

Pattern: (name) **Scout Car, Daimler (Dingo) Mk II, Introduced NZ Service: 1942, Withdrawn 1961/62**

Crew: 2 (Commander, driver) Weight: 6720 lbs (3.048 Kg)

Length: 10 ft 5in. (3.18 m) Width: 5 ft 5 in. (1.714 m) Height: 4 ft 10.5 in. (1.489m)

Guns: one .303 Bren LMG, Armour: 30 mm

Engine: Daimler 6 Cyl 1-1 WR 2.52 Litres 55 hp, Speed: 55 mph (89 Km/h) Range: 200miles



The **Daimler Scout Car**, known in service as the "Dingo", was a British light fast four-wheel drive reconnaissance vehicle also used in the liaison role during the Second World War.

Developed by BSA in 1938 to meet a War Office requirement for a light scout car production was undertaken by Daimler in 1939 with 6,626 units produced during WW II. The Dingo was a small two-man armoured car which was well protected for its size with 30 mm of armour at the front. The 2.5 litre 55 hp engine was located at the rear of the vehicle. One of the ingenious features of Dingo was the transmission; a pre-selector gearbox and fluid flywheel that gave five speeds in both directions. As first produced the Scout Car had four-wheel steering; this gave it a tight turning circle of 23 ft (7.0 m). However inexperienced drivers found it difficult to control and so steering of the rear wheels was dropped in later production at the cost of increasing the turning circle to 38 ft (12 m). A Canadian variant of the Dingo with a more powerful engine known as the **Lynx** was manufactured by Ford in Windsor, Ontario, entering service in 1943, 3225 units were manufactured.

New Zealand Use

The first of 84 Dingo Scout cars arrived in New Zealand in March 1942, although it was 1943 before significant numbers were issued to Head Quarters Squadrons as intercommunication and reconnaissance vehicles of the NZ Tank Brigade and LAVF Regiments. 10 of these Dingos were shipped to New Caledonia in September 1943 with the 3 NZ Divisional Tank Squadron going on to Guadalcanal at the end of October.

HQ Squadrons of 4 NZ Armoured Brigade were equipped with 20 Daimler Dingos in Egypt in 1943, but these were replace by Canadian Lynx scout cars before moving to Italy as these proved better able to cope with soft mud. Dingos served in Italy with units of the 2 NZ Division and 7th Anti Tank Regiment.

In 1951 six Daimler Scout cars were dispatched to Korea, but were lost when the transport *Wahine* foundered NW of Darwin. However other NZ Dingos served in Korea with RNZA and were also found to be particularly useful in a convoy protection role until NZ troops were withdrawn in 1954

Daimler scout cars were again employed overseas by the 1st and 2nd Battalions New Zealand Regiment during the Malay Emergency from 1957 to 1960, where they were frequently fitted with twin pedestal mounted Bren guns.

The Dingo was withdrawn from NZ service in 1961/62 being replaced by the Ferret Mk II.

Acknowledgements:

Kiwi Armour series of books by J Plowman & M Thomas

Fighting Vehicles of the New Zealand Army by M Burgess

http://en.wikipedia.org/wiki/Daimler_Dingo, <http://antipodeanarmour.blogspot.co.nz/>