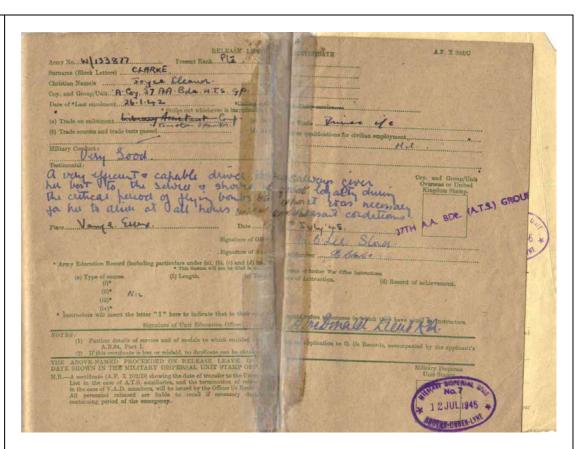
Surname:	First Name(s):			Army Number:	
Matthews	Jo	yce		W/133877	
Maiden name (if	Name used during service:			Rank:	
applicable):	<u> </u>			Dairente	
Plummer	Clarke			Private	
Main base:	Tra	Training base:		Enrolled	
Maiii basc.		Training base.		at:	
Vange, Essex	Wa	Warrington			
	Ca	Camberley		ATS Enlistment Centre Liverpool	
Platoon/Section:		Company/Battery:	Group/Re	egiment:	Command:
		27 th A A Driesada IIO	ATO		
		37 th A.A. Brigade HQ	ATS		
Year(s) of	Re	ason for discharge:		Trade:	
service:		reacon for alconargo.			
	En	d of War		Driver	
26/1/1942 to					
July 1945					
Uniform Issued:	Ph	oto:			
Omiomi issueu.		oto.			
S.D.	No	ne available			
Shirts					
Tie					
Shoes					
Stockings Shoulder bag					
Side cap					
Trousers					
Description of	As a driver we spent most of our days out driving around all day. When we were				
daily tasks:	not driving, we used to get under the car to do maintenance.				
	ı				

Release book:



Memorable moments:

- I joined the ATS in 1941 and did my basic training in Peninsula Barracks, Warrington which was near my home town of Liverpool. I said I wanted to be a driver, so after basic training I was sent to Camberley in Surrey, to learn all about driving and maintenance. We did most of our driving on the Hog's Back in Surry. We were taught on Ambulances, big lorries and cars. In those days the lorries did not have synchromesh gears and oh how I remember, we all crashed those gears, the instructor saying "Sort 'em out, they are all in the one box!"
- Whilst out one night with some other ATS, we met some Canadian soldiers who
 wooed us with chocolate cherries! That was how I met my future husband.
- After training at Camberley, two of us were posted to a unit near Southend, Essex, but when we arrived we were told it was an all male unit, the poor officer in charge, did not know what to do with us so he sent us to sit on the beach while he figured what to do with us. Eventually, we were split up and I was sent to 37th A.A. Brigade Headquarters in Vange, Essex.
- I was always accommodated in a Nissen hut, but quite enjoyed it.
- One incident stands out in my mind, June 5th 1944. I was called to drive a sergeant to London, we were on the Southend bypass in thick fog. He was hanging out of one side window, I on the other, we eventually arrived in London. I dropped him off, then had to report to A.T.S. HQ IN Knightsbridge. The Officer took one look at my face, it was black and said she would phone Brigade HQ to tell them I would be bad the next day, little did I know it would be D Day. I will never forget driving back. I have never seen so many trucks on the road or airplanes in the sky. If I close my eyes, I can still see the picture.
- When I was settled, I was assigned to a Captain who was to go round all the gunsites teaching Radar, it was a good job, and I enjoyed it except for the fact that at that time, all gunsites were manned by male personnel only, and as we were out all day, it became very embarrassing about going to the toilet, but as time went

	 on, I learned to adjust! One day I was driving a Morris 8 and we saw a 'buzz bomb' in the sky, my officer said "Follow that buzz bomb", I said "Sir, we are in a little Morris 8, but I'll do my best". Just then, it cut out and came down in a field, we eventually managed to find it, and my officer got his souvenir. I always thought, that being a driver we did get away with a lot. We never had to do any of the mundane things, lectures etc. If we were not out driving all day, we used to get under the cars to do maintenance. I spent 4 years in the ATS and was very proud to do so.
Photos:	Not available.