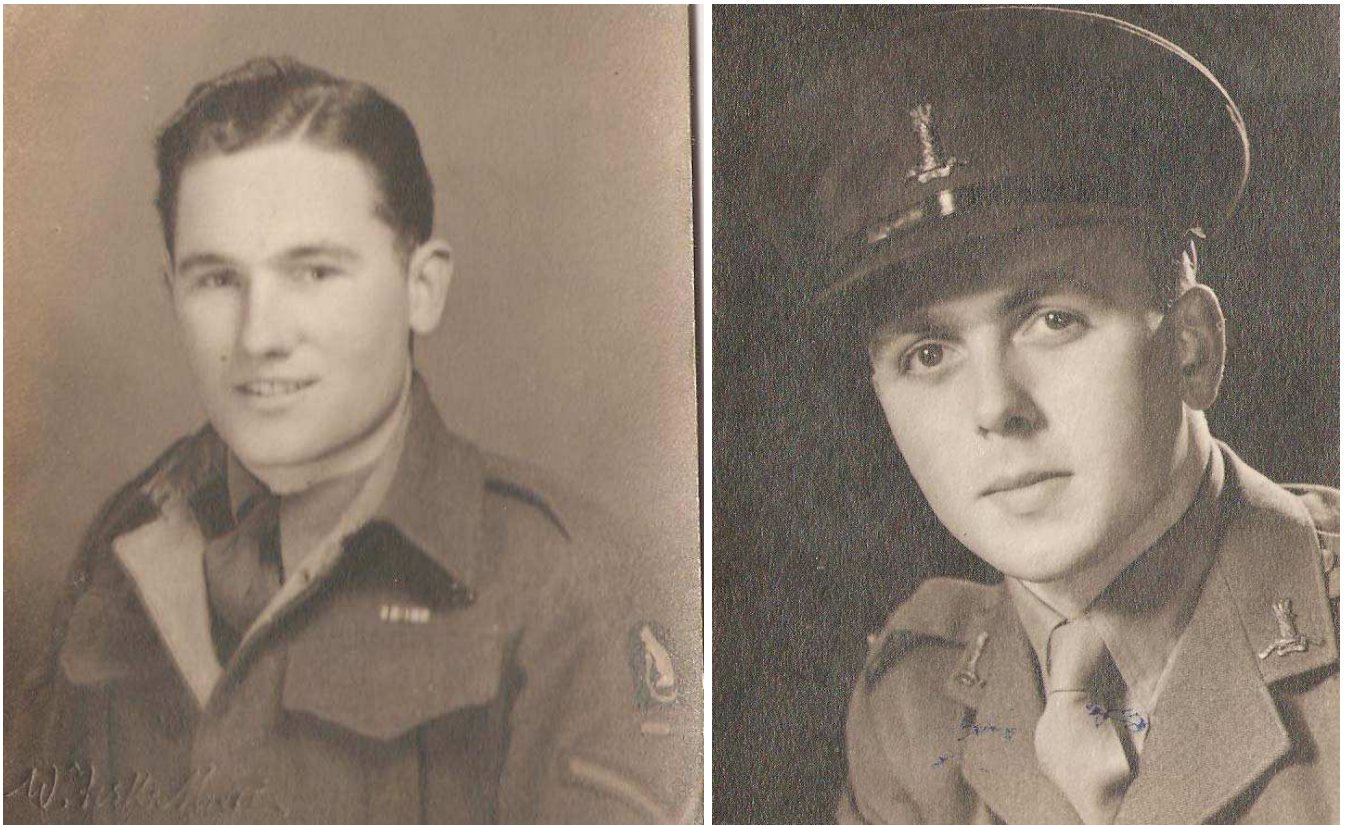


Pictures courtesy D.W Streader. Photographer: DW Streader  
Description: Daimler armoured car 11 Hussars PAO, D Squadron  
Armed with a Little-John adaptor knocked out this Stug. Germany 1944.



Pictures courtesy Martyn Tasker (unknown book source)  
Description: Sargent Jowett and his crew in Holland.  
October 1944





Images courtesy of Cpl Bert Mayes.

Description: (Shown Left) Cpl Bert Mayes who sailed for France on the 8 June 44 and who survived an incident with a mined road.

But was latter seriously injured after his DAC was knocked out by a self propelled gun. The commander of the car Lt Ian Troup (shown right) was killed as the turret was torn from the vehicle.

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28 March 45: At first light three Tps were despatched along the CL and on to capture RAESFELD. At approx 1130 hours RAESFELD was captured and the patrols were able to fan out. 4Tp took the northern route to BORKEN. Light A/Tk guns and Infantry were encountered but were dealt with by the Skins and at last light BORKEN was in our hands. 5Tp Lt Sivewright in the centre made little progress due to bad going and was recalled. 2Tp Lt Troup advanced to 393535 stopping up odd groups of Infantry on the way. At this point he ran into an 88mm A/Tk gun, possibly a Jagdpanther and unfortunately was put out of action.

