



### The 2nd Household Cavalry Regiment (Guards Armoured)

When the Second World War began the two Household Cavalry regiments were formed of the Life Guards and the Royal Horse Guards (the Blues).

These two regiments provided a horsed regiment for the 1<sup>st</sup> Cavalry Division which was sent to Palestine and latter formed the core of the 10<sup>th</sup> Armoured Division under the title of the 1<sup>st</sup> Household Cavalry Regiment (1 HCR).



A training regiment based in Windsor gave up its horses in 1941 and became the Household Cavalry Motor Regiment, then the 'Second Household Cavalry Armoured Car Regiment' and finally the Second Household Cavalry Regiment (2 HCR).

The 2HCR also maintained a small reserve regiment based in London.;

After mechanization the Life Guards commanded and staffed the 1HCR and the Blues the 2HCR even though they were official a single composite unit.

The household Cavalry disembarked on the shores of the Normandy beachhead on the 14th July and were assigned to VIII Corps. The regiment had arrived in time to form part of the reconnaissance screen made ready for the commencement of operation Goodwood, the plan to open the front to the east by massive armoured attack across the plain of Caen and then onward to the south and east.

In the event operation Goodwood resulted in appalling losses to the British tank and other armoured regiments, but fortunately the 2HCR was spared due to the lack of opportunity to commit a lightly armed but highly mobile reconnaissance force.

When at the end of July the allied prepared to break out of the Normandy beachhead, they were in fact well behind schedule, partly due to the impenetrable terrain of the bocages combined with poor weather and the German high command order that no strategic withdrawal would be permitted.

Another large assault on the Caen by Canadian troops, was a thankless task but which served the purpose of diverting a large force of enemy armour to this front. This resulted in a weakening of German resistance along the American sector to the west.

On the 27 July at the American front, the Americans started to break out to the south, the British front line however remained relatively static.

The proposed British thrust, Operation Bluecoat was intended to be a powerful two pronged attack with XXX Corps heading south towards Mount Picon and VIII Corps making a wider sweep to the west and just entering the American Sector.

This thrust required both corps to be withdrawn from the Caen front and switched by complicated manoeuvres to the western British flank.

Despite valiant advances both Corps encountered heavy fighting and the planned breakout had not occurred, the attack being held up by fierce German resistance, the demolition of key bridges and the use of the dreaded 88mm anti aircraft gun as a very effective anti tank screen.

On the 31st July C Squadron of the 2HCR were tasked with breaking through the German lines and probing behind to establish the location and establishment of enemy forces.



Then at about 10.30 in the morning just as tanks and infantry were forming up for yet another slogging match to push back the front into the village of St. Martin Besaces a faint radio message was heard from C Squadron.

The message, definite and unaltered ran thus '1 say again, at 1035 hours the bridge at 637436 is clear of enemy and still intact'.

This message meant that Lieutenant Powell had found a clean way through enemy lines, and was at this moment a good six miles behind them. He was armed with one Daimler armoured car and one Daimler Dingo scout car. He had somehow slipped through the 88mm gun screen covering this sector, and traveling through Floret L'Evêque had reached the bridge over the River Souleuvre leading to the Le Beny bocage and the main road Vire beyond.

This was wonderful news and would have a vital bearing not only on the forthcoming battle but the future of the allied operations.

That morning C Squadron had consisted of Lieutenant Dickie Powell's Troop, consisting of two Daimler armoured cars and two dingo's. Shortly after departure one of the armoured cars had suffered a mechanical failure and the following dingo had to remain behind as it could not pass the larger car in the narrow banked lanes. Powell had then continued with just the two vehicles. In the scout car was Trooper GB Bland of Epping (a printer by trade) and his driver Trooper HGP Read. In the armoured car Lieutenant Powell, his gunner operator Corporal P Staples and driver Trooper Clarke.

In Trooper Bland's own words:

'The first four miles were nerve racking for us as this was the first taste of leading into the unknown, so to speak. Early on we had found ourselves with only two cars left. Shortly afterwards I had spotted a German lookout guard, he ran, but luckily a grenade I threw accounted for him. The idea of using the grenade was better than using the guns as it was harder for the enemy to determine what it was, which served us lucky as we quickly came across a couple of 88mm's and a number of smaller calibre jobs.

Fortunately they were without warning and although they tried hard they missed us, we pushed on hurriedly now, in order to get past this sticky spot and get through safely.

I remember Lieutenant Powell shouting a remark to me 'we might as well try what's in front it can't be worse than trying to neck it back through that lot'. After taking a number of posts by surprise, I had occasion to look at the map and realise we were close to the bridge and also a rather long way back from Headquarters. This came as a bit of a shock.

We tried to get a (radio) message through but could at that time not make contact. It was decided that I should have a crack at crossing the bridge, covered by the armoured car. It worked and after dismounting myself and Corporal Read slipped up behind a German sentry and quietly finished him off. We had to dispose of any such visitors in a similar way otherwise we were sunk as there was not a hope of holding any numbers off with just the two cars if the warning went off.

I think it was sheer luck that we were never spotted as we later learned that a number of Panther tanks had the bridge covered. We had decided to hold the bridge dismounted and this kept us out of sight. The cars were covered in bushes. Only Corporal Staples remained with the cars to try and make contact. Which he did after some brilliant radio operating'

Upon receipt of the message back a HQ tank was sent to relieve C Troop and secure the bridge, but these were met by the now alerted anti tank guns.

It was not until the afternoon when five tanks from the 2nd Northants Yeomanry arrived at the bridge after nearly shooting up Powell's Troop in the process. The force then held the bridge defended for the next 6



hours, by which time it had been decided to push the entire division over it and the leading tanks of 29th brigade had already arrived on this mission.

