

# On Danish cavalry 1932-1940, Part 2

## 1937 - 1939

With the 1937 scheme, the modernization of the cavalry continued.

A cavalry regiment now consisted of: regimental staff with liaison division, 2 cavalry squadrons, 2 cyclist squadrons, 1 motorcyclist squadron, 1 artillery squadron and 1 armored car squadron.

## Organization

The cavalry regiments military organization was as follows (Source 2 and 3):

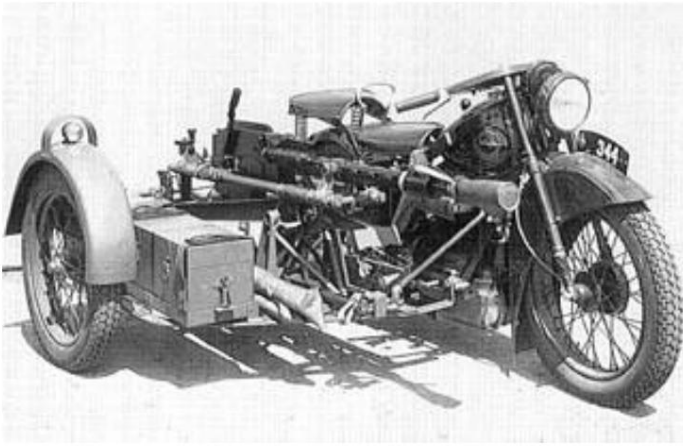
- *The communications division* included telephone equipment, radio equipment, equipment for visual signal service as well as carrier pigeon material.
- A *cavalry* squadron consisted of: command platoon, 3 cavalry platoons (all groups equipped with recoil rifle) and 1 tripod division (all groups with recoil rifles in tripods).
- A *cycling* squadron consisted of: command platoon and 4 cycling platoons (all groups incl recoil rifles in tripods).
- *The motorcyclist squadron* consisted of: commando platoon, 4 motorcyclist platoons (with recoilless rifles in tripods) and 1 motorcycle gun platoon (with 20 mm machine guns). The motorcycle squadron's organization is described in more detail in the *Supplement to Part 2*.
- *The gunnery squadron* consisted of: command group, 2 motorcycle gun platoons (each 3 pcs. 20 mm machine guns), 1 motorized cannon carriage platoon (each 4 pcs. 20 mm machine guns mounted on trucks) and 1 pioneer platoon (each 3 groups), on trucks.
- *The tank squadron* consisted of: command platoon, 3 tank platoons and 1 motorcyclist sharing.

As mentioned, it was about the military organization, which was mirrored as far as possible in the training units of the regiments; a lack of manpower and equipment meant that the regiments could only roughly field the prescribed units towards the end of the period. However, the regulatory organization of the armored car squadrons was never achieved.

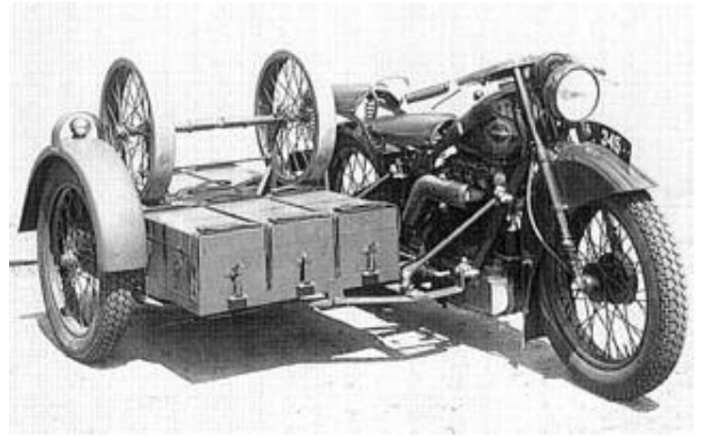
## Armament

The armament and equipment of the cavalry was as described in Part 1, but machine guns were, according to the available sources, now only to be found as part of the armament in the armored vehicles.

From 1938, the 20 mm machine gun became the new weapon system in the cavalry regiments. The machine gun was reliable, with a high rate of fire and safe operation; a gun group could, from driving at 45-50 km/h, stop and open fire in 15-20 seconds without taking the gun off the motorcycle. In 1939, tests were carried out with the same gun in the universal design, mounted on a light truck, for both anti-aircraft and anti-tank fire, with good results.



