



# THE BULLETIN

## 1st Hussars Association

London and Sarnia, Ontario

### Bulletin

Vol 14, No. 02 (Sept 2014)

[www.firsthussars.ca](http://www.firsthussars.ca)

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### 1st Hussars Association

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**This Bulletin is brought to you by donations from Thomas Ashwell, George Gander and Paul Hodgert.**

This is my last involvement with the Bulletin. As of this issue, Michelle Lundy takes over. Michelle is the granddaughter of Red and Dorothy McCormick, and is quite familiar with the Hussar family. I have been doing this Bulletin since 1996, when Jim Tuffin took over as President after the death of Sam Pawley and it's time for a change. Michelle will do a great job. My thanks to all who have helped me with articles, proofreading, distribution, etc.

This Bulletin celebrates both the 100<sup>th</sup> anniversary of WWI and the 70<sup>th</sup> anniversary of the D-Day landings of WWII. There is an article on the "new" Cavalry Troop, the Woodman Leonard diary which you may have seen serialized in the London Free Press, the Universal Carrier and a Remembrance from one of the regimental members sent to Normandy this past June. We also have a presentation of a regimental sword to the Museum by Jim Fisher, the origin of the 6th Armd Regt and an initiative by Ron Janus in the Kit Shop. We are also planning to go to Holland in 2015 to commemorate the 70th anniversary of the liberation of Holland.

Details are inside. Please let us know if you are planning to attend.

Please give Michelle all the support she needs to continue this vital link between all members of the Association.

### **A message from the Editor:**

Greetings to all members of the 1<sup>st</sup> Hussars Association. This year also marks the 50<sup>th</sup> Anniversary of the Bulletin, which started publication in 1964. It wasn't until about 20 years later, that I would help my Grandfather staple and hand deliver issues. Little did I know then that I would become directly involved with the Bulletin an additional 30 years later!

If you have any questions, comments or ideas of what you might like to see in your Regimental newsletter, please don't hesitate to contact me. I can be reached at [1sthussarsbulletin@gmail.com](mailto:1sthussarsbulletin@gmail.com).

-Michelle

## General Meetings and Events – London

### PLEASE NOTE:

All of the Messes on Wolseley Barracks have been **CLOSED** until further notice for restructuring. The doors are locked and there is no access. Our weekly Thursday lunches are being held at Victory Branch Legion, 311 Oakland Ave, London.

### 1H Association Meetings

Sunday 21 Sept 2014, 1300 hrs at the Victory Branch Legion. (back room beside the bar)

Sunday 19 Oct 2014, 1300 hrs at the Victory Branch Legion. (back room beside the bar)

*\*No meetings held in Nov, Dec or Jan\**

### Remembrance Day

Sunday 9 Nov 2014, 1030 hrs  
Ceremony at Holy Roller - the tank in Victoria Park, London.

## General Meetings and Events – Sarnia

Sarnia's meetings are held on the second Thursday of each month at the WOs' and Sgts' Mess at the Sarnia Armouries, beginning at 7:00 PM.

**Next meeting is 9 October 2014.**

## News from the Association

Joe Murray & former HCol Jim Thompson had lunch and talked about old times. Col Thompson made history when he used Joe's cell phone in the restaurant. He said "You know Joe, that is the first time in my life I have ever used a cell phone." Progress marches on.

Irene Tuffin, wife of the late Association President Jim Tuffin, celebrated her 80<sup>th</sup> birthday at a party on April 19<sup>th</sup>, 2014.

Ron Janus is doing a great job in the Kit Shop. He is in the process of sourcing hockey jerseys complete with the Regimental Crest. See the attached Kit Shop form for more details.

## In Memoriam

### **John Yorke**

**31 January 2014, British Columbia**

John was a former 6 DCOR, and D-Day veteran with the 1<sup>st</sup> Hussars.

### **John Southam Ker**

**26 March 2014, age 86, London Ontario**

He served with the RCN in Korea, and enlisted in Prevost from 1954-1959.

John also served as HLCOL of the 1<sup>st</sup> Hussars from 1978-1984.

### **Bill Walker**

**22 April 2014, age 71, Mississauga Ontario**

Bill's son JJ Walker served with the 1<sup>st</sup> Hussars.

Bill was a friend to many in the regiment, as a number of you will remember him from JJ's annual Labour Day cottage weekend.

### **Peter Franklin Neely**

**13 May 2014, age 88, London Ontario**

Father of Alastair Neely, Curator of the 1<sup>st</sup> Hussars Museum.

### **Mary Campbell**

**18 July 2014, age 97, London Ontario**

Wife of the late George Campbell, who was a former CO of the 1<sup>st</sup> Hussars.

