

On British armored car units in Egypt, 1915-1917

Introduction

This article can be read in the context of the Senussi Uprising, and as background information for the units that participated in the suppression of the Senussi Uprising in 1915-16.

The Duke of Westminster



The Duke of Westminster is seen here (right) at Sollum, in 1916, with two of his officers - Second Lieutenant Griggs and Captain Anson. From Source 1.

Hugh Richard Arthur Grosvenor [1](#), Duke of Westminster, was in 1914 second-in-command of the Cheshire Yeomanry, with the rank of major (from 1912).

He was also a car enthusiast and one of the richest men in England. When the First World War broke out, the Duke was in France as one of the 25 members of the Royal Automobile Club, acting as chauffeurs for the English High Command, as well as orderlies, liaison officers and intelligence officers. See my article [About English voluntary motor vehicle drivers](#).



English Sea Lieutenant, Royal Naval Volunteer Reserve, saluting a French Spahi, 1914. From a simultaneous postcard.

Alongside this, the duke collaborated with the Rolls-Royce factory on the development of the prototype of an actual armored car; he financed the experiments out of his own pocket.

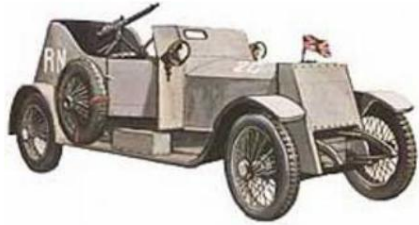
The prototype was approved in December 1914 and already on 1 January 1915 the first 13 carriages could be tested during an exercise against the Cheshire Yeomanry. It was a great success for the armored cars, while the commander of A Squadron, Major Glazebrook, noted in his diary that one *never had a dog's chance against the*

infernal motors.

The armored cars were now accepted into service with the Royal Naval Air Service, which since August/September 1914 had used various more or less improvised armored passenger cars and trucks in France, under the auspices of the East Church Mobile Squadron, Royal Naval Air Service (Commander Charles Rumney Samson), or *The Dunkirk Circus* as the army, somewhat unimpressed, called the unit.

The sea lieutenant may be Felix Samson, one of the squadron commander's brothers, whose personal Mercedes was fitted with a surplus machine gun and thus the squadron's first "armored vehicle". After the sea lieutenant's first meeting with a wagonload of Germans, the wagon was fitted with sheet metal.

Rolls-Royce armored cars



Rolls-Royce Armored Car, 1914 Naval Air Service Pattern 2) —

War Captain Samson's first Rolls-Royce armored car was fitted with sheet metal at the *Forges et Chantiers de France* shipyard in Dunkirk, which also supplied sheets for Felix's car.

Source 3 states that the protection was probably mostly of a moral nature. It was not possible to obtain actual armor plates, and the yard could therefore only fit plates of the same type as were used for *boiler plates*.



Rolls-Royce Armored Car, 1914 Admiralty Pattern.

What was new about the armored vehicles that the Duke of Westminster helped to develop was the movable turret, which allowed for a 360° field of fire.

These armored cars were designated *the Rolls-Royce Armored Car, 1914 Admiralty Pattern*.

A total of six squadrons were now equipped with armored vehicles of the new type - Nos. 1, 2, 3, 4, 7 and 8 Armored Car Squadrons, Royal Navy Armored Car Division 3). —

Table 1: Armored Car Squadron, Royal Navy Armored Car Division, 1915

A Section	B Section	C Section	Squadron HQ
4 armored cars	4 armored cars	4 armored cars	1 supply truck, heavy
1 armored truck	1 armored truck	1 armored truck	4 motorcycles
2 supply trucks	2 supply trucks	2 supply trucks	
8 motorcycles	8 motorcycles	8 motorcycles	
Staff car	Radio van	Ambulance	

The marines were recruited in London and Liverpool (via the Royal Automobile Club), in Derby (via Rolls Royce) and in Glasgow (via a Scottish engineering association).

Each armored car, which had a crew of three men - tank commander, gunner and driver, was armed with a medium-heavy machine gun, of the Maxim type at first, but later of the Vickers type. Each wagon carried a number of rifle grenades, which were designated as the most effective means against enemy armored vehicles should such be encountered.