The capture of this key bridge and the advance southwards which it made possible was unquestionably a turning point in the campaign in France. Momentum had been found and the Germans had made a rare error. From this point on VIII Corps pushed on to play a full role in aiding the Allied breakout from the lodgment area around the beachhead.

General Roberts, Commander in Chief 11th Armoured, had realised the opportunity. The entire Army plan was changed and its most westerly troops now became recognized as the main striking component. The commanding heights of the Le Beny – Bocage now lay in the grasp of the British forces and they were ordered after securing them to push on with all speed.

It is indeed astonishing that in modern war, because of two well designed small reconnaissance vehicles, lightly armed but fitted with wireless communication equipment.

That an entire army plan can be altered in such short space of time on receipt of a faint message sent by five men on a bridge, six miles behind enemy the line.

On 15th August, troops of the 2nd HCR were first in the Crossing of the Noireau, while on 31st August, near Amiens, three troops captured three bridges over the Somme, well ahead of the rest of the whole Army, and held them until the Guards Armoured Division crossed.

Thereafter, 2nd HCR, leading the Guards Armoured Division (which spearheaded the 31st Army Group into Northern France), made rapid headway, and by the 3rd September became the first British troops to re-enter Belgium.

On the same day, 'A' Squadron 2nd HCR entered Brussels at approximately 1730 hrs, and continued the advance the following day as far as Louvain. On 10th September, 1944, a troop of 2nd HCR succeeded in reconnoitring the important bridge over the Escaut Canal, near Neerpelt, by means of which the whole British Army were to enter Holland.

During the great 'Market garden' airborne operation to take the large bridges at Grave, Nijmegen and Arnhem, 2nd HCR were constantly on forward patrols. Two troops managed to get through heavy German defences on the Neder Rijn and made contact with the Polish airborne near Driel, Arnhem.

These troops joined the airborne in their gallant but unsuccessful fight, and eventually got back to their own Squadron.

In February 1945, the Regiment was employed in the Nijmegen sector at a time when the Germans were desperately fighting the British advance to the Rhine.

2nd HCR crossed the Rhine at Rhees with the Guards Armoured Division, and began advancing to the North and West.

Near Lingen (3rd April, 1945) a troop of 2nd HCR found a bridge over the River Ems, unblown but strongly held. The bridge was subsequently stormed by men of the Guards Armoured Division.

The last battle honour of the 2nd HCR was in the fighting around - and capture of - Bentheim, on the German/Dutch frontier in April 1945. After this it continued the advance between Hamburg and Bremen and ended the war by entering the German naval base of Cuxhaven on 'VE Day'.

It is worth noting that the Second Household Cavalry Regiment was described by General Sir Brian Horrocks as the " finest armoured car regiment he had ever seen".



Image courtesy of Harry Rose Family.

Description: Photograph showing Trooper Harry Rose driving the dingo past a captured 88mm gun reputedly somewhere in Normandy France.

Note that the car bears the Guards Armoured signs and that the recce unit 44 markings has does not have the white top denoting the unit to be under the control of the corps

Reputedly June / July 1944



Image courtesy of Graham Darville  
Photographer Lance Corp Arthur Alex Charles Darville  
Trooper Arthur Alex Charles Darville and the Blues crossing the Albert Canal  
7-8th September 1944



Image courtesy of Graham Darville Photographer Trooper Arthur Alex Charles Darville  
Lance Corp Arthur Alex Charles Darville at the wheel In Holland just before Market Garden  
For a bit of Rand R.



Image courtesy of Graham Darville Photographer Lance Corp Arthur Alex Charles Darville  
Lance Corp Arthur Alex Charles Darville, was the driver of the above Daimler heavy. The Guards Eye can be seen high up on the right wing. And the horn looks as if it is still covered in waterproofing.



Image courtesy of Graham Darville . Photographer Lance Corp Arthur Alex Charles Darville  
Even the war stopped for a cuppa, Trooper Arthur Alex Charles Darville on the right and the unidentified Commander of his Armoured Car is seated on the Left. Note the improvised tent and interesting campaign chairs fastened to jerry cans. Plus the use of white enamel tin mugs near the front line (which many historians say should never occur).



Image courtesy of Arno Lasoe  
Photographer Unknown

Description: C Squadron commanded by Major Herbert, passed through Tournai having just passed through the Belgium border at Bachy amidst scenes of great jubilation. They went on the way to liberate Brussels the same day.

C Squadron was staffed by the following reconnaissance troop leader, one of whom is no doubt shown standing in the car

Lieutenant N D Paget  
Lieutenant A V Young  
Lieutenant R M Halliday  
Lieutenant D A Corbet  
Captain R Wrottesley

The town of Tournai had already been liberated by the Americans two hours earlier that morning and most of the key bridges were held by US troops.

Unfortunately the Americans had then run out of petrol and could advance no further.

Date: Morning of 3<sup>rd</sup> September 1944



Image courtesy of the IWM Photo reference BU399A (film extract)

A scout car passes a burning German vehicle  
2nd HCR/Guards Armoured Division

3rd September 1944



Image courtesy of the official regimental history book "The Household Cavalry At War".

Description: Photograph showing the entry of Lieut Wordsworth & Trip Ben Fisher into Engien. Note that as yet there are few people in the main street and no welcoming flags out.

3rd September 1944



Image courtesy of British Pathe & IWM film archive BU478  
Photographer Unknown

Description: Daimler armoured cars and staghounds of the 2<sup>nd</sup> household cavalry enter Brussels to scenes of jubilation.