### **Marshall Dejaegher**

**14 August 2014, age 90, Chatham Ontario**

Marshall was a 5 year WWII veteran, D-Day Juno Beach veteran of the 1st Hussars, and a life member of the 1<sup>st</sup> Hussars Association. He was a stalwart of the regiment, and a familiar face for years at many D-Day & Remembrance Day ceremonies.

### **Jeffrey Joseph Dorfman**

**2 September 2014, Toronto Ontario**

Jeff joined the Governor General's Horse Guards in 1962. He was a former RSM and was then Commissioned. Most recently, he served as the GG's HLCOL. He served as the RCMI Director from 1992 to 1997 and accepted the Presidency from 2005 to 2010. He was active with the Armoured Corps Association for many years and served as its President from 1998 to 2000.

## **Sabres & Spurs:**

### **The 1st Hussars Ride Again**

**By Vol. Trooper Paul Carew,  
B Sec., 1<sup>st</sup> Hussars Cavalry Troop**



*The 1H Cavalry Troop in fine form for the 2014 D-Day Parade.*

*Photo: Joe Murray*

On Sunday June 1st 2014, the 1<sup>st</sup> Hussars commemorated the 70th Anniversary of the D-Day landings. This year saw the addition of something that hadn't been seen in London since 1939, the year the Regiment gave up its horses for armoured vehicles. Six riders from A Section, 1<sup>st</sup> Hussars Cavalry Troop paraded in full ceremonial uniforms and WWI uniforms. It had been a long time between rides, but the Cavalry had returned to London.

Marching in front of A Section with sabre in hand, was Maj. Allan Finney, Regimental 2IC and OC of the Cavalry Troop. What made his involvement in the creation of a mounted cavalry troop somewhat unusual was the fact that when efforts to raise the troop began, the Major didn't know how to ride. However, Maj Finney took to heart the Command precept that an Armoured/Cavalry Officer should know the job of each of the personnel assigned to the unit. So, the Major found himself a riding instructor, one who started his equestrian career the same place all cavalry recruits start theirs: in a barn, mucking out stalls. The lesson here was that before you could ride a horse, you had best learn how to take care of one.

The other "key" player in the raising of the unit was Tim Gillies, the Troops' QM & resident historian. He was also present on the first parade for the unit, walking behind the horses, muckrake in hand, as part of the Ground Crew that day. Although it might seem that Maj Finney had the better job, (not to mention a spiffy uniform & embossed sabre) the QM didn't mind picking up after the horses. He was just glad that there were horses in this parade at all. After the hundreds of sometimes frustrating hours that both he & the OC had dedicated to making the Cavalry Troop a reality, he figured shoveling some manure was a small price to pay to see mounted Troopers riding in the streets of London again.

In addition to the D-Day parade, the troop has participated in events on Canada Day at Harris Park and Glencoe. Further parades included the Cactus, Cattle and Cowboy parade in Rodney, and the dedication of the Sir Arthur Currie Statue in Strathroy in August. The event schedule for 2014 was intentionally ambitious in order to raise the Troop's profile in as short a time as possible, and to ascertain where the limits were of what the troop was capable of.

Not only does the troop ride in parades, but there is an educational element to the work that is done. The Troop recently participated in the Great War Encampment at Ft. Malden, in Amherstburg. To commemorate the centennial of the start of the Great War, the weekend of July 19/20 had been set aside by Parks Canada for various displays & re-enactments depicting Canada's army & militia just prior to WW1. The 1st Hussars Cavalry Troop's task was to re-create a typical day in the life of a trooper & their mount, from reveille at 0700 hours; to the picket line where the horses were kept overnight. And throughout the day the troop received drill with swords, lances on foot and mounted manoeuvres in front of good sized crowds. The highlight for the riders was the obstacle course that included crossing obstacles and bridges, tent pegging, lancing a small ring with a sword and gate opening, all while mounted.

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The drills we conduct are based on precision cavalry maneuvers, much like those employed by the RCMP's famous Musical Ride. The Troop has been fortunate when it was able to gain the services of Bill Finley, an ex-RCMP officer who had been both a member of the Musical Ride, as well as one of its instructors. Under the tutelage of Maj Finney, Melanie Prosser (an ex-member of the 1st Hussars Militia unit) & Bill Finley, the troop learned the basics of military riding, starting with how to mount/dismount properly. Then in quick succession, the *Primary Formations* (Single file to Half Section to Full Section to Troop), proper *Spacing, Dressing*, the role of the *Senior Rider, Wheeling*, & what the various *Commands* were & what they meant. As the training progressed, we were expected to perform all maneuvers at not only the *Walk*, but also at the *Sitting Trot &/or Canter*. Soon, sabres (*the 1908 British & Commonwealth Pattern Mark 1\* Trooper's Cavalry Sabre*, to be precise) were added to the regimen, first in a scabbard attached to our *Universal Pattern Saddles*, then with sabres drawn.