The tactical regulation, issued on 1 January 1915, stated that the armored cars worked together in pairs, each accompanied by a lorry carrying 8-12 cyclists. The cyclists functioned as scouts who could be covered by the armored vehicles in the event of an encounter with the enemy.

To the front

The Duke, with the rank of war captain, became commander of the 2nd Squadron, which was equipped with 12 armored vehicles of the new type. The squadron was sent to France in March 1915 and deployed in support of it

armored vehicles of the new type. The squadron was sent to France in March 1915 and deployed in support of the English cavalry, in the large attack at Neuve-Chapelle 10 March 1915 4).

The attack stalled in front of the German trenches. The cavalry, and thus the armored cars, therefore never came into action. Source 3 states that the army leadership was not aware that the armored vehicles could be deployed as an alternative to the cavalry, and not as a supplement; the armored vehicles could have thereby helped to break through the German front.



No. 2 Squadron, Royal Navy Armored Car Division, 1915.
The Duke of Westminster is the middle officer in the front row.
From Source 11.

The evolution of the war from war of movement to trench warfare meant that armored vehicles no longer came into their own, which is why they were mostly relegated to patrol duties in the hinterland and to transport higher-ranking officers

The 3rd and 4th Squadrons were sent to Gallipoli, but the rocky terrain meant that only two armored cars from each squadron were landed in April 1915. It soon became clear that armored cars could not be of much use here, and the remaining 2 x 8 wagons were sent to Egypt at the end of June; the four that were landed are sent to Egypt in August 1916. The squadrons are stationed in Alexandria.

During the summer of 1915, the Royal Navy delisted armored car and motorcyclist units as part of its areas of interest and transferred all equipment to the Army, which in turn did not show what to do with this equipment. Eventually, it was decided that the armored vehicles should come under the newly created *Machine Gun Corps*, and a special *Motor Section* was created to handle armored and motorcyclist units. Part of the personnel was to come from the army, but be trained by the navy before the handover was in place.



Machine Guns and Motors at Salonica.
From a Contemporary Postcard - *Tit-Bits War Pictures, Series III, No. 20.*

The very authoritative Source 3 states that No. 6 Armored Motor Battery sent to Salonika, in northern Greece, in January 1916, bringing only two Rolls-Royce armored cars.

As the illustration here shows four Rolls-Royce armored cars, it is possible that the printed text was simply chosen for "convenience" rather than expressing reality. It could just as well show a unit from Egypt.

To the Middle East

In overseas areas, the handover was not quite so quick, and when in November 1915 it became necessary to send armored cars to Sollum, a *Royal Navy Armored Car Emergency Squadron* was formed from parts of the 3rd and 4th Squadrons, manned by marines. Until January 1916, the unit carried out patrol duty along the Mediterranean coast. Since the armored vehicles can finally be handed over to the army, they are used to equip Nos. 11 & 12 Light Armored Motor Battery.

The 2nd Squadron has meanwhile returned to England, and in September 1915 the Duke of Westminster was transferred from the Cheshire Yeomanry, where he had been numbered, to the Machine Gun Corps (Motor Section); he advises his people to apply for transfer to the army as well, and many print the navy blue uniforms with the army khakis.

Under the auspices of the Machine Gun Corps, the squadron, now called *the Armored Car Brigade*, is divided into Nos. 1, 2 & 3 *Armored Motor Batteries*, and via France it arrives in Egypt in January 1916. Everything indicates that the organization from 1915 is largely maintained.

The Duke has selected the crew himself, and his personal jockey, Grigg, is appointed second lieutenant of the unit. A large part of the other crew are professional drivers and mechanics, including Sam Cottington Rolls (the author of *Kilde 10*), who drove the armored car *Blast*.

Regarding the action of the armored cars, it is said that the driver sat on a "stack of small square mats" and supported

their backs against an adjustable strap and that only the smallest men were able to work in the tower.



