



### Dingo's in the Royal Navy

Below is an interesting photo of two Royal Navy Dingo's taken on the VE day celebration parade.

It is not clear if the navy had these cars as part of their establishment or were simply loaned to them for the day.

If issued to the navy the use or purpose of these cars is currently unknown but it is assumed that they were used as protective vehicles by senior officers when traveling around large naval establishments.#

Or possibly used as communication vehicles for Beach Masters, vehicles of this type were certainly used for this purpose on the ill fated Dieppe Raid.



Image courtesy of the <http://www.naval-history.net>

VE day celebration parade in London in 1945

Two of the Naval commanders in armoured cars driven by naval ratings - Admiral Sir John Cunningham (no relation to ABC), C-in-C Mediterranean and Admiral Sir Geoffrey Layton



Information Received from an Ex Royal marine who served in Northern Ireland and latter in Kuching Borneo. 1962/64. with 3rd Commando Brigade.

Received Feb 2010

I'm a former Royal Marine who served in Eglington N.I. in 1957 /58

HMS Gannet ( at Eglington) was a mothballed naval air station and deserted air base with a hand full of Royal Navy and WRENS buy nowadays is a civilian airport. We used the maintenance garage and lived in 2 huts on the site.

The base it's self had a contingent of WRENS [navy girls ] and there were sailors too, what exactly their role was is unknown.....to me. [Possibly stores, admin in general, cooksetc].  
There was also a civilian workshop where the vehicles I had at my disposal were serviced.

Based there was a detachment of Royal Marines , one Officer , one Sergeant, one Corporal and 10 marines. Our function was to guard the windmill on top of the hill behind Eglington which housed the radio station.

My function along with 6 navy personnel was to guard a munitions establishment on the out skirts of Londonderry and provide occasional back up the Royal Navy MOD police.

This is where the "dingo" came into it's own as the road was approx.3 miles long. Where all the magazines were housed underground.

I had a choice of 2 Daimler scout cars, 2 Austin champs, 3 Willys knight and a M/C .  
Now for the joke, I was the only one in a detachment of 15 who had a driving license!!

The Daimler scout car was a good vehicle with 6 speed box and a transfer box giving 6 reverse gears too. Pre select and oil "wet" clutch, top speed of around 65 MPH which was fast for those days!

The 0.5 machine gun had been removed and replaced with a .303 LMG. We only did night patrols so we also had a massive search light. No radios were fitted, although we had aerials , no doubt to confuse every one.

The tyres were of the bullet proof type.....no air and ran on a thick rubber inner band.

For other work I used the Austin Champ with a 3litre petrol Rolls Royce engine.

A number of Marines were taught to drive in this vehicle on the run way where civil aircraft now land .

As for the Willys Knight left hand drive US Army "car" I wish I could afford to buy one now. In a short sentence.....a smashing run about.

Although all this happened more than 60 years ago I suppose it's OK to reveal these details?

Terence W. PJM.



### Dingo's in the Royal Air Force

It appears that the RAF were issued a small number of Daimler scout cars for airfield security roles. Further to the D Day landings they were then utilised as vehicles for forward scouting parties consisting of assault engineers and RAF staff. These parties were tasked in locating and establishing suitable sites for airfields as close as possible to the front line as it advanced across Europe.



Image courtesy of the IWM  
Photographer: Malindine (Lt) War Office official photographer

Description: Motorcycle dispatch riders pass messages to a headquarters Scout Car Mk IB F9639 during an exercise to test airfield defences in the South of England,

22 July 1941.



Image courtesy of the IWM

PHOTOGRAPHER: Abbott LH (Ft Lt) Royal Air Force official photographer  
ROYAL AIR FORCE: ITALY, THE BALKANS AND SOUTH-EAST EUROPE, 1942-1945.

DESCRIPTION: Two airmen of No. 2866 Rifle Squadron RAF Regiment celebrate the end of the Italian campaign with a special issue of beer, while sitting on top of their Daimler Mark I Scout Car. On the left is Leading Aircraftman H Fowden of London, and on the right, Leading Aircraftman J Mills of Colchester, Essex.  
6 May 1945