The troop is uniformed and mounted in the historical uniforms of the Regiment covering the period from about 1856 to 1939. This includes the ceremonial uniforms seen on parade, the WWI uniforms and Universal Pattern saddles used by the Regiment. All funds raised by the unit through donations and grants cover the costs of new uniforms, weapons, saddles, transportation and training.

If you are considering joining the troop there are two basic requirements for becoming a Volunteer Trooper: you have to own a horse or have access to one and you have to be insured by the Ontario Equestrian Federation or similar insurance. The troop is looking for experienced riders, however, will accept junior riders on a case by case basis. Minimum age to train with the troop is 14 years of age. Junior riders, those under the age of 18, are required to wear safety helmets to all events. Should you wish to support the Cavalry Troop through donations or otherwise, or join the troop please contact Major Allan Finney or visit the troops website, [www.1sthussarscavalrytroop.ca](http://www.1sthussarscavalrytroop.ca) for more information. The 1st Hussars Cavalry Troop can also be found on Facebook.

## **The Woodman Leonard Diary**

**By Joe Murray**

Woodman Leonard and Ibbotson Leonard were two citizen soldiers born and bred in London Ontario. Ibbotson was born in 1882 and Woodman in 1883. Woodman commanded the Artillery Battery before the war that was located in the "old" Dundas St. Armouries (built in 1905) and Ibbotson commanded the 1st Hussars Regiment. Both deployed overseas to France.

Woodman continued to write in his diary almost every day until his death at Vimy Ridge in 1917. His brother, Ibbotson helped bury his brother and when he returned to Canada, finished the diary and had it typed out and bound. Upon Ibbotson's death, the Regiment was given Ibbotson's Medals and his papers which included the diary.

Your Museum had the diary re-bound as well as scanned for publication. The London Free Press was contacted and they agreed to publish the diary, day by day starting August 4<sup>th</sup>, which was the one hundredth anniversary of the beginning of World War One. The diary and story has been published in papers across Canada, including the cities of Toronto, Edmonton, and Ottawa. Please take time to read the excerpts. You can access the diary and read the excerpts through the following links:

<http://www.lfpress.com/2014/08/01/on-the-cusp-of-a-new-world>

<http://www.lfpress.com/2014/08/01/first-world-war-excerpts-from-the-diary-of-woodman-leonard>



*Joe Murray, Don Bondy and Steve Liggett.*

*Photo: London Free Press*

## **The Universal Carrier**

**By Perry Kitson**

The Universal Carrier, also commonly called the Bren Gun Carrier, was Canada's first widely used armoured vehicle. It was a British designed vehicle that was built to replace, through the addition of bolted on kits, a number of purpose built carriers such as the machine gun carrier, scout carrier and the gun towing carrier. It was developed from the Carden-Lloyd machine gun carrier dating from the early 1930s and was first built in 1939.

With the outbreak of war in 1939, demand far exceeded production capacity in Britain. Because of the carriers' use of Ford automotive components, in early 1940 Ford Canada was asked to build 600 Universal Carriers. On February 8th, 1941, only eight months after receiving the initial order, along with drawings and a sample vehicle, the first Canadian built Universal Carrier rolled off the new production line in Windsor, Ontario. The steel plate for the hull was made at Dofasco, sent to International Harvester for punching (both in Hamilton), then to Dominion Bridge, south of the Ford plant in Windsor, for hull fabrication. When the last carrier came off the line on 22 January 1945, 28,992 had been made at a cost of \$3,000.00 per vehicle.

The Universal Carrier was an opened top, light tracked vehicle using face hardened steel armour of riveted construction varying in thickness from 3-10mm. The vehicle had an overall height of 63 inches, was 83 inches wide and 12 feet long. It was powered by a Ford 85 HP V8 gasoline engine. Power was transmitted by a 4 speed manual transmission coupled to a conventional rear axle driving the tracks. In keeping with British standards, the carrier was right hand drive, with controls very similar to a contemporary truck, including the steering wheel. Suspension was of the slow-motion type, which was popular with British designers at the time, using coils springs. The vehicle turning circle was just over 17 feet. Combat weight ranged from approximately 8,200 pounds to 9,400 pounds depending on the armaments carried and how it was outfitted. Top speed was 32 miles per hour, with a cruising range of 160 miles on good roads and 75 miles cross country, on a full complement of 20 gallons of fuel.