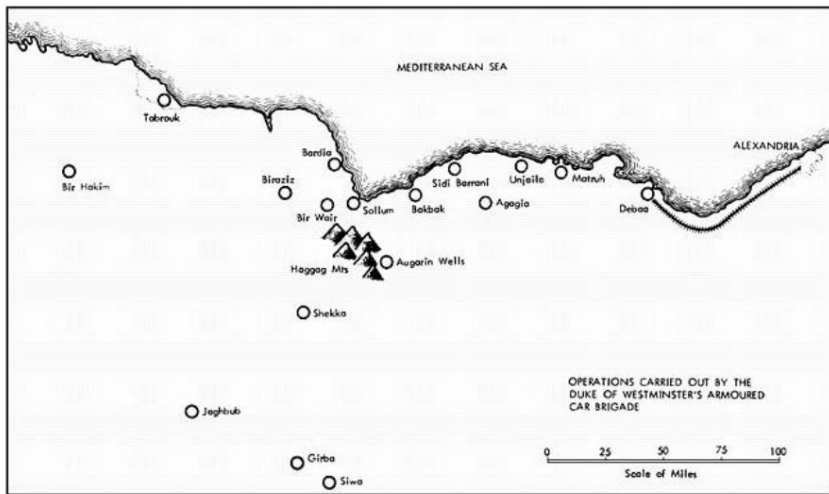
The Duke of Westminster in his "armored" Rolls-Royce Tourer, 1916.
From Source 11.

The Duke of Westminster, who was a tall man, used his personal Rolls-Royce Tourer staff car, on which was mounted a Vickers-Maxim machine gun.

The lower part of the windscreen has been replaced by an armor plate, and the machine gun can be seen behind the front seats.

The Egyptian climate made it almost unbearably hot inside the armored vehicles, which i.a. was counteracted by removing the armor plates from the upper side of the tower. When you later get into battle, another disadvantage appears ... the hot, empty cartridge cases fell on the driver's back, causing burns ...

Battle of Agagiya



Map 1: The Libyan desert.
From Source 1.

After a few weeks in Alexandria, the Duke's force sails to Mersa Matruh aboard the Greek freighter Borula's.

The force is deployed in patrols in the direction of Sollum.

An advanced base is established at Unjeila, and along the way there will be minor skirmishes with the Senussians.

A reconnaissance plane reports that the Senussi's main camp has been observed at Agagiya and it is decided to launch an attack on 26 February 1916. Two armored cars take part in the attack, but quickly get stuck in the desert sand. However, the crews sit down, bringing their machine guns, which are deployed to support the attack (Dorset Yeomanry).

During the attack, e.g. the military commander of the Senussi in the area, Major Ja'far Pasha, captured, while the majority of the Senussi flee into the desert.

The battles that effectively put an end to the Senussi's attempt to seize control of the coastal areas are described in detail on the website Queen's Own Dorset Yeomanry - The Western Desert (The Keep Military Museum).

Sollum is retaken





Armored motor-cars, under the command of the Duke of Westminster, charging the Bedouin camp at Birazzia.

The plan comes from the book *Deeds that Thrilled The Empire*. and is seen for sale at MILPRINTS.

It is decided to continue the advance towards Sollum. The infantry and cavalry advance along the coast, over BaqBaq (BakBak on Map 1), while the armored vehicles follow a more southerly route. The march is very tiring for everyone as water supplies are severely limited and what little water there is goes almost uncut to the armored cars.

The text of the plate reads as follows:

"On March 14th, 1916, when the Senussi Camp had been located at Birazzia, twenty miles south of Sollum, the Duke of Westminster ordered all but two of his armored motor-cars to turn off the Dorna road to the south, and dash forward in line over the two thousand yards separating them from the camp.

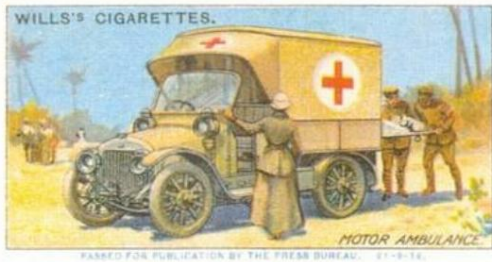
Acting on a preconcerted plan, the two remaining cars were sent about two miles further along the road before turning south. On seeing the cars thundering towards them, the enemy, the enemy were thrown into confusion and made hurried preparations for flight.

A Field-gun and two machine guns, however, opened fire, and continued firing until the cars were within four hundred yards of them. By then the gunners had either been killed or the guns had been put out of action, and as the cars dashed into the camp the enemy scattered in every direction. For his dash and skill he showed in the attack the Duke of Westminster was awarded the Distinguished Service Order."

The prisoners from HMS Tara and HMT Moorina are freed

Since HMS Tara and HMT Moorina had been sunk in early November 1915 [5](#)), the fate of the survivors had been a great mystery.