His car was brewed up and the Tp Sgt's car damaged. Casualties suffered were; Lt Troup killed, Cpl Mayes, Cpl Sykes, LCpl Oliver, Tpr Gray, Tpr Quantrill and LCpl Clarke wounded.



Pictures courtesy D.W Streader  
Photographer: DW Streader  
Description: Daimler armoured car 11Hussars PAO, D Squadron  
Circa 1944



Image courtesy of the IWM  
Description: Sargent Jowett (Right) with Dutch Children  
Circa September 1944



Pictures courtesy Martyn Tasker (unknown book source)

Description: Daimler armoured car of D Squadron enters St Niklaas, Sargent H. Addis (later Major) and quartermaster in the 1960's standing back view.  
9<sup>th</sup> September 1944



Pictures courtesy D.W Sreder

Description: Daimler armoured car 11 Hussars PAO, D Squadron  
Note the interesting smoke dischargers presumably obtained from a German Vehicle  
Date: 1944.



Pictures courtesy of IWM B 10235

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

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

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

Date: 22 September 1944.



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  
Christmas 1945



Pictures courtesy Martyn Tasker (unknown book source)  
Description: Lieutenant K.L Osborne's A Squadron Troop 11 Hussars PAO, prepare for the Rhine crossing  
Date: March 1945



Pictures courtesy D.W Sreeder  
Description: Daimler armoured car 11 Hussars PAO, D Squadron



Date : Winter 1944.



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

Date:3<sup>rd</sup> May 1945



Pictures courtesy D.W Streader & Ian Patterson  
Photographer: DW Streader

A Daimler Armoured car of 7<sup>th</sup> Division, 11 Hussars  
D Sqn moved to TONNING Germany ( capital of the "Kingdom of EIDERSTADT") and set up totalitarian rule, the  
enviable position of which they retained until the 29th May  
Date 10<sup>th</sup> to 29<sup>th</sup> May 1945



Pictures courtesy Martyn Tasker (unknown book source)  
DESCRIPTION: C Squadron lead the regiment into Berlin 12<sup>th</sup> may 1945.



Pictures courtesy Martyn Tasker (unknown book source)  
DESCRIPTION: Major JAN Crankshaw MC leads D Squadron at the victory Parade in Berlin,  
(Note DAC F207050 can be observed on the left)  
Date: 13<sup>th</sup> July 1945



Pictures courtesy D.W Streader  
Photographer: DW Streader  
Description: Daimler armoured car 11 Hussars PAO, D Squadron, Victory Parade Berlin.  
Date: 13<sup>th</sup> July 1945



Pictures courtesy Martyn Tasker (unknown book source)  
Description: Daimler armoured car F207928 of the 11 Hussars PAO,  
Victory Parade Berlin 13<sup>th</sup> May 1945.



Imagescourtesy of Major John Lemon.

Description: 67 Training Regt. RAC Carlise.

The RAC had 4 Training Regiments 65, 66 & 68 at Catterick for tanks, and 67 at Carlise for Armoured Cars. John Lemon (nearest camera). Note spare wheel has been removed on the DAC for driver training - they stuck out & learners were prone to swiping things with them. Date Circa 1952



Imagescourtesy of Major John Lemon.

Description: NATO Exercise Holdfast, Germany.

Ron Shaw on turret, John Lemon on front wing of DAC 79ZF49 F208061. Date Circa Aug – Sept 1952



Images courtesy of Major John Lemon.

Description: NATO Exercise Holdfast, Germany. Ron Shaw on turret, John Lemon on left. Date Circa Aug – Sept 1952



Images courtesy of Major John Lemon.

Description: NATO Exercise Holdfast, Germany. Joe Lishman & Ron Shaw. SHQ A Sqn. (SHQ had one armoured car for local protection, a White Command Car and several Dingos. The REME fitters had a half track. Date Circa Aug – Sept 1952.



### 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 "Cherry pickers" on our way to Southampton to join the infamous HMT Dunera which was on its 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](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 were met by a very 'mean' Sergeant, Sgt. Eddie Sack, 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.



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 Troop 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 of 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 Sr 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 on 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 refuelled at Bangkok, Karachi, Bahrain, Rome, and Nicosia, all with an overnight stay.

Finally we reached Blackbusch 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 Dingo's had overhead cover with twin Bren guns that could be operated from inside the vehicle.

Photos of 14ZS31 & 26ZS81 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.