Official vehicle armament varied greatly. Kits were available to mount the Bren LMG, 2 in. mortar, 3 in. mortar, Boyes .55 cal A/T rifle, Wasp flame thrower, Vickers MMG and even a 2pdr. anti-tank gun. In addition to these weapons, the crew also had at their disposal PIAT A/T projectors, Sten and Thompson SMG's and Lee Enfield rifles.

The vehicle was usually crewed by 3 men, and armed with 2 Bren guns, either a Piat or a 2 in. mortar and the crews personal weapons. Each vehicle carried a more than adequate supply of ammunition. As it was not necessary for the soldiers to have to carry the ammunition themselves, this could sometimes lead to less than ideal conditions. One discussion I had with a RCEME vehicle mechanic, who was serving in Italy, remembered one driver bringing a Universal carrier to him and complaining about how difficult it was to steer. After pulling the tarp off the top of the carrier, he found the machine loaded to the top of the hull with ammunition, the weight of which had bent the cross tube, a very substantial piece of steel that carries the front two road wheels, and also serves a primary steering function.

Universal carriers were used by infantry regiments for reconnaissance work, securing the route from the Forming Up Point (FUP) to the Start Line for company attacks, providing security for battalion HQ, prime movers for the mortar platoons, and as a tactical reserve where they could be sent up quickly to lend its substantial firepower to units in trouble. Artillery regiments also made extensive use of carriers as the vehicle used by the Forward Observation Officers (FOO's)

Universal carriers continued in Canadian service until 1958, when they were withdrawn from service. The M37 3/4 Ton SMP was used as a replacement until Canada received the M113 in the mid sixties. After being withdrawn from service, most carriers were sold through CADC to the public at various locations across the country. Most were cut down and modified for work in agriculture and forestry. There are approximately 30 to 35 Universal carriers in Canada, (in private hands or museums) that have been or are being restored.

## **Boots on the Beach**

**By Sgt. Adam Dart**



*MCpl Tova Burkhart & Sgt Adam Dart in Normandy.*

*We would like to take this opportunity to thank you for your contributions towards our Boots on the Beach program. The program is an exchange between active members of the 1<sup>st</sup> Hussars and the Westlake Brothers Souvenir – an organization in France dedicated to honouring the memory of the soldiers who liberated their country in WWII. With your help, Sgt Adam Dart & MCpl Tova Burkhart were able to embark on the experience of a lifetime, touring much of Normandy and the villages where the men of the 1st Hussars fought so gallantly, and the final resting places of those who did not return. Below is a detailed itinerary of our time there, as told by Sgt Dart.*

**Wednesday June 4th:** We landed in Paris at approximately 1300h, with Megane and Maxime from the Westlake Brothers Souvenir Association (WBS). We were met by Alesky and Valentin, who came to London last year. They drove us to Ranville, and to the house of Mayeul and Stephanie, where we stayed while in Normandy. Once we were settled, we walked through a British cemetery and observed a small ceremony on our way to Pegasus Bridge. Afterwards, we had dinner back at the house, and made our way to Canada House in Bernieres-sur-Mer for a midnight ceremony to begin the reading of the names. Reading the names is a new ceremony that was started this year by the WBS. Members, working in shifts, read the names of every Canadian soldier who fell in WWII, towards the sea. It took 31.5 hours to read the approximately 47000 names.

**Thursday June 5th:** Walked to the Ranville Town Hall, where we attended a ceremony where HRH Prince Charles unveiled a new statue commemorating a British officer, Maj Jack Watson (who only passed in 2011). Once that was completed, we made our way to a field on the northern edge of town to watch the mass jump by Canadian and British paratroopers. That evening, we made our way to Le Mesnil-Patry, for a ceremony at the Queen's Own Rifles/First Hussars memorial monument. We ran into CWO Jonathan Kisslinger, and while the two of us laid a wreath, MCpl Tova Burkhart laid a wreath with the QOR's HLCol. Tova and myself also read the names of all the fallen. Afterwards, we made our way to Creully, to the St Martin Hotel (where the plaque commemorating 'C' Squadron resides) for dinner. After dinner, we were taken back to Canada House to watch the fireworks. Every town, along the beaches of Normandy, set off identical fireworks, simultaneously.