Afternoon of the 3<sup>rd</sup> September 1944



With 'Market-Garden' now afoot, the Guards Armoured Division needed information to plan its break-out from the bridgehead. On September 11, on special orders from Division, two Daimler scout cars of the 2nd Household Cavalry, led by Lieutenant Rupert Buchanan-Jardine of D Squadron, carried out a daring reconnaissance into Holland to see whether the Dommel bridge just south of Valkenswaard was intact and would carry the XXX Corps tanks. Crossing the enemy lines (which were still thinly held) shortly after noon, the two Daimlers drove on for some five miles, questioning several Dutch civilians on the way, until they reached a roadside cafe, 'Rustoord', about a mile short of the bridge, where they were surrounded by a large group of overjoyed Dutchmen who thought liberation had come. While Buchanan-Jardine tried to calm the civilians, the commander of the other scout car, Lance Corporal-of-Horse Jack Brook, carried on to recon the bridge. It was intact, for he saw a German Mark IV parked right on it. Returning to the cafe, they sent back a radio report. This done, the patrol returned the same way it had come, racing through the German lines at full speed and regaining friendly territory with everything on their cars punctured and broken by German bullets. General Horrocks of XXX Corps judged the exploit 'the most daring reconnaissance that was carried out in the last war'.

Extract courtesy of M McNeil from the book *After the Battle*



Lieut. Buchanan-Jardine's dash to Valkenswaard. This photograph was taken by a Dutch civilian and was hidden from the returning Germans, who, as part of reprisals against the population for having welcomed the Household Cavalrymen, seized hostages and shot, among others, the person marked with a cross. (*Centre, with field-glasses*) Lieut. A. J. R. Buchanan-Jardine. (*In scout car*) Tpr. Buckley. 11th September, 1944. (*From photograph in the possession of A. C. Lemmens, Valkenswaard.*)

Extract courtesy of M McNeil the book After the Battle

Dingo scout cars 206670 & F205767



Image courtesy of the official regimental history book "The Household Cavalry At War".

Description: Photograph showing advance units of the British Second Army in the Dutch village of Valkenswaard

Date: 10.25am, 17<sup>th</sup> September 1944



Image courtesy of the official regimental history book "The Household Cavalry At War".

Operation Market Garden, XXX\_Corps\_2nd HCR in Holland. 18th September 1944, Waiting to resume the advance northwards from Valkenswaard. M.Q.M.C Thomson, facing camera on left of the 44 sign, can be seen speaking to the driver, Trooper Reg Holmes, and scout car commander, Cpl. "Mac" McNeill, in the lead scout car from 2 Troop, C Squadron.

Behind them, leaning out of the Armoured Car, is Lt. Arthur Young. He was awarded the Military Cross in recognition of what the Troop achieved four days later in Driel. That day ended in tragedy when British tanks fired on them and Trooper Holmes was killed.

(The censor originally blotted out the Corps signs and the "Littlejohn" apparatus on the 2-pdr. guns of the Household Cavalry armoured cars when this picture was published in the newspapers).

Date 17<sup>th</sup> September 1944



Image courtesy of Ferdinand van den Boomen & Rien Harink.  
Photographer: Unknown Doctor in Valkenswaard.  
Description: Scenestaken by an amateur photographer with a 8mm movie camera.  
Date 17<sup>th</sup> September 1944



Image courtesy of Ferdinand van den Boomen.

Photographer : Unknown

Description: A DAC possibly of the 2HCR passes through Stratumsewijk, on the corridor to the South of Endhoven.

Date 18<sup>th</sup> September 1944

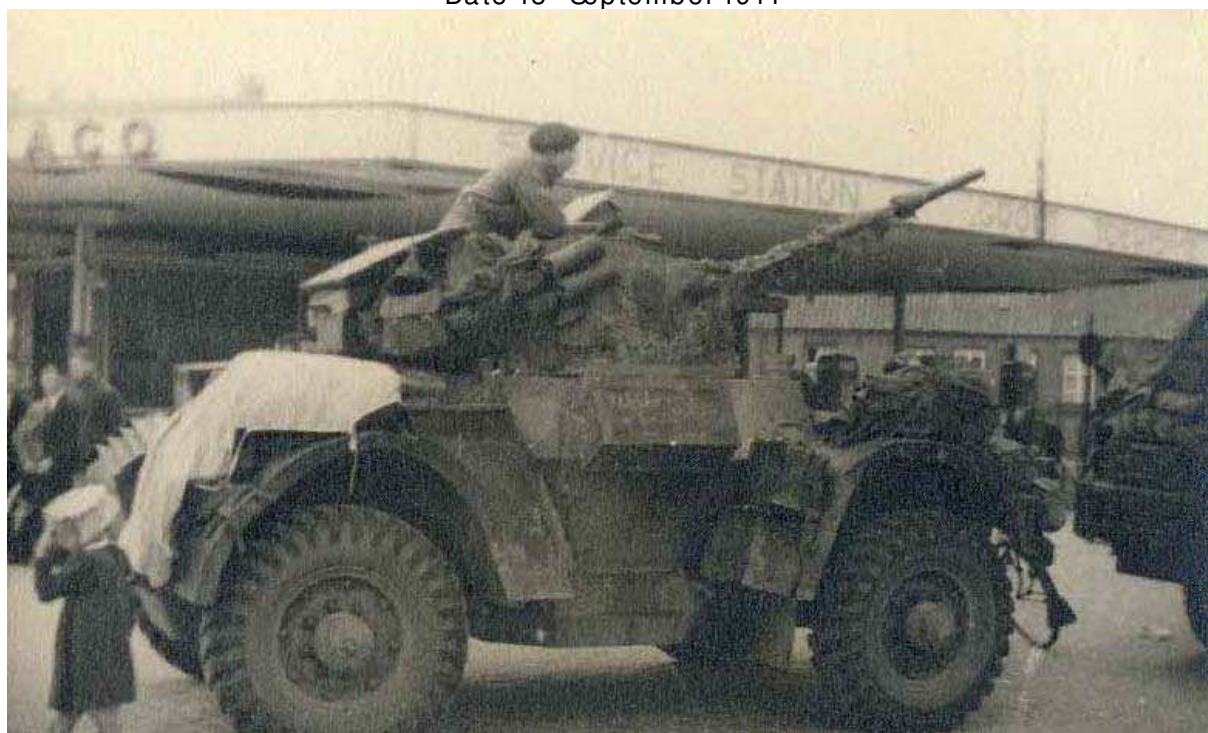


Image courtesy of Ferdinand van den Boomen.