*20 mm machine gun Model 1938.  
From Source 5.*



*Ammunition motorcycle, with  
the transport wheel of the field lavette.  
From Source 5.*



*20 mm machine gun on truck, shown during anti-aircraft and anti-tank firing.  
From Source 1.*





*The Guard Hussar Regiment's motorcycle squadron, Jægersprislejren, approx. 1938.  
From Source 1.*



*The test armored vehicles (FP) 1 and 2 as well as 7 and 8, approx. 1937.  
From Source 1.*

## **Uniforms, equipment and material**



*The Guards Hussar Regiment in Uniform 1923 (from left):  
Officers in Field Uniform, Hussars in Uniform 1911 with Equipment. 1923,  
Commander of the Officer Group in Uniform 1923, Hussar in Uniform 1923 for Exit Use.  
Drawing by Preben Kannik, reproduced from Source 1.*



*Motor Ordnance,  
Guard Hussar Regiment, 1939.  
Drawing by Preben Kannik,  
reproduced from Source 1.*

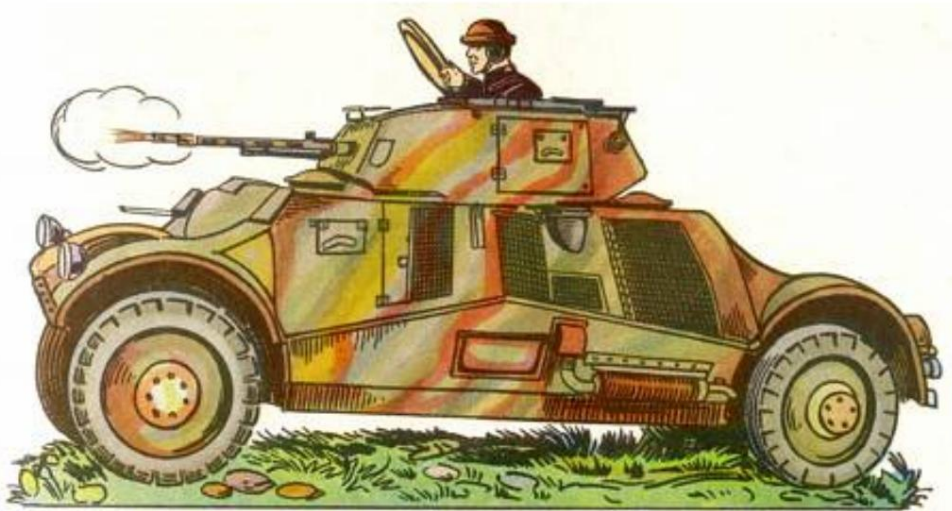


In 1938, special clothing for motorcyclists was introduced, consisting of Overalls 1938 and Motorhood 1938.



Sidecar machine with 20 mm machine gun.  
From the Danish Army Vehicles Homepage.  
The soldiers are wearing overalls 1938.

Per solo machine and motorcycle with special sidecar (20 mm machine gun and associated ammunition motorcycles) 2 units were delivered. of each item of clothing as well as 2 pairs of motorcycle goggles. Per sidecar machine (ordinary), 2 units were delivered. overalls, 3 pcs. motor caps and 3 pairs of motor goggles.



Armored car 9, 10 or 11 1).

The drawing shows an example of the leather crash helmet used by armored car crews and the corresponding black canvas clothing (overalls). The crews were also given a Leather Pjækkert M.1935 for Armored Car Crews.

## Motor vehicles

In 1938, the Guard Hussar Regiment and the Jutland Dragoon Regiment became independent motor managers. The regiments carried number plates in the series 50-000 - 50-999 (Gardehusarregimentet) and 51-000 - 51-999 (Jewish Dragoon Regiment).

The cavalry regiments' fully motorized troop after mobilization included, among other things:

**The regimental**

**staff:** Connection car  
 No. 1 Connection car  
 No. 2 Connection car  
 No. 3 Radio car (SMD station) [2](#))  
 Medical  
 van Handyman van No.  
 1 Craftsman wagon No.  
 2 Workshop and petrol van  
 Petrol van (gasoline and oil in cans) 4  
 spare vans Kitchen van Oat van  
 Baggage van

**The cavalry squadrons:**

Fencing cart  
 Ammunition truck  
 Ambulance  
 Kitchen trolley  
 Oat cart  
 Luggage trolley

**The cyclist squadrons:**

Workshop van, with trailer  
 Fencing cart  
 Ammunition truck  
 Ambulance  
 Kitchen trolley  
 Luggage trolley

**The motorcycle squadron:**

Workshop van Fencing van  
 Ammunition van Petrol van  
 Medical van Kitchen van  
 Luggage van No. 1 Luggage  
 trolley No. 2

**The shooting squadron:**

3 pioneer vehicles  
 Workshop van  
 Petrol wagon  
 2 ammunition wagons  
 Ambulance  
 Kitchen trolley  
 Luggage trolley

**The armored vehicle squadron:**

Radio vehicle (SMD station)  
 Workshop van 3  
 auxiliary vans  
 Petrol van  
 Ammunition van  
 Medical van Kitchen  
 van Luggage van

However, the number of stock vehicles was limited, which is why the difference had to be provided with the help of printed vehicles.