**Friday June 6th:** We attended a ceremony at Canada House at 8:00am, the same time it was liberated 70 years ago. After that ceremony we had time to kill, and were taken to the house of Maxime's girlfriends' parents (who just happen to fly a 1H flag year round). They were billeting QOR DDay vet Bud Hannam, who we had the chance to listen to at length. His story is quite incredible. We made our way to the cemetery in Beny-sur-Mer, where 53 Hussars are laid to rest. Being able to stand atop the final resting places of these men was a feeling I can't describe with words. After that we were taken to the town hall in Beny for a short reception with the mayor. In the evening, we made our way to Courseulles-sur-Mer, and were left to our own devices. After visiting Bold (a First Hussars Duplex Drive Sherman tank that was recovered and sits there as a monument) we spent some time trying to find the hotel bar where our cap badge is nailed to a beam. With some help from some friends back home, we found it in Les Embruns. After all this, we were taken back to the cemetery in Beny-sur-Mer for a late night ceremony.

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All of the 1H graves were lit up by red and white candlelight. I cannot overstate the emotions that hit you upon seeing this. It's as though when you walk in, all of our fallen brothers are standing up, saying, "Here we are". I can't speak for Tova, but I broke down. It was pretty overwhelming.

**Saturday June 7th:** We met up with Maxime, Megane and Christophe at the Juno Beach Centre. (This is the earliest we could get here because of "invitation only" ceremonies and such) We said our goodbyes to Megane and Christophe, and toured as much as possible with Maxime. We couldn't get a tour guide as it was far too busy, so we missed out on a couple of things. After that, Max took us to Caen to see the city and then we boarded a train for Paris. We spent a few days touring Paris and flew home on the 10th.

If there are two things to take away from this trip, was that it instilled an even greater sense of pride, and also the need to do more by way of remembering those who fell. We mustn't remember them as a group of soldiers, or as names on a list to be read every year. We must remember them as individuals; individuals who had parents, siblings, wives, friends, and in many cases, small children. Individuals with dreams and aspirations, who would spend their downtime planning their lives for them and their loved ones for when this bloody war was over. Individuals who enjoyed playing sports and rooting for their favourite teams; individuals who loved the feeling of a cool breeze on a hot day and the sun on their face after it had rained.

Individuals who gave all of those up so they could help complete strangers in a foreign land because they felt it was the right thing to do.

This trip changed our lives, and we are eternally grateful. From the bottom of our hearts, thank you.

**Have your "boots" been back to the beach?**

Have you been back to Juno Beach for a reunion? Perhaps you've visited while on family vacation? Please feel free to share your past and present Juno Beach experiences with us! We may feature your photo or story in a future publication.

**Send your Juno Beach photos, stories & memories to:**  
[1sthussarsbulletin@gmail.com](mailto:1sthussarsbulletin@gmail.com)



*Bill Bury – 70 years after landing on Juno – 2014*



*Joe Murray – after the raising of Bold – 1971*



*Mike Ellis (1H '86-'90)  
with Vanessa & Madeleine Ellis – 2014*

## **Museum Report**

**By Steve Liggett**

It is hard to believe that the summer is over. The Museum was once again successful in obtaining a grant from the federal government, for two summer students. They were each employed for a ten week period. Those of you who had the chance to meet Danielle Pearce and Jessica White, will know what a wonderful job they did. They have done research, given tours and scanned hundreds of pictures that are now up on our Museum's Facebook page. Be sure to check the photos section at [www.facebook.com/pages/First-Hussars-Museum/128335217187177?sk=photos\\_stream](http://www.facebook.com/pages/First-Hussars-Museum/128335217187177?sk=photos_stream) to view our incredible collection.

As always, the Museum was open on Canada Day. Thanks to Joe Murray, Don Bondy and Alastair Neely for their assistance. We had 143 visitors, which was the best attendance we have had since we moved out of the Old Jail. One reason for the increase in visitors may have been Ron Janus. Ron brought some items from the Kit Shop and was selling these treasures out front of the building. Many people stopped to have a look at his display. The next major event for the Museum is Doors Open. We were again accepted as a location on the two day tour. The Museum will be open Saturday September 27th and Sunday September 28th from 10:00 am to 4:00 pm. We will have a number of outdoor attractions.

The 1st Hussars Museum is open Saturdays and on holidays from 1:00- 4:00 pm. Don't be a stranger.



*The 1st Hussars Museum is located at 1 Dundas Street in London, next to the Forks of the Thames.*

## **1st Hussars Cavalry Sword Comes Home**

**By Michelle Lundy**



*Jim Fisher presents the 1H Cavalry Sword to LCol Rick Phillips and President Mike Steele.*

*Photo: Joe Murray*

It was originally a 1H Regimental Cavalry sword which was kept at Carling Heights. (@ Barracks) At one point there was discussion about the sword and its fate. Jim Fisher adopted the sword and it made the trip from London to Halifax and across the Atlantic Ocean when the 1st Hussars were called into training in England. Stowed in his kit bag, the sword was cumbersome and Jim put a sock on the end of it because it stuck out like a sore thumb!