Photographer : Unknown



On Active Service- Household Cavalry 1939-1945  
The Daimler Fighting Vehicles Project – Part d1a  
[www.daimler-fighting-vehicles.co.uk](http://www.daimler-fighting-vehicles.co.uk)

Description: A DAC possibly of the 2HCR passes through Boschdijk to the south west of the Woenselse street  
(with the yellow/orange air recognition 'cloth' on the back of the tank).  
Date 18<sup>th</sup> September 1944



Image courtesy of Ferdinand van den Boomen  
(Liberation of Nijmegen).  
18<sup>th</sup> sept 44



Image courtesy of the IWM Photo reference B10127  
Photographer: taken by Sgt Midggely

Description: Operation Market Garden, XXX\_Corps\_2nd HCR in Holland.  
Daimler Scout car and Daimler Armoured cars passing through the crowds at Eindhoven.

(Note that the large roundels and stars painted on the upper parts of the Daimler armoured car turrets and orange coloured sheets fixed to the rear engine covers for aircraft recognition purposes.)

18th September 1944



Image courtesy of Ferdinand van den Boomen & Rien Harink.

From a book called "De bevrijding van Eindhoven/the liberation of Eindhoven  
Sourced from: the Municipality Archives Eindhoven  
Photographer Unknown

Description: The First contact between British and American forces. The Recce Troop of Lieutenant R Palmer ( the man on the left in the armoured car) has managed after much wandering to find a route around Eindhoven and has entered Woensel from the west. Paratroopers of the 506<sup>th</sup> Regiment welcome the British.

12.15pm Monday 18 September 1944



Image courtesy of Ferdinand van den Boomen & Rien Harink.

Description:

The village of Heumen. Close to the 'Molenhook'-bridge across the Meuse-Waal Canal  
17-18 September 1944



Image courtesy of Ferdinand van den Boomen & Rien Harink.  
Photographer Unknown

Description: This picture is situated in Endhoven in the Woenselsestreet which was part of the centerline of advance for Operation Market Garden. In the first house there is a little barbershop and the on the sign are written the prices are for haircuts.

It has been identified from persons who are familiar with the street that the Daimlers are directed towards the north. 500 meters south of this very position there was a German 88mm canon which was eliminated by 101st "screaming eagle" division on the morning 18 September. It is assumed that the photo must be taken during the late morning of the 18th September and is Lieutenant Palmers B Troop.

Other troops did arrive at the same location later in the day but these have passed through the centre of Endhoven and it was reported that 'it seemed that the population possessed inexhaustible supplies of chalk with which they tried to scribble their names on the cars as they passed by'.

As none of the cars have visible chalk markings it is unlikely to be other troops.



Travelling with Lieutenant Palmer's Reconnaissance troop (XXX corps) was a Humber scout car commanded by Captain Balding and carrying in addition an American sergeant with a wireless set.

His task was to try and establish contact with his airborne compatriots at the earliest opportunity. Captain Balding's aim was to liaise with the 101st US Airborne north of Eindhoven and keep the regiment informed of developments of the situation.

At first small streams and little wooden bridges baffled all attempts to cross them. But with admirable perseverance B troop kept pegging away. Eventually a way was found across the River De Run. And there after the route improved.

Enemy were encountered but soon dealt with, for clearly nobody expected the armour to attempt such a cross-country run. And shortly before midday Lieutenant Palmer linked up with the American forces to the north of Eindhoven near a village called Woensel.

The troop was enthusiastically greeted by Brigadier Higgins Second in command of 101st Airborne Division.

From him it is learnt that the northern approaches to Eindhoven were not yet clear of enemy and that the Germans had blown the bridge at Son when the Americans were two hundred yards from it.

This was bad news as several hours would be lost repairing it. However Captain Balding was able to pass back over the wireless the exact measurements of the gap and other RE requirements which enable the necessary bridging material to be brought up the moment the bridge was reached by the remainder of XXX Corps.

In addition he was able to forward a request that a telephone call be put through to Son 244. This unorthodox manoeuvre straight through the German-controlled telephone exchange was carried out with complete success and the American officer was able to inform divisional headquarters that the airborne engineers were already hard at work preparing the approaches south of the bridge.

The information that the 'stable boys' had met up with their 'feathered friends' created great excitement at Divisional Headquarters as the first of the tree link-ups on the way to Arnhem had now been achieved.

Palmer's troop remained at Woensel to await the tanks of the Grenadier Guards who were to follow the armoured cars and for the Irish Guards to continue fighting north from Aalst. By three o'clock in the afternoon, American forward patrols had fought their way as far south as the railway line north of the town centre of Eindhoven, but the American paratroopers were not too happy about their eastern flank which in places was to be hard pressed. Lieutenant Palmer had already met some wounded Americans who told him they would be grateful for help in repelling German attacks on another bridge they were holding at west of Son.

As further immediate advance was curtailed by the blown bridge at Son Major Wignall gave permission for Palmer to go to the aid of the Americans and until dusk fought at their side. Finally being ordered to withdraw, bringing the Americans back to Son on top of the armoured cars.

The Son bridge was completed before schedule and a few minutes before six o'clock in the morning of the 19th September the Troops of Armoured cars crossed the bridge towards Arnhem.



Image courtesy of Ferdinand van den Boomen

Photographer Found in the archives of the old municipality of 'Oerle' (nowadays called veldhoven).  
Taken on the route of Lt. Palmer's flanking maneuver out to the west, to reappear several hours later in the 'Woensel'-part of Eindhoven.