Almost by chance, a letter was found in Sollum that the captain of HMS Tara had addressed to the English commander in Sollum, and the letter had apparently been brought to the town during the occupation of the Senussi. The letter listed the whereabouts of the survivors as El Hakkim Abbyat, also known as Bir Hakim, c. 150 km west of Sollum.



Motor Ambulance.

Card No. 20 in the Military Motors cigarette card series, published by WD & HO Wills in [1916](#) [6](#)) and republished in 1993 by Imperial Publishing Ltd.

Bir means well/water reservoir in Arabic, but none of the inhabitants of Sollum could tell where Bir Hakim was located, and no map existed showing the location. The prisoners from Bir Aziz were now interrogated, and an elderly man named Ali believed he knew where Bir Hakim was located, having tended a flock of sheep in the area as a youth.

The Duke of Westminster immediately volunteered to search for survivors and a rescue force was quickly raised.

The force included 42 [7](#)) vehicles - 9 Rolls-Royce armored cars and 3 Ford Model T trucks equipped with Vickers-Maxim machine guns, 11 Ford Model T supply cars, 10 ambulance cars and a Wolseley (function not stated) and 5 staff cars, including the duke's Rolls-Royce . (Source 11)



The Duke of Westminster and his armored cars dash

The Duke of Westminster and his armored cars dash to the rescue of shipwrecked crews seized by the Senussi.
The plan comes from the book *Deeds that Thrilled The Empire*; here from Cranston Art.

The text of the plate reads as follows:

"On March 17th 1916, information was received that the Senussi at Bir Hakim was holding a number of shipwrecked men, who had been landed on the Cyrenaica Coast of North Africa, as prisoners, seventy miles from Sollum.

At 3 am therefore nine of the Duke of Westminster's armored cars, twenty six other cars, and ten motor ambulances left for Bir Hakim, guided by Captain Royle, of the Egyptian Coastguard Service, and two natives.

On their arrival the prisoners were not there, and another forty miles were traversed before the camp was reached. On seeing the cars, the Senussi guards fled, but were pursued and killed, and the prisoners, numbering ninety-one, were rescued and brought back to Sollum. Most of them were survivors from the Tara, which had been sunk by a German submarine. The Germans had handed them over to the Turks and Arabs, who treated them barbarously."

The liberators got the impression that the prisoners had been subjected to various abuses and had been deliberately starved and therefore made short work of the majority of the jailers. Captain of the Tara, Rubert S. Gwatkin-Williams, assisted by the Duke, sought to stop the shooting, but too late...

As far as it has subsequently been possible to establish, there was no question of ill-treatment or the like. The Senussi in the area themselves suffered from a lack of any kind of supplies, and thus had little to give to their captives.

After freeing the prisoners, the column returns to Sollum, where it is received amid great cheers from the garrison.



Some of the survivors from HMS TARA.
From *The Senussi (Great War in a Different Light)*.

The freed prisoners were per ship transported to Alexandria, where they were treated for their various ailments resulting from the half year of captivity.

See [HMS Tara \(Anglesey-Mon Info Web\)](#) which contains pictures and accounts relating to the story.

The gentleman with the fez, to the right of the nurse, is the ship's captain, Rubert S. Gwatkin-Williams, whose letter was instrumental in the survivors being found.

The Duke of Westminster returned to Sollum March 18, 1916, and then proceeded to Alexandria; the duke returned to England during the summer of 1916, suffering from a feverish illness he had contracted during the Boer War. The authorities never really deemed him well enough to resume duty, but he was employed by the Ministry of Munitions as personal assistant to Winston Churchill.

Light Car Scout Corps



Ford Model T Light Patrol Car, 1916.
The source is a page from an unspecified book, seen for sale on the Internet.

The Rolls-Royce armored cars were often too heavy in relation to the terrain and it became necessary to use them

lighter vehicles.

In March 1916, a Light Car Scout Corps was thus established), consisting of *Nos. 1-6 Light Car Patrols*.

The caption states that the vehicle is used by Second Lieutenant GW Richards for a private hunting excursion and that the image was provided by Major General GW Richards [8](#). It is not stated which of the hunters is Second Lieutenant Richards.

It is further stated that the device on the cooler is a kind of condenser, but that the version shown here did not work well.