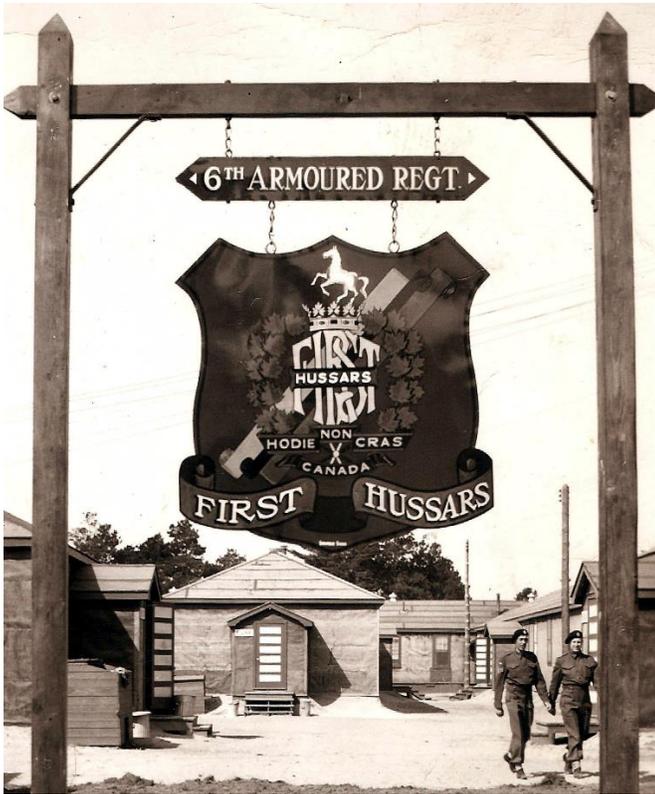
After training, the sword landed on D-Day and travelled through France, Belgium, Holland and into Germany.

After the war's end, Jim brought the sword back to Canada where he mounted it on the wall in the den at his home. It hung there for over 60 years when upon the 70th anniversary of D-Day, Jim decided the 1st Hussars Museum would be a wonderful place to permanently house the sword.

Thanks to Pat O'Hagan of the 1st Hussars Museum Committee for arranging to have a plaque made to commemorate Jim Fisher's donation of this incredible artifact.

## **6<sup>th</sup> Armoured Regiment**

By Maj (ret'd) M.R. McNorgan



*Photo: Red McCormick Collection*

Those interested in the Regiment's history will likely quickly become aware of the designation '6<sup>th</sup> Armoured Regiment' in connection with the Hussars. What is all that about? The title first surfaces on 1 April 1941 when the unit's name is officially changed to 6<sup>th</sup> (Reserve) Armoured Regiment (1<sup>st</sup> Hussars). The reason for this is that the Hussars had just been reallocated from the horsed cavalry to the Canadian Armoured Corps. The Armoured Corps had been established the previous August as an administrative entity to look after those units which had been converted to an armour role for active service in the Second World War. The officer who had developed the plan for creating the new Corps was Colonel F.F. Worthington, known to one and all as Worthy. In drawing up his plan Worthy had based his ideas on the organization of the artillery. The Artillery was essentially one unit; all personnel wore the same cap badge, which was sub-divided into tactical units called regiments. Worthy had served during the Great War as a junior officer in the Canadian Motor Machine Brigades (there were two of them) which had been organized along artillery lines and used

artillery nomenclature such as gunner, detachment, section, troop, battery and so on. He was thus familiar and comfortable with this language. He also wanted the new corps to have a single cap badge, a Great War tank on the laurel wreath with the word CANADA underneath.

When the first units allocated to the new corps were told that they would lose their badges and be given designations such as 1<sup>st</sup> Armoured Regiment, 2<sup>nd</sup> Armoured Regiment and so on, they objected. None of the units were happy about giving up their historic identities. As a compromise they were allowed to retain their badges, although these would now be worn on the new armoured corps black beret. As for the names, these also would be retained, in brackets, after the new designations. When the Hussars joined they received the numeral 'six'.

Although the numbers were used for official purposes throughout the war they never really took hold in the regiments. The 1<sup>st</sup> Hussars stubbornly continued to be the 1<sup>st</sup> Hussars, a situation repeated in each of the 32 numbered armoured regiments. (Interestingly, there would be no 13<sup>th</sup> Armoured Regiment during the war. That numeral remained unallocated.) In the post-war army as units were amalgamated or re-rolled, the numbers were reassigned; indeed, there was now even a 13<sup>th</sup> Armoured Regiment. This had no effect on the Hussars who carried on with the designation of '6<sup>th</sup>'. Then in 1949 a major change occurred as the titles were all inverted and the numbers were placed in brackets. The unit now became the '1<sup>st</sup> Hussars (6<sup>th</sup> Armoured Regiment)'. This situation lasted until 1958 when the numbers were dropped for good and all regiments reverted to their former titles.