The information with the photo gave away that it was taken on the 18th of September and that it was one of the vehicles of the unit of Lt. Palmer. The road signs affirm that the location is New Church street at Oerle. And this is west of Eindhoven. (Don't let the name New Church street fool you. This was just a little village with a few farmhouses grouped in the fields.) It is a fine spot to focus on when you flank west and a nice 'covered' crossroad to turn in direction of Eindhoven North

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Image courtesy of Ferdinand van den Boomen & Rien Harink.  
From a book 'the Pictorial history of Woensel'  
Photographer Unknown

Description: Another photo taken along Woenselsestreet, showing Trooper Mac McNeil left, Driver Reg Holmes Middle and another unidentified member of B Troop.

Monday 18 September 1944

#### 22nd Sept

The mixed Column of the 129th brigade made contact with the poles (at Driel) by half past eight in the evening, but the link up was marred by a most unfortunate incident which occurred in the half light.

On hearing the rumble of tanks Lieutenant Young's troop (who had reached the pole earlier) moved forward to cautiously investigate having been warned that the relieving force was on the way. Soon the leading car caught a glimpse of a Sherman turret and Lieut Young ordered that the poles nearest showed recognition panels. The armoured cars likewise brought out their yellow strips and then advanced down the road to welcome the British force carrying yellow smoke cartridges which they fired off liberally.

However the leading tank failed to recognise the signals and opened fire on the troop which was half exposed. The first shot caused superficial damage to Young's car carrying away the tool box, a tyre etc. But the second shot drilled a hole in the front armour plate of the second car killing Trooper Reginald Holmes outright.

The troop's immediate reaction was to imagine that the Sherman's were being used by the enemy and several poles who had witnessed the episode were preparing to take them on with bazookas. But then the sound of an English voice was heard and it was realised that there had been a tragic mistake.

Trooper Holmes was buried the next day in Driel churchyard with full military Honours.



Image courtesy of the official regimental history book "The Household Cavalry At War"  
It is noted that the IWM also has this photo but incorrectly attributes the location of the picture as Grave  
Photographer Sgt Midggely  
Operation Market Garden, in Holland.

Description: "Holland. L/Cpl Benstead (centre) and Tpr. Strange (rear) of XXX Corps, 2nd HCR. Are welcomed by happy Eindhoven people at the Junction of Aalsterweg and Orcideeenstraat. Few local will have imagined that the public air raid shelter in the background would within 24 hours become a dire necessity. (Note that the old VIII Corps sign has not yet been painted out.)

Date: 20<sup>th</sup> September 1944



The same location in May 2010.



Image courtesy of Ferdinand van den Boomen  
Taken very early in the morning of the 19th Sept in Stratumsewijk, ( inner city in Eindhoven)  
by Dr.ir. J van Sooten ( who worked in the Phillips product developing plant).  
Location.



Prisoner being passed back towards rear scout car of Lieutenant Tabor's troop.

Photo courtesy of M McNiel

From a book called "Dangerous Liaison" by Derek Cooper, who was a 2HCR officer.  
DAC of B Troop named BEAUFORT, F207825



Photo courtesy of BeeldBank .

Photographer :Unknown

Description: 2nd Household Cavalry Regiment dingo passed by armour of the Guards Division  
Circa 19 September 1944.



Extract courtesy of M McNeil from the book *After the Battle*  
Photographer: not known

Description: Early on the morning of the 22 September two Recce troops of the regiment's C squadron ventured out of the Nijmegen bridgehead and shielded by thick fog slipped through the German lines and reached the Polish Parachute Brigade at Dreil without firing a shot.

The first party was 5 Troop commanded by Captain Lord R Wrottesley who arrived at 0800 and the second NO 2 Troop led by Lieutenant Arthur Young came an hour latter.

The two troops comprised just eight vehicles, four armoured cars and four scout cars crewed by 20 men.

The driver in the photo is Trooper L Gadsden but the commander has not been identified.

Date: 22nd September 1944



***Left:*** Lance Corporal-of-Horse Brook (with moustache) and his driver, Trooper Bateman, in the other scout car. Brook and Bateman did not officially belong to Buchanan-Jardine's No. 2 Troop, being part of No. 3 Troop of D Squadron. Buchanan had 'borrowed' them because the second Daimler of his own troop was temporarily out of action. Though successful from an Allied point of view, the patrol episode would have a dramatic

Extract courtesy of M McNeil from the book *After the Battle*



Image courtesy of the an Unknown Dutch Civilian  
Photographer: not known

Description: Daimler armoured car pulls up at Nijmegen, and soon crownsgather to greet the liberators.  
Circa November 1944



Image courtesy of the official regimental history book "The Household Cavalry At War".

Photographer: not known

Description: At rest in the village of Haps. Lieut Jonkheer Groenix van Zoelen's Troop.  
(Top Row, left to right) Tpr Savage. . Lieut van Zoelen, Tpr Scott, Cpl of H Davs. Tpr Coates (bottom row) Tpr  
Tuckfield, Cpl Checkley & Tpr Pragnell. Circa November 1944.



Photo courtesy of Michael McNeil personal collection

Photographer Corp Mac McNeil

Description: C Squadron break for a brew-up, note the mine tape at the side of the roadway.  
Circa 1944.



Photo courtesy of Michael McNeil personal collection  
Photographer Corp Mac McNeil

Description: A shot taken in Europe during the winter of 1944-45 of DAC Cavalier



Extract courtesy of Trooper Bill Plywell  
Photographer Bill Plywell

Description: DAC F20062 of D squadron, taken in Holland Sept 44, and driven by Bill.



