



The Dingo Register The Daimler Fighting Vehicles Project – Part D6c Inns of Court Regiment

The Inns of Court Regiment

The Inns of Court Regiment was an Armoured regiment of the British Army from May 1932 to May 1961.

Trained bands associated with the Inns of Court in London started in 1584.

The Inns of Court, in London, are the professional associations to one of which every English barrister (and those judges who were formerly barristers) must belong.



Bloomsbury and Inns of Court Volunteers were established in 1797.

In 1859 Inns of Court Volunteers were constituted as an officer producing unit, and in 1881 it became a battalion of the Rifle Brigade; in 1908 it became the 27th (County of London) Battalion, The London Regiment (Inns of Court).

They owe their nickname, The Devil's Own, to King George III, that being his quip when told that the regiment consisted entirely of lawyers

Naturally the regiment changed through the years, both in function and title but in 1908 it became part of the Territorial Army and took on the role of an officer training corps, which it maintained throughout the First World War.

In 1932 the Inns of Court Regiment was reorganized as a squadron of cavalry and two companies of infantry.

In 1940 the Inns of Court became an armoured car regiment in the Royal Armoured Corps and it spent the next four years learning its trade and taking part in major exercises in different parts of Britain.



Photo courtesy of the *Tank Museum No 3734/B/5*



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The following extract comes from the book Needs Must The History of the Inns of Court Regiment:

Vanguard is the Journal of the Inns of Court and City Yeomanry Association, Issue No. 17 was published in September 1981. It contained an article entitled 'The Parson's Tale of an attempt that failed that article was written by Prebendary J. du B. Lance, MC, who was Chaplain to the Regiment during the Second World War. It landed in Normandy with 'C' Squadron on D-day--6 June

In spite of having been ordered by the Chaplains' Department to stay behind with the main part of the Regiment. The passages quoted in this Chapter are taken from his article.

The plan was daring in the extreme if not hare-brained, but it evidently seemed worth trying to the higher command.

It was that we should pass through the assault troops early in the morning of D-day and make a dash through the enemy held country to blow as many as possible of thirteen bridges south of Caen on the rivers Orne and Odon. The furthest was 30 miles from the sea!

Such an operation, if successful, would hold up German reinforcements making for the beach-head, especially the 21st Panzer Division, which was known to be stationed east of the landing area.

There could be no plan for returning to the beach-head, which by that time would be a battlefield, so our armoured cars were to cross the bridges before blowing them behind them, then proceed further into enemy-held country for another task. This was to lie up in any cover they could find and report any enemy movements they observed back to regimental headquarters by wireless.

At this stage there could be no planning and all depended on personal initiative. There was a chance that they could make contact with the French resistance the Marquis, and ultimately they would link up with the 6th Airborne Division driving south from their drop east of Caen or with troops advancing from the beach-head.

The party was to be allotted only two landing craft, which would sail direct from England and go in immediately after the assault.

We could take as many vehicles as the craft could carry, hence our numbers were thereby severely limited.

The Colonel decided to take the armoured car troops of one squadron only, together with a tiny headquarters group.

The squadron was to be divided into twelve half-troops, each consisting of an Daimler armoured car and a dingo scout car, to nine of which would be attached an armoured half-track vehicle carrying Royal Engineers and the necessary explosives.

There would be no room for any support troops at all and each vehicle would be self supporting in rations and extra petrol.

In the headquarters group there would be our Intelligence Officer, who would attach himself to the headquarters of the invasion force as our wireless link.

As distances were likely to be great he would have to be prepared to move out to act as a relay link with our coops on the other side of the rivers.

The loading plan for the two landing craft was worked out by the Chaplain.



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The personnel were split as follows:

Landing Craft 1: Major Strakosch, 7 Subalterns (ICR), 2 Subalterns (Rh) and 59 Other Ranks.

Landing Craft 2: Colonel Bingley, Captain Warren, Chaplain, 4 Subalterns (ICR), 3 Subalterns (RE) and 65 Other Ranks.

Captain Gill (Liaison Officer) sailed with the Royal Winnipeg Rifles in another landing craft.

Lieutenant Kaye (Intelligence Officer) sailed with 50th (North-umbrian) Division.

Our landing place was about a mile west of Graye-sur-Mer on limo beach, which is itself about 14 miles west of Ouistreham at the mouth of the Orne..

