

About Danish cavalry 1932-1940, Part 4

1939 - 1940

The Guard Hussar Regiment

The regiment was increased on 2 September 1939 in accordance with the mobilization regulations, but with reduced forces, as the army system had not been completed.

- The *two* cavalry squadrons were each on command platoon, tripod platoon, two cavalry platoons and one firing squad on bicycle - a total of approx. 8 officers, 2 commanders of the officiant group, 10 other commanders and 190 guards hussars each.
- The *two cyclist squadrons* and the *motorcyclist squadron* (3rd Cyclist Squadron) each had approx. 6 officers, 2 commanders of the officiant group, 10 other commanders and 109 guards hussars. The cyclist squadrons each multiplied three divisions of three groups, while the motorcycle squadron multiplied into two motorcycle divisions and one motorcycle gun division.
- With only 2 officers, 1 commander of the officiant group, 5 other commanders and 66 *guards hussars* , the shooting squadron could field a motor vehicle gun division of four groups (one gun each) and a pioneer group.
- The armored car *squadron* fielded two armored car platoons of three cars - of which, however, one platoon had to make do with practice armored cars - a total of 5 officers, 2 commanders of the officiant group, 12 other commanders and 143 armored car drivers (corporals) and guards hussars.



Nimbus motorcycle, with radio sidecar.

From the Danish Army Vehicles Homepage, which states the Gardehusarregimentet's Historical Collection as the source of the photograph.

Jutland Dragoon Regiment

The above information comes from Source 1, but similar detailed information does not appear from Source 2, but it must be assumed that the Jutland Dragoon Regiment may have had a similar strength.

The then First Lieutenant VV da Costa Carneiro was in September 1939 second in command at the Jutland Dragon Regiment's armored car squadron.

In Source 2 it is mentioned that the squadron *consisted of personnel of different years, but the most heterogeneous was the 72 vehicles it had, ranging from the 2 Lynx (armored vehicles) over a Nimbus motorcycle with a whole small building of a radio station on the side, to printed trucks. There were 5 platoon leaders.*

The featured Nimbus motorcycle with radio sidecar may have been in the style of this illustration.

The preparedness is scaled down

At the Gardehusarregimentet, approximately half of the force was repatriated in mid-September 1939, but retains a contingency unit consisting of:

- *The tank squadron* with 2 tank divisions, 2 motorcycle divisions, 1 motorcycle gun division, 1 motor vehicle gun division and 1 pioneer group. The squadron was initially designated as *emergency motor squadron*.
- *Cyklisteskadronen*, which was formed by merging the two cyclists' squadrons. The squadron was initially designated as the *emergency cycling squadron*.

Until December 1939, when the preparedness was scaled down further, the preparedness department, which was located in the cantonment east of Næstved, also included the *1st and 2nd Cavalry Squadrons*.

The fax group

In February 1940, the Gardehusar regiment's armored car squadron and cyclist squadron were deployed to the area south of Fakse (around Roholte and Vindbyholt) and, if necessary, were to cooperate with forces of the 5th Regiment (in the cantonment around Præstø).

The force was called Faksegruppen [1](#)) and consisted - in addition to the armored car squadron and the cyclist squadron - of 12 small diverse infantry companies, 2 batteries, 1 pioneer company and 1 telegraph company [2](#)).

(Source 3.)



Parts of the Guardhusar Regiment's Faksegruppe on April 9, 1940.
From Dragonavisen.

At the front is a Landsverk Lynx armored car (PV10), followed by a motorcycle, an Opel Blitz and a Ford truck. The hussar (part of the motorcycle's crew) is wearing, among other things, engine hood 1938 and carries his horseman's carbine 1889, with the shepherd's bayonet, over the right shoulder.

April 9, 1940

Ritmester FB Alten, who was the commander of the Gardehusarregiment's Faksegruppe (and Panzervognseskadronen), received an order for *general readiness* on 8 April at 13:30 and at 19:45 from the 5th Regiment an order for *increased readiness*. Source 1 further describes the group's experiences on 9 April 1940:

"Without information about the situation otherwise, the group was awakened on April 9 at 05:45 by strong aircraft alarm from 6 German fighters over the quarters, whereupon the squadrons were ordered to shelter. At 06:10 the announcement came of German landings everywhere on Zealand and orders to resist any violation of neutrality; this immediately caused the group to secure themselves on the spot, and the master of the ring sought contact with the Gardehusar regiment and other military authorities by telephone.