Extract courtesy of Robert Scott  
Photographer: Unknbown

Description: Fallen comrades of Troop Charles Sunnucks.  
Cpl Eric Rose & Trooper John Senior killed by bazooka and burnt out near Gennep Bridge, Maas, Holland.  
Date: 27.10.44.



Extract courtesy of Beeld Bank collection  
Photographer : Unknbownl

Description: An unidentified Trooper of what looksto the Household Cavalry, due to the shape of the capm badge, taken by Louise Vermeulen, 30 High Street, Nijmegen.  
Circa winter 1944-45.



Image courtesy of the Trooper Alfred William Bolden.  
 Description: C Squadron 2HCR & Dingo F329366 in Marienthal Germany  
 -Oct 1945

Army Form A.2038 Serial No. A15

**WAR DEPARTMENT DRIVING PERMIT**  
 (Not valid for driving any mechanically propelled vehicle for private purposes)

Issued under the conditions of A.C.I.699 of 1942.

The undersigned 295869 TPR BOLDEN  
 (description) A SQUADRON  
1<sup>st</sup> HOUSEHOLD CAVALRY REGT.  
 being employed on Military Service is hereby authorised by the Secretary of State for War to drive mechanically propelled vehicles of :-

All Groups	} (Delete Groups inapplicable)
Group I	
" III	
" IV	
" VI	

when on Government duty, from 15<sup>th</sup> Sept 1943  
 until 14<sup>th</sup> Sept 1946

A. Bolden Signature of Holder  
L. Darnoch Permanent Under-Secretary of State for War

(26788) Wt.52913 A. & E.W.Ltd.

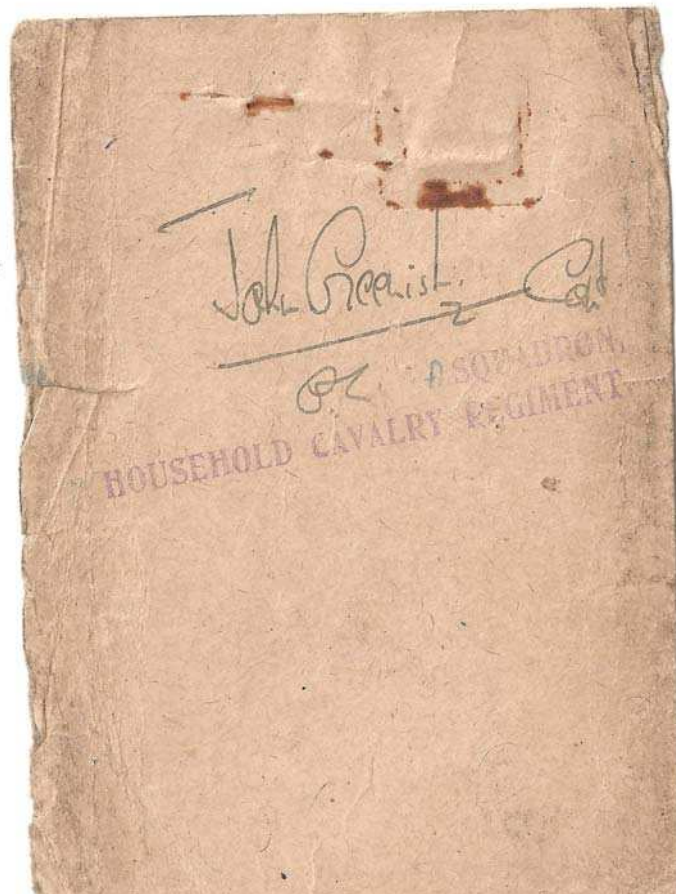


Image courtesy of the Trooper Alfred William Bolden.  
 Description: War Department Driving Permit / A squadron 1<sup>st</sup> Household Cavalry  
 15<sup>th</sup> Sept 1943



Image courtesy of the Steve Breakell.

Description: Cpl D.A. Breakell stands by his D Troop scout car named DELIAH. He was later seriously injured in the on the 25<sup>th</sup> April while attempting to liberate the Sandbostal concentration camp who's locality was being defended by a half company of SS

DAC F207734 & DSC F329532 can be observed to the rear.

Date: circa winter 44-45



Photo courtesy of Michael McNeil personal collection  
Photographer Corp Mc McNeil  
Description: 1944-45



Photo courtesy of Michael McNeil personal collection  
Photographer Corp Mc McNeil  
Description: Wolfenbuttel Barracks (ex Luftwaffe) used by 2HCR winter 1944