We landed with the 3rd 'Canadian Division and our time of landing was H hour plus 35 minutes, that is at 7.35 a.m.

We were to be the first wheeled vehicles to land, though some specially adapted 'swimming' tanks were before us.

Just before our due time our two craft came together and made for the beach side by side. One craft landed safely and, although the water was deeper than expected, disembarked all its vehicles. The actual beach was remarkably safe under the shelter of high sand dunes, and they set to at once to remove their 'waterproofing'.

The other craft was unlucky. She landed on a mine and, backing off to try again, snuck another with her stern. There were only two minor casualties and only one scout car was damaged.

That car was mine, in the bows just over the explosion, and I was sitting on top of it. It did no harm to me, but the suspension of the car was ruined. There was nothing for it, and I watched thousands of pounds worth of armoured vehicle being tipped into the sea to make way for the rest.

I managed to grab my communion vessels and medical box and bed-roll and scramble ashore. But the landing ramp was damaged and two of the half-tracks could not make the sea at that depth. In the process the Second-in-Command of the squadron and the Squadron Sergeant-Major, among others, had an involuntary bathe and watched their squadron records and nominal rolls being buried at sea in one of the vehicles. Meanwhile the water was rising and in the end the only thing to do was to wait for the tide to reach its height and recede again. They were a sitting target which nobody hit. All this meant a frustrating wait of some six hours, and the hope lost of an early start.

Meanwhile the half-troops from the other craft did their best to get started along the two tracks from the beach, which were supposed to have been cleared of mines by flail tanks. But two scout cars went up on mines; another armoured car was shot up by an anti-tank gun which had been by-passed by the infantry; another was destroyed by a well-defended road block on the lateral road.

It was a costly start for such a small force, but the remainder pushed steadily on through opposition from infantry, anti-tank guns, and even tanks, and were eventually joined by the half-troops from the other craft. They reached the point near Tierceville, about five miles along the road from the beach, where it was planned that the half-troops would separate to make their separate way to the bridges.



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But the line of the opposition round the beach head was already beginning to harden. In the evening four half-troops got as far as the railway between Bayeux and Caen, some eleven miles from the beach, but it was too late to press further. Another group pushed south across the river Seulles and met infantry and armour.

Unhappily recognition was poor and one of our own tanks, seeing an armoured car in front of it, mistook it for the enemy and scored a direct hit, killing the driver and commander. By the end of the first day we had lost three armoured cars, three scout cars, and two half-tracks out of our small force.

There had been no lack of determination and we had taken our toll of the enemy, though that was not the object of our operation, but we were still a very long way from the river Orne. At first light on the second day the Orne was still our objective and all the remaining half-troops made considerable advances over a very wide area, but wherever they moved they found the opposition hardening and the possibility of a breakthrough became less and less likely.

In the course of the day there were many adventures, including the destruction of a German artillery headquarters and the capture of its Colonel well into enemy country.

Thunderbolts were much in evidence and we carried yellow smoke and yellow silk sheets for identification, but they were not always effective, perhaps because the Americans could not believe that British armour had advanced so far.

Tragedy came when two of our half-troops were at Jerusalem crossroads some five miles south of Bayeux with their attached half-tracks full of explosives. The Thunder-bolts attacked and obliterated the vehicles and the surrounding hamlet. By the third day all possible hope of success for our operation had gone. The perimeter of the beach-head had become quite well defined and German reinforcements, including the 21st Panzer Division, had arrived.

Meanwhile the forces in the beach-head were building up, including tanks, and there were tank battles on the perimeter. Such half-troops as remained still pushed on, but by now the opposition was much too much for such small forces.

On the fourth day all were withdrawn, but continued to serve a most useful purpose as extra eyes for the invading force. Their wireless drill was excellent and they reported back the course of various battles to corps HQ.

To sum up, our men never gave up, and they certainly went further and covered a wider front than any other unit. On the way they inflicted many casualties and sent back a lot of useful information. But no one ever came near the bridges which were their objective, and the cost was very high. Of the twelve young Officers and Sergeants who commanded the half-troops, six were killed and another severely wounded.



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The following decorations were awarded:

MC:

Captain S. H. Gill, for gallantry on the beaches on 6 June.