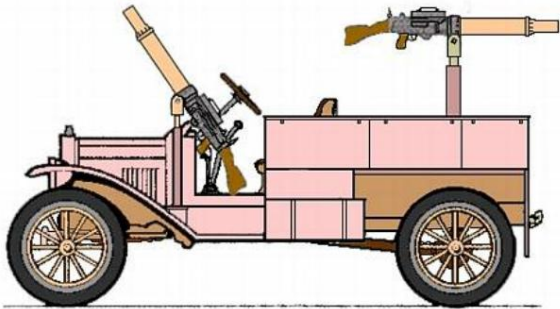
Table 2: Light Car Scout Corps, March 1916

Nos. 1-6 Light Car Patrols, each with Headquarters Section

5 Ford Model T patrol vehicles	2 Ford Model T wagons
1 Ford Model T utility van	1 supply truck (type unknown)

Each platoon (*patrol*) consisted of 2 officers as well as 12 non-commissioned officers and privates.

As far as I can tell, the patrol vehicles were equipped with 2 light machine guns - of the Lewis Gun type, while the supply vehicles only had 1 machine gun.



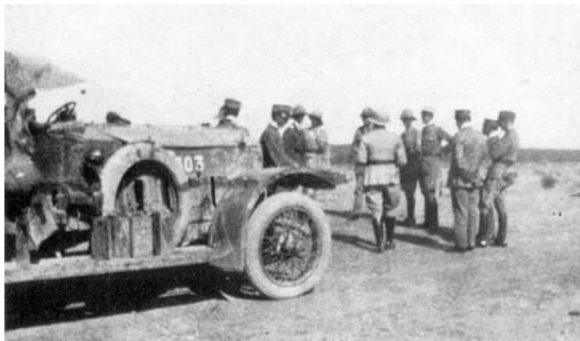
Ford Model T Light Patrol Car.
From Source 5.

The wagons were equipped with 3½" wide tires, a condenser to reduce the consumption of water for the radiator, and a sun compass mounted on the dashboard.

The majority of this equipment is due to recommendations from the English archaeologist and explorer, dr. John Ball, who worked for the Egyptian Cartographic Institute.

Cooperation with Italian entities

The Italians waged their very own war against native tribes, including the Senussi, who would not submit to Italian suzerainty over Libya.



Italian and English officers gathered to issue orders.
From Source 1, who states that it is the Duke of Westminster's Rolls-Royce Tourer.

The Italian units were mainly concentrated in the coastal areas, while the areas south of this were considered *bandit country*.

Italian and English units gradually worked together against the common enemy, the Senussi, and there was a general understanding that the formal but unmarked border could be crossed as needed. During the operations, liaison officers accompanied the respective forces.

Table 3: Italian forces in Libya (Tripolitania and Cyrenaica), spring 1916 (from Source 7)

Officers	808
Soldiers from Italian national units	27,649

Soldiers from Eritrea	3,740
Soldiers from Italian Somaliland	529
Soldiers from Libya	1,279

The force had:

122 artillery pieces (caliber 70 mm, 75 mm and 149 mm)

40 machine guns (Vickers-Maxim)

8 reconnaissance aircraft (type: Henry Farman).

In Cyrenaica province, the units were garrisoned in 5 fortified areas (forts) - Benghazi, el-Merg, Cyrene, Derna and Tobruk. See Map 2.

During the spring of 1916, Bardia was also occupied, by battalions and a number of light Fiat vehicles, armed with machine guns. (Source 6)

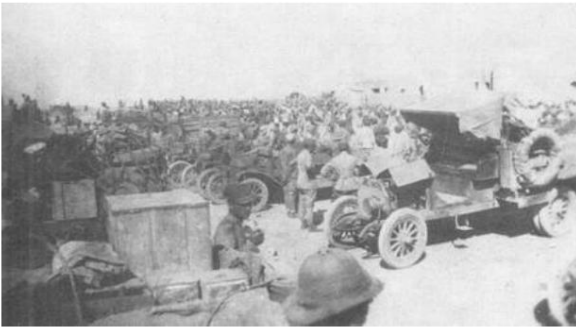


Map 2: Excerpt from map of Libya.
From Source 6.

In July 1916 a small force, under the command of Captain CG Mangles (20th Hussars), was deployed alongside Italian motorized units. The English element consisted of a commando of the Light Car Scout Corps, reinforced with half an Australian camel company.