Matters should have stayed there but a clerical error in 1985 re-named the Hussars '1<sup>st</sup> Hussars (RCAC)'. The acronym RCAC was meant to show the armoured affiliation of units that did not have a cavalry history, such as The Elgin Regiment (RCAC) or The Windsor Regiment (RCAC). Placing this designation into the title of a 'cavalry regiment' was superfluous as well as being administratively wrong. The correction was made officially in 1997 and the 1<sup>st</sup> Hussars have been just that ever since.

## THE 1<sup>ST</sup> HUSSARS KIT SHOP

Following are the items currently available in the kit shop. These prices do not include shipping costs. If we have to send the item to you, please remember to enclose adequate postage. Schedule at the moment: Open most Thursday training nights. Please phone ahead if you are planning to visit.

1<sup>st</sup> Hussars Kit Shop  
701 Oxford Street East, Wolseley Barracks  
London, ON N5Y 4T7

Phone:

Ron Janus (519) 649-1947 or [ron.janus@rogers.com](mailto:ron.janus@rogers.com)  
or Mark Fitz-Gerald (226) 448-9169 or [fitzy.74@hotmail.com](mailto:fitzy.74@hotmail.com)

Major George Stirrett Armouries  
574 Confederation Street  
Sarnia, ON N7T 2C3

Phone:

Larry Jamieson: (519) 339-8993  
or George Fortin: (519) 332-1666

<u>Item</u>	<u>Cost</u>
Belgique berets	\$20.00
Officers' cloth cap badge	\$20.00
Cap Badge (Brass)	\$20.00
Regimental Tie	\$25.00
Blazer Crest	\$25.00
Large and small buttons - gold plated	\$ 3.00 each or all 8 for \$20.00
Black belt with Gold or Silver 1H buckle	\$25.00
Lapel Pin (1 H)	\$ 7.00
Tie clip	\$15.00
1H key chain – Gold or Pewter	\$ 5.00
1 <sup>st</sup> Hussars regimental coin (numbered)	\$10.00
1H Ball Caps	\$15.00
Golf shirts	\$40.00
T-shirts – black embroidered	\$15.00
T-shirts – Army green	\$10.00
Sweat shirts	\$25.00
Windshield Decals (I H-Gold)	\$ 3.00
License Plate Frames	\$10.00
Mug Porcelain	\$ 5.00
Beer Coolers	\$ 2.00
Water bottle	\$ 4.00
Plastic coffee travel mug	\$ 5.00
Ladies Brooch	\$25.00
Royal Canadian Armoured Corps History	\$50.00
1 <sup>st</sup> Hussars New Regimental History (2004)	\$50.00 contact for shipping charges
Bronze plaques (1H)	\$50.00
Miniature Guidon (unframed)	\$200.00
Miniature Guidon (framed)	\$350.00
1 <sup>st</sup> Hussars Silver Ring	\$350.00
1 <sup>st</sup> Hussars Gold Ring	Contact for pricing
1H Support the Troops pin	\$ 5.00
Riggers Belts	\$20.00
Sunglasses	\$15 to \$35 depending on style
Tactical Gloves (half finger)	\$20.00
Tactical Gloves (full finger)	\$25.00
Shemagh	\$15.00
Hockey Jersey	\$125.00
Embroidered Crest (on your own shirt or jacket)	\$10.00
Pewter Stein engraved	\$90.00

# 1<sup>st</sup> Hussars Camouflage Hockey Jerseys

Sizes from Small to 3XL Goalie



## Pricing:

Basic Jersey – No Logos \$80

Jersey with Crest - \$90

Complete Jersey as seen – \$125  
(includes crest, name and number on the back and sleeves)

Additional smaller crests on the shoulders - \$15

The initial orders will be taken until **November 04, 2014 with delivery on December 12, 2014.**  
After that there is a minimum of 5 shirts needed to complete an order at no additional setup cost.

See the kit shop for ordering and to try on samples for sizing.