**Stock vehicles per April 1939 Passenger cars Cargo and special cars Motorcycles Total**

The Guard Hussar Regiment	6	3	31	40
Jutland Dragoon Regiment	4	3	30	37

During 1939 - and especially intensified after the increase of the Security Force per 2 September 1939 - the number of stock vehicles, including motorcycles, increased significantly. However, previous efforts at standardization had to be partly abandoned, now it was almost exclusively about being able to provide the necessary number of vehicles.

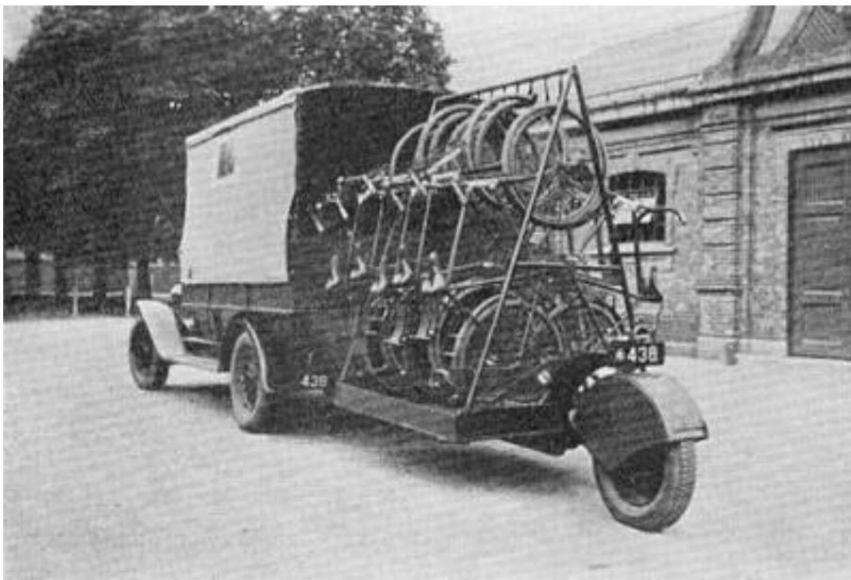
**Stock vehicles per May 1940 [3](#)) Passenger cars Cargo and special vehicles Motorcycles Total**

The Guard Hussar Regiment	10	14	70	94
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*Nimbus motorcycle, with recoil gun sidecar and truck Ford Thames 1939. The Guard Hussar Regiment. From Source 5.*

To the left of the picture is a Nimbus ammunition motorcycle, with the field lavette for a 20 mm machine gun.



*A workshop van from a cycling squadron or a cycling company. After the wagon, a WYTA (Danish) trailer can be seen, with spare bikes, approx. 1940. From Source 2.*

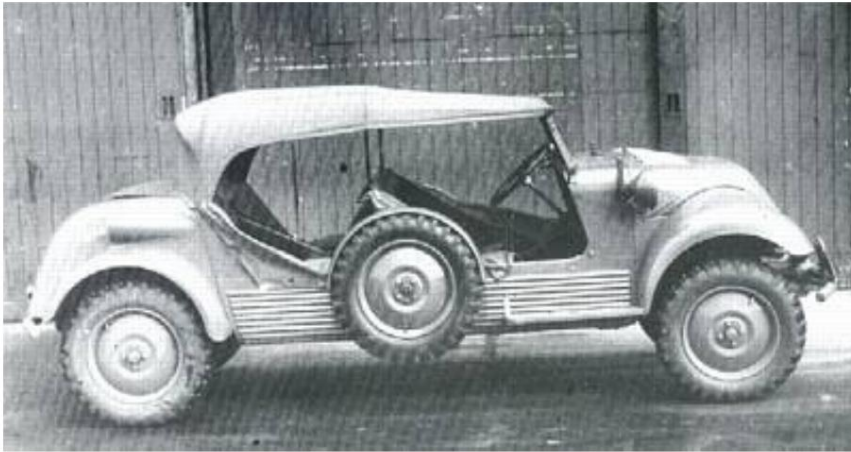
On a bicycle squad's workshop van, with a trailer, the following was carried:

- 1 recoilless rifle with
- accessories. 24 10-magazine bags of 10 magazines (a total of 4,800 pcs. 8
- mm cartridges) 9 bicycles, 2 bicycle boxes, 1 box with spare cases for
- bicycles. 1 craftsman's bag (spare gunsmith's), 1 can of approx. 10 l vaseline oil, 1 can of approx. 5 l

kerosene, 5 kg vaseline in a can, 10 kg blueberries, 1 oil jug.