The target was a force of up to 100 *Muhafizia* (regular soldiers of the Senusi) who - under the guise of collecting taxes - had ambushed friendly Bedouins.

Source 6 refers to the locality as Wadi Sanal, approx. 60 km west of Has El Melh in Italian territory, but the location cannot be determined, except that it must be close to the coast, as the operations were supported by the Italian armed yacht *Misurat*, under the command of Captain Como of the Italian Navy. Source 1 gives the location as Wadi Saal, located between Bardia and Tobruk; in the same place it is also stated that an unnamed English vessel (*monitor*) took part in the operations.



An Italian-English force, immediately before deployment.
From Source 1.

The vehicles at the front of the picture are light Ford Model T trucks.

It does not appear from the source whether the force is precisely the one deployed at Wadi Sanal.

The operation was a great success, and although the number of prisoners was limited, the operation had great significance, demonstrating to the local population that Senussi power in the area was returning. The military leader of the Senussi, the Turkish colonel Nuri Bey, who was wounded during the Battle of Agagiya, narrowly escaped capture.

A number of similar operations and various patrols were carried out in the area.

The attack on the oases at Girba and Siwa

The Siwa Oasis is located approx. 320 km south of Mersa Matruh and has a length of approx. 80 km and in width from 2 to 20 km. The area, which is described as the most impressive of all Egyptian oases, lies 18 m below sea level and contains, among other things, also three larger salt lakes. The Siwa Oasis is traditionally inhabited by Berbers who originally come from the western part of North Africa. ⁹ The nearby Girba Oasis (northwest of Siwa) is practically part of the same area.





Arrival at Siwa, in a sandstorm.
Source unknown.

At the beginning of the 20th century, the area was one of the main bases of the Senussi sect, and after the battles along the Mediterranean coast, the Great Senussi Said Mohammad al-Abid retreated here.¹⁰⁾

From a military point of view, the sect as such no longer represented a military threat.

Nevertheless, they wanted to remove the potential threat that the Great Senussie part of the sect posed to the internal conditions in Egypt.

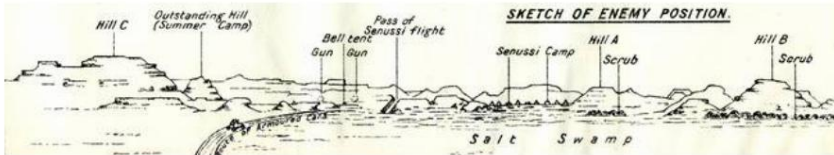
The enemy forces were estimated, based on information from deserters, to be approx. 850 men in the Girba Oasis, under the command of Mohammed Saleh, the Senussi's new military commander-in-chief, while the Greater Senussi itself was in Siwa with approx. 400 men.

The attack force

Originally, a mixed force consisting of units from the Imperial Camel Corps ¹¹⁾ as well as armored vehicles and patrol vehicles had to penetrate approx. 300 km through the Libyan Desert, which was expected to last up to a month. When reports came in that Great Britain was preparing to break out from Siwa, the British commander-in-chief, General Sir Archibald Murray, decided to immediately send out a purely motorized force.

The force was under the command of Brigadier General Henry West Hodgson ¹²⁾, and consisted of:

- Three Light Armored Motor Batteries Three
- Light Car Patrols One light
- and one heavy supply column.



The positions of the Senussi at the Girba and Siwa Oases; the sketch should be compared with Map 2.
From Source 6.

The force left Mersa Matruh on 1 February 1916; the light supply column had been sent in advance to prepare the night quarters of the force.