Photo courtesy of Michael McNeil personal collection

Photographer Corp Mac McNeil

Description: Wolfenbuttel barracks (ex Luftwaffe) used by 2 HCR winter 1944



Photo courtesy of Michael McNeil personal collection

Photographer Corp Mac McNeil

Description:.... 1944

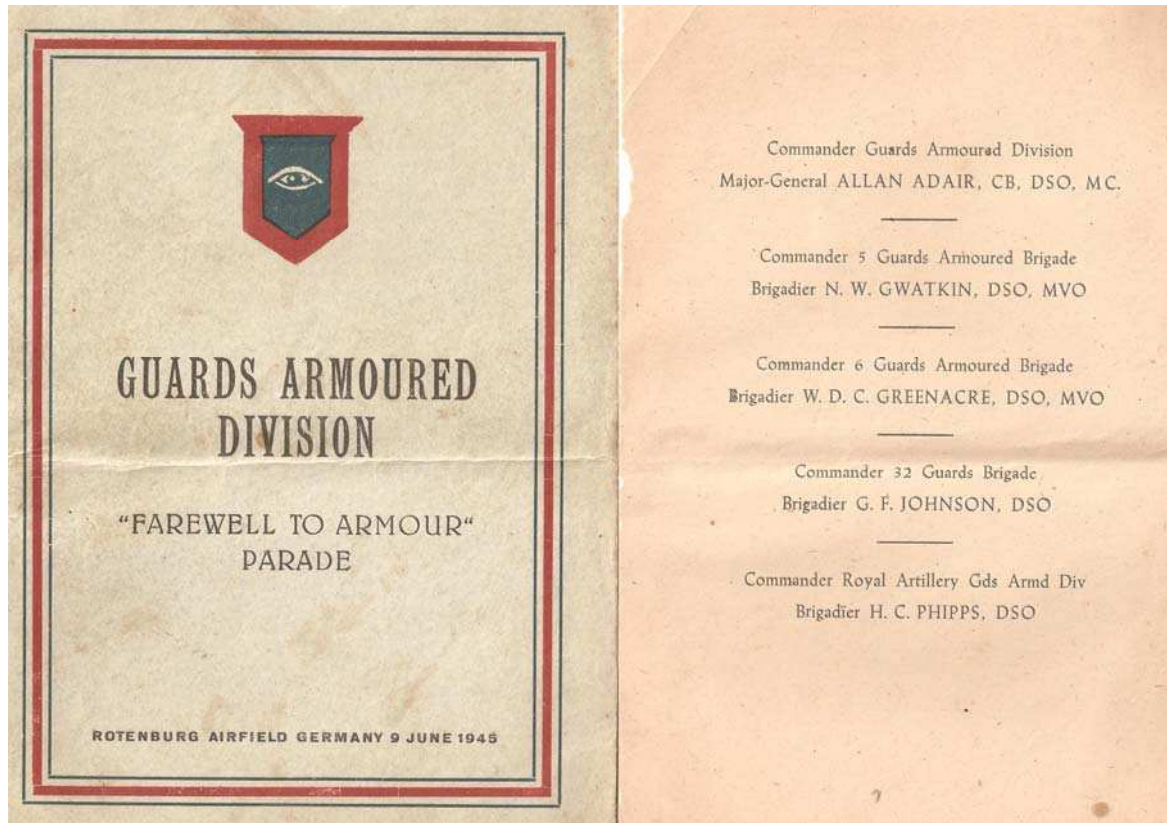


Image courtesy of the official regimental history book "The Household Cavalry At War".  
 Description: On Rotenberg aerodrome, The Guards Armoured Division bade farewell to its tanks and the foot Guards reverted to their infantry role. The 2HCR provided an escort for Field Marshall Montgomery, who took the salute at the march past of two hundred and fifty tanks. In the two Daimler armoured cars (Left to right) Lieut Murray, Trp Dean Lieut Buchanan Jardine and his operator.  
 9th June 1945



Image courtesy of the Trooper Alfred William Bolden.  
Description: Dispatch Rider of C Squadron 2HCR,  
Circa 1944 - 1945



Photo courtesy of Michael McNeil personal collection  
Photographer Corp Mac McNeil

Description: Farewell to armour parade, Rotenberg aerodrome. Date: 9th June 1945

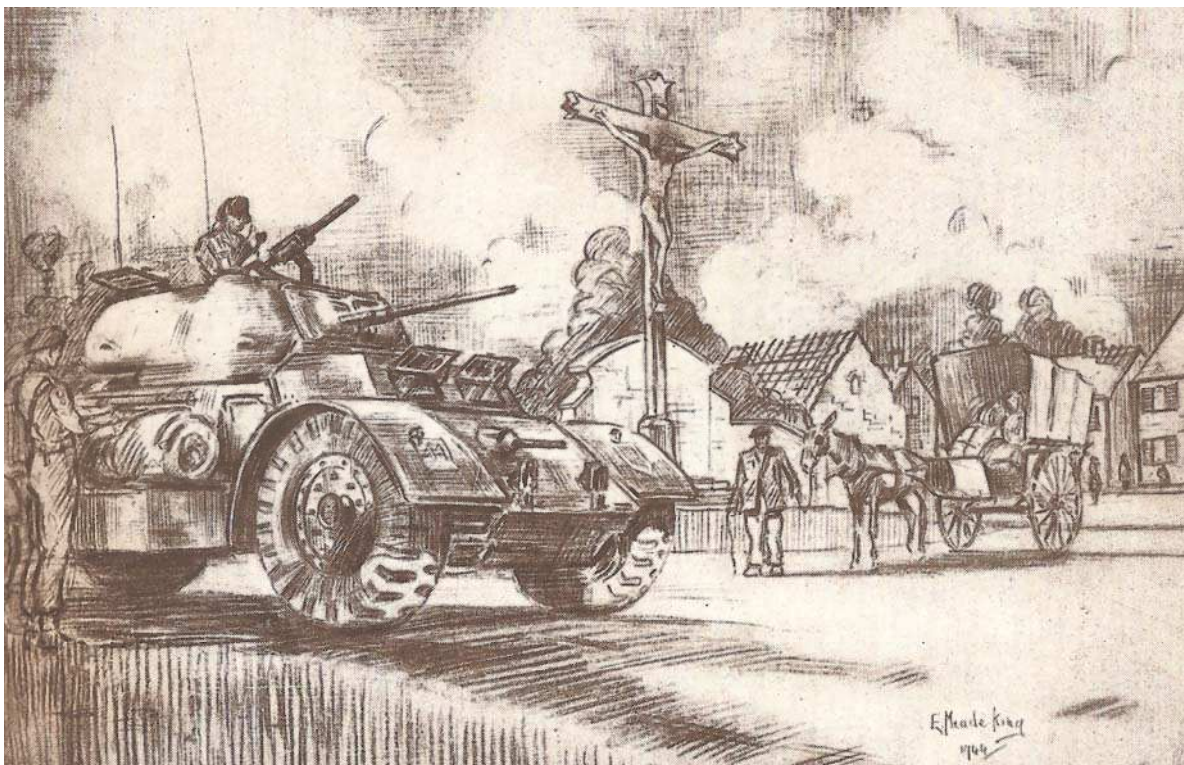


Image courtesy of the Trooper Alfred William Bolden who served between 1942-1947.  
Description: illustration provided by E Meade King for the 2HCR Christmas cards in 1943 & 44.