- Equipment for the carriage staff.

## The pace car



In December 1936, a copy of the German *Tempo-Geländewagen* was acquired from the factory *Vidal und Sohn - Tempo Werke* in Hamburg.

The wagon had two engines - one at the front and one at the back - that could drive the front axle and rear axle respectively. The carriage could also run using one engine.

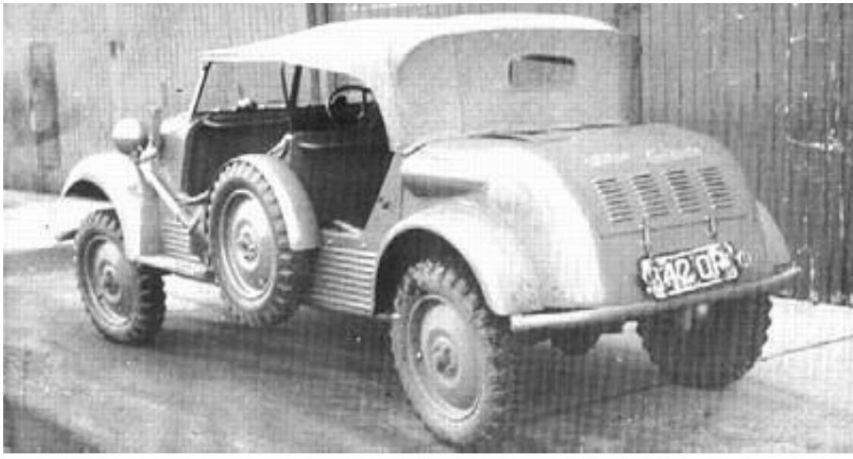
The images originate from Source 8 and show a Tempo car during similar tests in England.



After a long series of experiments by, among other things, In 1938, the 1st Artillery Division, the Jutland Dragoon Regiment and the Guards Hussar Regiment acquired another 4 wagons.

After another series of trials, in 1939 an order for 24 units was placed. for use in the cavalry and the light artillery units, but the war gets in the way of the delivery of the last 9 pcs.





The total of 20 Tempo cars will then be distributed - probably - as follows:

Guard Hussar Regiment: 3  
Jutland Dragoon Regiment:  
3 1st Artillery Division; 3 5th  
Artillery Division: 3 8th  
Artillery Division: 3 12th  
Artillery Division: 3 Reserve:  
2

## Sources

- 1st Guards Hussar Regiment through 200 years, Næstved 1962.
2. *The defense book* by Colonel T. Andersen, Gyldendal, Copenhagen 1941.
3. *Textbook for the Privates of the Army, Part 1*, Temporary edition, Copenhagen 1946.
4. *The automobile in the army 1908-1983* by Frank Pedersen, 1983.
5. *Gardehusarkasernen on 29 August 1943* by Anders D. Henriksen, Forlaget Devantier, Næstved 1993, ISBN 87-984530-0-9.
6. *Armored weapons in Denmark* by Ole Drostrup, Tøjhusmuseet 1991, ISBN 87-89022-20-3.
7. *Field equipment for Individuals*, Ministry of War, Copenhagen 1936, with correction sheets up to August 1941.
8. *Danish Uniforms 1900-1990 - The Army and the Air Force* by Bjørn A. Nielsen, Tøjhusmuseet, Copenhagen 1992, ISBN 87-89022-26-2..
9. *Staff Cars of the Thirties* by Peter Hardy, ISO Publications 1990, ISBN 0-946784-17-5.

Per Finsted.

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## Notes:

- 1) Drawn by Ove Meier, from the clipping sheet Denmark's Army and Navy, approx. 1941. At the end of the period, 3 copies of the Swedish Landsverk Lynx armored car were purchased, which is described in more detail in Part 3.
- 2) SMD station (Sending and Receiving station, type D).
- 3) The overview has been prepared on the basis of Source 4.