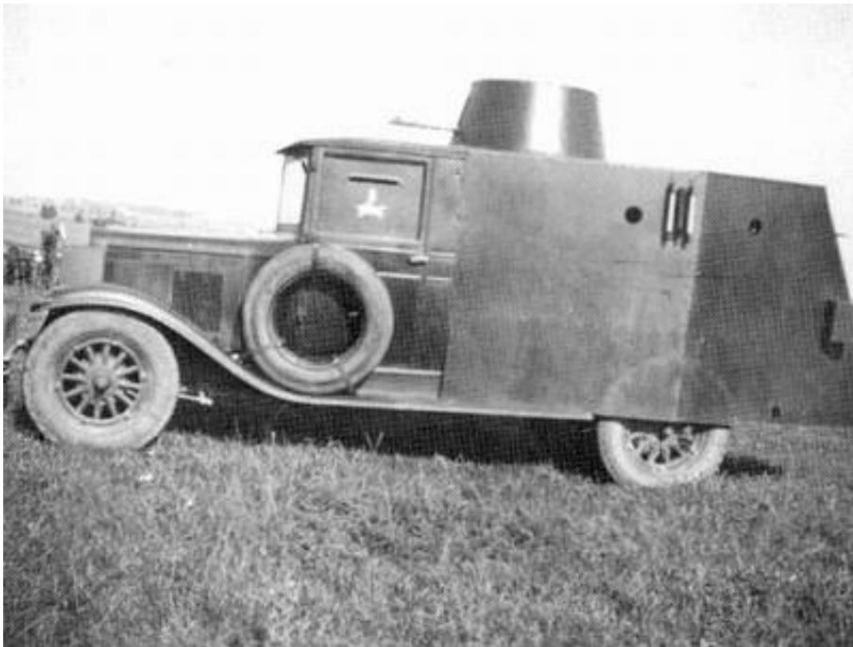
The order that no resistance was to be offered came at 06:35 from the 5th Regiment and was confirmed by other forces with whom the master of riding came into contact. The group's plan to depart north to the main force of the regiment

in Hørsholm had to be shelved due to the strong German aviation industry.

At 11:30 the first German forces arrived, and immediately afterwards a German lieutenant demanded the group's weapons be handed over, which was refused by the master of the horse and other officers in the scattered quarters. To prevent a disarmament, the riding master now drove to Vordingborg, where his appearance before the German commander, Colonel Buck, commanded such respect that the disarmament was postponed for the time being until April 10, and the riding master secured himself against surprises in the field on his return. Towards evening, the master of the horse - who in Vordingborg had witnessed the German disarmament of Danish forces - was overwhelmed by the thought of the shame that would overtake the Guards Hussars, whose disarmament took place.

For the second time, the riding champion drove to Vordingborg, where he approx. 21:00 was admitted to Colonel Buck. During the subsequent conversation, the master of the horse spoke plainly as a soldier to a soldier, and indeed - again with results: The German commander agreed that the forces of the Gardehussar regiment kept weapons and ammunition, and that individual weapons there - at the first confusion - had been taken in individual quarters - again handed over to the Faksegruppen.

Only on April 12 was the group transferred to the mobilization quarters around Slagslunde-Knardrup, after on April 11 they had had to tolerate a German battalion's brief rest during the march within the cantonment area."



Training armored car, in service with the Guard Hussar Regiment.

From Source 5, which however does not date the image.

The distribution of the armored vehicles

Source 5 states that the 5 actual armored vehicles on 9 April 1940 were distributed as follows:

- PV 9, 10 and 11 at the Gardehusarregiment's armored car squadron (Faksegruppen)
- FP 7 and 8 (denoted as worn out) at Jydske Dragonregiment panzervognseskadron (Århus).

In addition, there were 10-15 dummies (practice armored vehicles) - trucks with iron or wooden superstructures.

Sources

- 1st Guards Hussar Regiment through 200 years, Næstved 1962.
- Jutland Dragoons 1679-1979, Holstebro 1979.
- The army that did not defeat giants by PM Norup, Povl Branners Forlag, Copenhagen 1945.

4. *Gardehusarkasernen on 29 August 1943* by Anders D. Henriksen, Forlaget Devantier, Næstved 1993, ISBN 87-984530-0-9.

5. *Armored weapons in Denmark* by Ole Drostrup, Tøjhusmuseet 1991, ISBN 87-89022-20-3.

Per Finsted

Postscript



Experimental armored car 1 or 2 in German paint, photographed 8 May 1945.
From Source 1.

Considering the period delineation, it is not the intention here to describe the situation of the cavalry regiments during the Occupation, including the skirmishes between German and Danish units on 29 August 1943.

Considering the image material, I will not fail to pass on a few images to round off the story.

One of the first two test tanks - FP 1 or 2 - survived the war and was recovered in Copenhagen. However, the available sources do not agree on which of the wagons is involved.

The officer is Second Lieutenant Holger Buch, from the Guardhusar Regiment.

The picture below shows the Gardehusar regiment on *Soldier's and War Guest's Day* on 6 July 1943, on which occasion a large parade was held in Næstved.

Source 4 contains a few additional photos from the same day, as well as the last photo opportunity - Næstved Garrison's parents' day on 22 August 1943.

On 30 August 1943, Billedbladet published a larger photo report from the day's displays and further images from this can be found on the Danish Military History website.



The Guards Hussar Regiment on 6 July 1943.

In the lead Prince Viggo, lieutenant colonel Fog (the regimental commander) and captain lieutenant Münter.
From Source 1.

Notes:

1) The Guards Hussar Regiment also referred to its part of the force as the Faksegruppen.

2) This is 1. Pionerkompagni/1. Pioneer Battalion's emergency company and 9th Engineer Company, which was the Zealand Division's telegraph company, cf. *Engineer Regiment 1880-1955* by Colonel Niels Maare, Special Edition of Tidsskrift for Engineer Officers, Copenhagen 1955.