Image courtesy of the Trooper Alfred William Bolden who served between 1942-1947.  
Description: illustration provided by E Meade King for the 2HCR Christmas cards in 1945



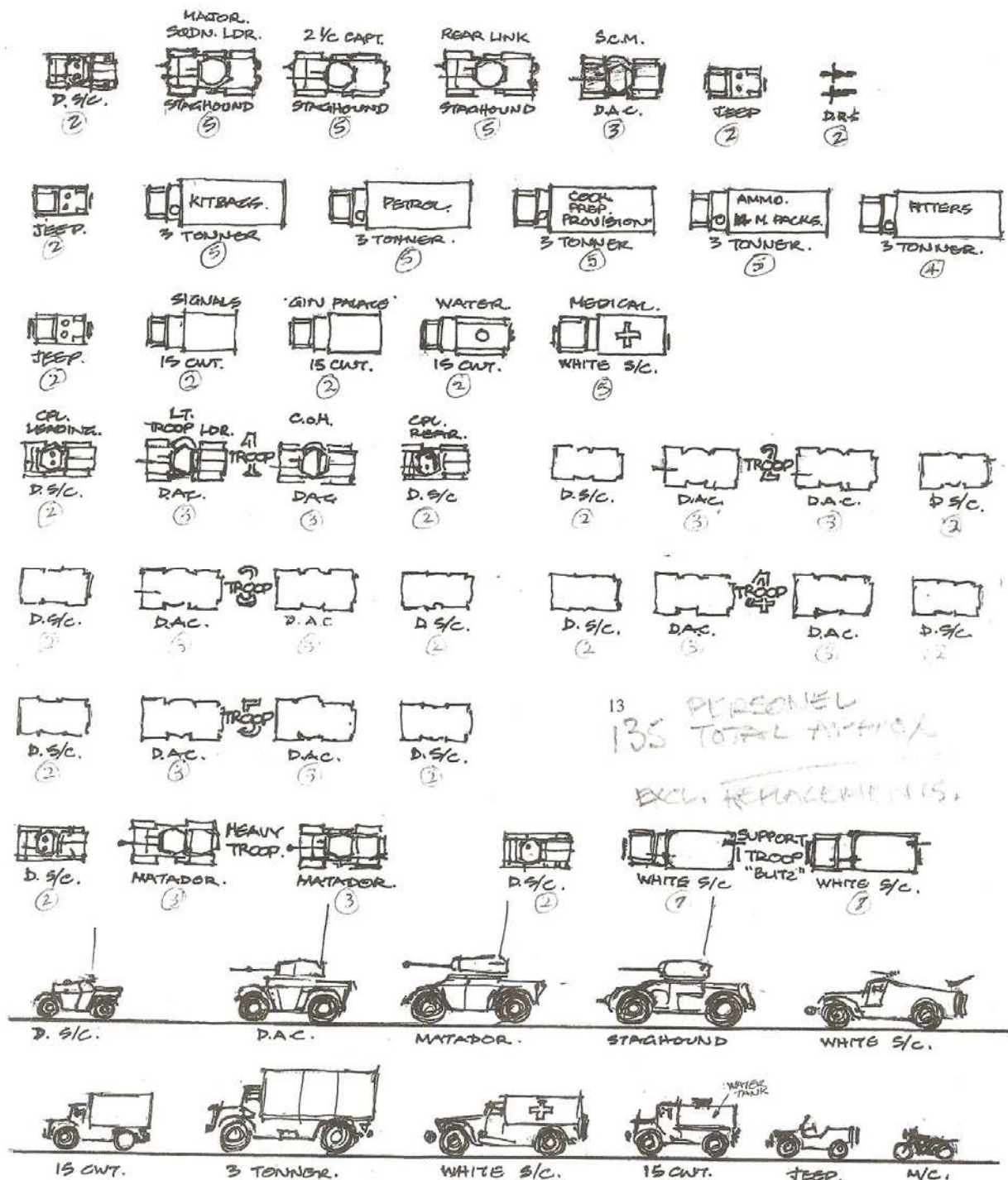
Image of the Trooper Alfred William Bolden who served between 1942-1947. Trooper Bolden was badly injured when his white scout car was hit in August 44. But saved by the local Dutch Civilians who hid the three wounded from the searching Germans. Above right is a greetingscard from the Dutch family received post war. Trooper Bolden recovered & returned to C troop just before the end of hostilities.



Image courtesy of the Trooper Alfred William Bolden who served between 1942-1947. Description: Having had the turrets removed to be fitted onto the Daimler heavy armoured car, these Tetrach light tanks were reconfigured to accommodate a heavy gun and were designated Electra's. This photo at the end of the war shows them lined up for disposal, The Humber scout car is Class III (poor condition and probably destined for scrapping), and the electras both Class I (good condition).



2ND HOUSEHOLD CAVALRY REGIMENT • DISBAND JUNE 1945.  
 TYPICAL SABRE SQUADRON VEHICLES. A.B.C.D.  
 HQ SQUADRON DIFFERENT MIXTURE OF VEHICLES.



TROOPER BILL  
 PYWELL

Image courtesy of the Trooper Bill Pywell who served between 1944-1948.  
 Description: Typical Sabre Squadron Vehicles  
 1944-1945.



Image courtesy of Graham Darville Photographer Lance Corp Arthur Alex Charles Darville

Description:

Lance Corp Arthur Alex Charles Darville, of the Royal Horse Guards probably in Tienen Belgium, on the route of the advance with A Squadron.

5-6th<sup>th</sup> September 1944