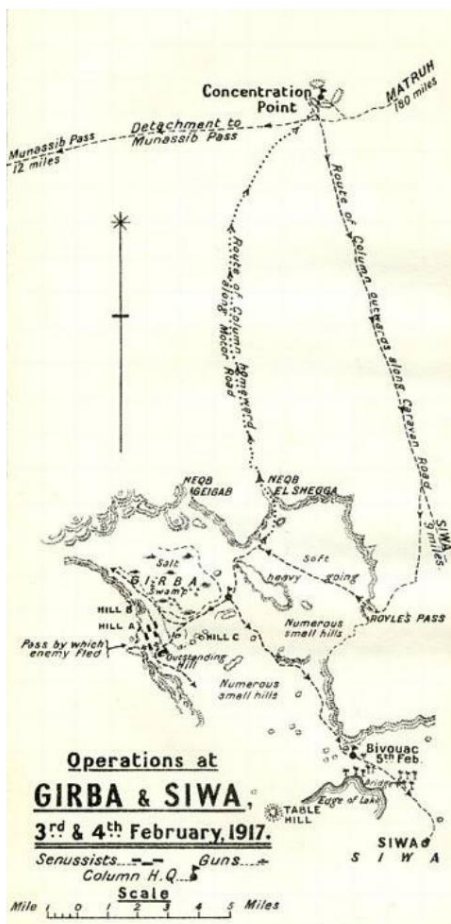
Ford Model T Light Patrol Car.
From Source 3.

Sam Rolls describes in Source 10 that the supply wagons were heavily loaded with ammunition boxes, water cans, gas cans, food and all manner of items needed to move this, the first true motorized combat unit, forward.

The force reached its assembly point on February 2, 1916.

From here, a small detachment was sent to the west to fight enemies who had to withdraw from the area in the direction of Jaghub, while the rest of the force advanced towards Girba.

The attack



The vanguard consists of six armored vehicles, which must attack three tent camps two by two.

The terrain is littered with rock fragments, and the enemy is closely observed under some rock outcrops. The armored vehicles succeed in completely surprising the enemy, who almost panics.

The armored vehicles open fire, but the Senussi quickly recover from the surprise, seek cover, and return fire.

The main force closes up, but due to the nature of the terrain you cannot get closer to the enemy than approx. 700 m. The main weapons of the Senussi are two mountain cannons and two machine guns.

The battle continues throughout the day, during which the light patrol vehicles are sent forward. But even they cannot get closer to the enemy than a little 400 m.

The fight subsides during the evening. Early in the morning of February 4, 1916, the Senussi fire their last cannon and machine gun shots and from the English side you observe men and animals in motion, away from the camps.

Some tents and some ammunition are burned during the retreat, and by dawn the Senussi have escaped the area now occupied by the English soldiers.

The rest of the day is spent destroying the last remnants of the enemy camps and getting some much needed rest.

However, there will also be time for reconnaissance against Siwa, which will be occupied the next morning, without resistance of any kind. The residents welcome their new masters, in the same way they seem to have come to terms with the previous rulers.

A parade is held at the oasis's official building, during which a nine-gun salute is fired, with an (Egyptian) Krupp cannon transported per truck from Mersa Matruh.

Meanwhile, the Senussians who have retreated from the oases towards Jaghub have been fired upon by the commando sent out for this very purpose. It succeeds in not defeating the enemy forces, but in spreading them considerably. Gradually, the Senussi establish a posting that warns the following units, which then move outside the English firing range.



Rolls-Royce armored car, photographed in Siwa Oasis, Egypt, 1917.

From Source 1.

The force is then withdrawn to the assembly point where it meets the main force before heading back to Mersa Matruh, which is reached on 8 February 1916.

The picture shows the armored car with the tower removed. Sam [Rolls 13](#)) mentions in Source 10 that the missing tower made the wagon feel less impractical to stay in than otherwise. The method was already used from the beginning of 1916.

During the operations at Girba and Siwa, however, Sam Rolls' *Blast* had its turret mounted.

Closing

The surviving Senussians gather in Jaghub, where Sidi Muhammad el-Idris has meanwhile taken over the leadership of the sect. Said Mohammad al-Abid leaves Egypt in August 1918 and sails aboard an Austro-Hungarian submarine to Constantinople, where he occupies a prominent place in the Turkish propaganda service.

Although the Senussi thus did not come to rule over Egypt as they might have hoped, their German and Turkish "sponsors" had achieved a not insignificant result, namely that thousands of British and Allied soldiers were not deployed on other fronts, when feared what the uprising of the Senussi might entail.