**\*\*Payment in full is required before order is placed on  
November 04, 2014\*\***

# 1<sup>ST</sup> HUSSARS HOLLAND LIBERATION TOUR 2015

Tour Dates: May 01 - 09

**LIVE THE VICTORY - REMEMBER THE SACRIFICE**

## Welcome Tour Participants....

2015 marks the 70<sup>th</sup> Anniversary of the liberation of the Netherlands and the end of World War II in Europe. The 1<sup>st</sup> Hussars in association with the 1<sup>st</sup> Hussars Regimental Association invite you to join them on a Liberation Tour through the Netherlands and the Rhineland in May 2015. This often overlooked campaign brought more decorations and more casualties to the 1<sup>st</sup> Hussars than earlier actions in France and Belgium during the Second World War. Serving soldiers of the Regiment will be



joined by past-serving members, families, and friends of the 1<sup>st</sup> Hussars at Commonwealth War Graves Cemeteries and battlefields in addition to the official ceremonies and tributes in many of the cities and communities where the Regiment earned official battle honours. Opportunities to visit many of the world-class museums, sights, and attractions will also exist making this trip a unique and rare experience that promises to be moving and memorable for all who attend.

## ITINERARY & TOUR HIGHLIGHTS

### Friday, May 01

Evening departure from Toronto, overnight flight to Amsterdam.

### Saturday, May 02

Arrive Amsterdam Schiphol, board the coaches and some sightseeing in area/en route to Zutphen. Lunch and check in at hotel – stay 5 nights

### Sunday, May 03

Groesbeek Cemetery ceremonies, Nijmegen area, Liberation Museum and Arnhem visit. Return to Zutphen.

### Monday, May 04

Holten Canadian War Cemetery ceremonies, visit Apeldoorn and area. Return to Zutphen

### Tuesday, May 05

Wageningen – official German surrender ceremonies and parade. Visit Zetten (Hemmen Castle) for official visit and lay wreath and plaque. Return to Zutphen

### Wednesday, May 06

Visit Overloon – Oorlogsmuseum. Travel to Kepplen, Kalkar and Udem, Germany. Return to Zutphen

### Thursday, May 07

Early departure to Breda/Roosendaal. Visit Bergen op Zoom Canadian War Cemetery. Continue to Amsterdam, and enjoy a canal cruise. Stay 2 nights

### Friday, May 08

Walking tour of Amsterdam. Visit the Resistance Museum. Farewell dinner.

### Saturday, May 09

Transfer to Schiphol Airport for the return flight to Toronto.



**Price: \$2875<sup>pp</sup> (double occupancy) Single supplement \$625.00<sup>pp</sup>**

### PRICE INCLUDES

- Round trip airfare from Toronto to Amsterdam and return from Amsterdam to Toronto.
- Hotel accommodations, Zutphen 5 nights, Amsterdam 2 nights
- Daily breakfast and dinner starting May 03. • Lunch May 02
- Entrance to Oorlogsmuseum. • Entrance to Resistance Museum. • Amsterdam Canal Cruise
- All ground transportation by luxury touring coach (washroom equipped).

### PRICE DOES NOT INCLUDE

- Airport taxes, security fees, fuel surcharges(\$575<sup>pp</sup>). • Travel insurance.
- Beverages and items of a personal nature, lunches, tips to driver and guides etc.



Organized by:



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Ontario Registration 3367728 email: [aurora@verstraete.com](mailto:aurora@verstraete.com)

**Association Dues**

**2014 Dues are due !!**

**Please use this form for address changes as well**

Bill McTavish  
229 Woodworth Ave  
St Thomas, Ontario  
N5P 3K9

Here's my cheque for \$20.00 for 20\_\_\_\_ dues. I was in the 1st Hussars from \_\_\_\_\_ to \_\_\_\_\_

\_\_\_\_\_  
Name e-mail address

\_\_\_\_\_  
Apt # Address

\_\_\_\_\_  
City Prov/State Postal/Zip Telephone number (\_\_\_\_\_) \_\_\_\_\_

May we send the bulletin to you by e-mail? Yes \_\_\_\_\_

\*\*\*\*\*

**Donation to the Regimental Museum / Cavalry Fund / Association**

1<sup>st</sup> Hussars Cavalry Fund (select one) \_\_\_\_ (Museum) \_\_\_\_ (Cavalry Fund) \_\_\_\_ (Association)  
c/o Mike Steele (Select one)  
4 Golfview Crescent  
London, Ontario N6C 5M9

Here's my cheque for \$ \_\_\_\_\_ to help support the Museum / Cavalry Fund / Association  
Send tax receipt to:

\_\_\_\_\_  
Name Telephone Number (\_\_\_\_\_) \_\_\_\_\_

\_\_\_\_\_  
City Prov/State

\_\_\_\_\_  
Apt # Address Postal/Zip

Donation: Make cheques payable to the 1<sup>st</sup> Hussars Cavalry Fund

Yes \_\_\_\_\_ I would like to donate some time to the Museum. Please have someone contact me.