  
**A SQUADRON.**

VEHICLE	REGISTRATION N°	STATUS	REGISTRATION N°	STATUS
1	87ZR26	MAC	19	
2	87ZR77	-	20	
3	91ZR17	-	21	31BABI
4	84ZR90	-	22	32BA19
5	31ZV39	-	23	32BA42
6	31ZV56	-	24	31BA97
7	84ZR88	-	25	32BA24
8	77ZR38	-	26	31BA06
9	30ZV91	-	27	30BA28
10	31ZV06	-	28	30BA73
11	30ZV83	-	29	32BA03
12	30ZV81	-	30	31BA98
13	84ZR83	-	31	30YJ83
14	10ZS82	MAC	32	68ZB02
15	32ZV81	-	33	01BC04
16	18ZS20	-	34	00BH99
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

- 87ZR77
- 91ZR17
- 84ZR90
- 31ZV39
- 31ZV56
- 84ZR88
- 77ZR38
- 30ZV91
- 31ZV06
- 30ZV83
- 30ZV81



84ZF88



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



Images courtesy of Major John Lemon.

Description: Escort Troop with dingo 26ZS89 F206920 in Malaya. Date Circa Aug – Nov 1954.



Images courtesy of Major John Lemon.

Description: Cpl. John Lemon at Kuala Pilah, Malaya. Detached from Sqn as Brigadier's escort.  
Living quarters to rear. Note extended armour on the Dingo 26ZS84 F206206.  
Date Circa Aug – Nov 1954.



Images courtesy of Major John Lemon.  
Description: Escort Troop at Kuala Pilah, Malaya. Paddy O'Grady in foreground.  
Date Circa Aug – Nov 1954



Images courtesy of Major John Lemon.  
Description: Escort Troop at Kuala Pilah, Malaya. GMC Otter AC, Daimler AC & Dingo.  
Date Circa Aug – Nov 1954.



Images courtesy of Major John Lemon.

Description: Trooper Paul Richards, escort to Brigadier Howard, 26 Ghurkha Infantry Brigade, Kuala Pilah Malaya. The crossed Kukri is 17th Ghurkha Div Sgn.  
Date Circa Aug – Nov 1954.



Images courtesy of Major John Lemon.

Description: Trooper George Symes in the Dingo 32ZV81 F48690 & John Lemon (left) & Paul Richards (right) on Daimler AC. Date Circa Aug – Nov 1954.



Images courtesy of Major John Lemon.  
Description: Left, Dodge 1 Ton (peep). SHQ had one, very fast, Dodge 6 cyl petrol engine.  
Right, GMC 6 cyl AC, issued prior to Saracen as APC.  
Date Circa Aug – Nov 1954



Images courtesy of Major John Lemon.  
Description: Troopers Dick Tampion, Archie Whelton & Fred Brocklehurst sit on their Daimler AC 91ZR16 F39314. The Mk 2 car differed from the Mk1 with the new escape hatch, cooling system & oval gun mantlet. Date Circa Aug – Nov 1954



Imagescourtesy of Major John Lemon.

Description: John Lemon left with Mk 1 Daimler & Saracen. Date Circa Aug – Nov 1954



Imagescourtesy of Major John Lemon.

Description:Cpl John Lemon left with Humberette scout car. John thought it Superior to Dingo and it possessed a large engine & crash gearbox. . Date Circa Aug – Nov 1954



Images courtesy of Major John Lemon.  
Description: Trooper Paul Richards. Date Circa Aug – Nov 1954



Images courtesy of Major John Lemon.  
Description: Infantry Humberette with a locally adapted “bodged up” turret. Date Circa Aug – Nov 1954



Images courtesy of Major John Lemon.

Description: Infantry Humberette part of the Escort to Brigadier Howard, 26 Ghurkha Infantry Brigade, Kuala Pilah. Cpl John Lemon reading left. Date Circa Aug – Nov 1954



Images courtesy of Major John Lemon.

Description: Sgt John Lemon with Saracen (Malaya. Date Circa Aug – Nov 1954



Images courtesy of Major John Lemon.

Description: Daimler Ferret Mark II scout cars 00CA05 & 00CA55 in Aden. Date Circa 1960



Images courtesy of Major John Lemon.

Description: Daimler Ferret Mark II scout cars 00CA06 & 00CA03 in Aden. Date Circa 1960



Images courtesy of Major John Lemon.

Description: Daimler Ferret Mark I scout cars 09BB11 & 01CA81 in Aden. Date Circa 1960



images courtesy of Major John Lemon.

Description: Daimler Ferret Mark II scout car 00CA71 on patrol in Aden. Date Circa 1960



Images courtesy of Major John Lemon.  
Description: Daimler Ferret Mark II scout car 00CA04 ford a river in Kuwait.



Images courtesy of Major John Lemon.  
Description: The 11th Hussars were equipped with Ferrets & Saladin's in Kuwait. The local Troops were equipped with 20 year old Daimlers.  
Date Circa 1960