Sources

1. *At War with the Senussi* by Bryan Perrett, Military Modelling, January 1980.
2. *The Cheshire (Earl of Chester's) Yeomanry* by Richard Verdin, Privately Published, 1971.
3. *War Cars - British Armored Cars in the First World War* by David Fletcher, HSMO Books, London 1987, ISBN 0-11-290439-4.
4. *British Armored Cars at War - The First Fifty Years, Part 2* by Charles Messenger, Airfix Magazine, May 1981.
5. Birth of a Legend (Long Range Desert Group).
6. *History of the Great War, Military Operations Egypt & Palestine, Volume I, From the outbreak of war with Germany to June 1917* by Lieutenant General Sir George Macmunn and Captain Cyril Falls, HSMO, London 1927.
7. *Le Operazioni Militari in Libia nel Sahara 1914-1918* by Alberto Rosselli (Società di Cultura e Military history)
8. Sir John Maxwell's Egypt Despatch (The Long, Long Trail).
9. Sir Archibald Murray's Second Despatch (The Long, Long Trail).
10. *Steel Chariots in the Desert* by Sam Cottington Rolls (originally published by Jonathan Cape, London 1937), reprinted by English publisher Leonaur in 2005, ISBN 1-84677-005-X.
11. *Bend'sir: Duke of Westminster. A Personal Memoir* by George Ridley, Robin Clark, London 1985, ISBN 0-86072-096-9.
12. *A History of the British Cavalry 1816-1919, Volume 5: Egypt, Palestine and Syria, 1914-1919* by The Marquess of Anglesey, Leo Cooper, London 1994, ISBN 0-85052-395-8.
13. Units of the Motor Machine Gun Corps (The Long, Long Trail).

Per Finsted

Notes:

- 1) See Hugh Grosvenor (1879-1953), 2nd Duke of Westminster (Wikipedia).
- 2) From Armored Cars (Major General Tremorden Rederring's Colonial-era Wargames Page). Originally from Tanks and other Armored Fighting Vehicles, 1900-1918 by BTWhite, Blandford Press, London 1970.
- 3) See also RN Armored Cars Units 1914-1918 (Stuart Groombridge).
- 4) See e.g. Neuve-Chapelle (FirstWorldWar.com).
- 5) See my article Senussi uprising.
- 6) The following text appears on the back of the card: "*This Ambulance and its lady driver is one of a number that were used for conveying the Australian wounded to the hospitals in Egypt. Medical and nursing staff were kept working long hours to alleviate their suffering. Generous and well merited praise has been bestowed upon those ladies in Cairo who so ungrudgingly gave their time and services for this noble cause. The Heliopolis Hotel and many other large buildings in Cairo were fitted up as hospitals by the Australian Military authorities.*" The illustration is thus somewhat out of context, but is here to illustrate "an ambulance in the desert".
- 7) The number of vehicles varies according to the sources; Source 6 gives the number of vehicles as 45, but not their types.
- 8) As a brigadier general, GW Richards returned to the Libyan Desert again when in 1942 he led the 4th Armored Brigade during Operation Knightsbridge. See e.g. The History of 4th Armored Brigade by Brigadier General RMP Carver (1945), Chapter 2: Tobruk - Relief and Loss, May 1941 to July 1942 (WWII - A British Focus). See also Units That Served With The 4th Armored Brigade (The History of the British 4th and 7th Armored Brigades).
- 9) An extensive image series is available at Siwa Oasis (Egyptian Architecture Online).
- 10) See also The History of the Siwa Oasis by Jimmy Dunn (Tour Egypt).
- 11) See my article The Imperial Camel Corps Brigade.
- 12) Major-General Sir Henry West Hodgson (1868-1930). Originally 15th The King's Hussars and its commander 1907-1911. With the rank of colonel, he became commander of the Eastern Mounted Brigade (Territorial Force) in 1912; appointed brigadier general per 4 August 1914. Commanded the brigade during the Gallipoli campaign and served for a time as commander of the 54th Division. Then came to Egypt, where he was given the command of various

for a time as commander of the 54th Division. Then came to Egypt, where he was given the command of various

local defense section along the Nile. After the action at Girba and Siwa, the brigadier was given command of the Imperial Mounted Division, later the Australian Mounted Division. Appointed Major General in January 1919. Honorary Colonel of the 14th (King's) Hussars from 29 July 1920. Source: *Historical Record of the 14th (King's) Hussars 1900-1922* by Brigadier-General J. Gilbert Brown et al., Royal United Service Institution, London 1932. Reprinted by Naval & Military Press in 2003.

13) The coincidence with one of the men behind Rolls-Royce, Charles Stewart Rolls (1888-1910) (Wikipedia), is random.