Lieutenant R. Wigram (Posthumously), for leading his troop all the way down to the river Seulles on 6, 7 and 8 June.

MM to :

Corporal H. Fowler, for leading his party back on foot by compass after being ambushed at Cristot on 8 June and carrying a wounded man with them.

Sergeant J. Greenaway, for assisting lieutenant Sinnatt in an attack on a defended post and, after Lieutenant Sinnatt had been killed, advancing under fire to rescue Lieutenant Sinnatt's driver.

Sergeant A. McQuistan, for leading his troop on 6, 7 and 8 June across the river Seulles, through a gap between the strong point at St Leger and the defences of Carpiquet Aerodrome, across the Caen-Bayeux railway line as far as Norrey-en-Bessin and passing back valuable information.

Sergeant J. W. Wright, for finding, when in command of his troop on 6, 7 and 8 June, a crossing over the river Seulles west of Creully and, in spite of strong opposition, reporting on the extent and strength of the St Leger position, which was found to be held strongly by Panzer Grenadiers, A/T guns and tanks.



Photo courtesy of 'We remember D-Day'

Photographer: not known

Description: A knocked about and abandoned Dingo at Jerusalem crossroads, its dynamo can be seen by the post in the foreground. 13 June 1944



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Photo courtesy of IWM, B5442 & from Needs Must... the history of the Inns
THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45

Photographer: Midgley (Sgt) No 5 Army Film & Photographic Unit
Description: Jerusalem crossroads. Date: 13 June 1944



Photo Courtesy of from IWM_ART_LD_004467
Liberation and Battle of France: Jerusalem

Description: View across a bombed village crossroads interspersed with soldiers, civilians and armoured vehicles. Two armoured scout cars are placed on the far left and far right, with a light tank in the centre and another armoured vehicle visible in the background.

Circa June 1944



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Tracer Entry No.:

© BOVINGTON TANK MUSEUM

War Diary of the Inns of Court Regiment, RAC

- order were continually changed, all apparently to no purpose as vehicles were loaded in any order.
Ships piloted down river from Queen Victoria Docks and stood off Southend.
Passed through Straits of Dover without incident.
- June 30th. Anchored off Beachhead (Juno Beach) at 20.00 hours.
- June 4th. “C” Squadron plus special force of R.E. personnel (5 Officers & 35 O.R.s) embarked at Portsmouth on June 4th, 1944 in two LCT Mark Ivs as follows:-
Load 1. Major G.H.P. Strakosch, Lieut. E.B. Young, Lieut. A.O. Hunt, Lieut. R. Wigram, Lieut. L.T. Yodaiken, Lieut. O.J. Sinnatt, Lieut. P.R.D. Shaw, Lieut. W.I.H. Gwynne-Jones, Lieut. D.W. Lofts (R.E.) Lieut. J. Symm (R.E.), 59 O.R.s,
Load 2. Lieut./Colonel R.A.C. Bingley, Captain W.L. Warren, Rev. J. Du B Lance, C.F., Lieut. K. Black, Lieut. P.E. Reeve, Lieut. A.T. Corke, Lieut. P.S. Wall, Lieuts. J.D. Petworth (R.E.) R. Bridgett (R.E.), P.M. Taylor (R.E.), 65 O.R.s.
Captain S.H. Gill travelled with Royal Winnipeg Rifles in another craft. Lieut. Kaye travelled with 50th Division.
- June 6th Both craft touched down at 08.30 hours on Beach at Comseulles, Normandy.
Casualties by a mine under water on load 2 were:- Humber Scout Car (Padre), 2 White half tracks, 1 Daimler Scout Car. Sergeant. wounded.
10.30 hours Daimler Armoured Car hit by A/Tank weapon at 954857. Lieut. Shaw killed and driver/operator wounded.
12.00 hours. Daimler Scout Car blown up on mine leaving beach. No personnel injured.
15.00 hours. 2 a, 4 a, 1, 5, troops crossed River Seulles. 6th Troop later.
16.00 hours. 4 a, Daimler Armoured Car knocked out at La Riviers by A/Tank rifle. Lieut. O.J. Sinnall killed and operator. Lieut. Sinnatt was trying to eliminate German defence post.. S.H.Q. harboured for night in area Vienne en Bessin, 8579.
- June 7th. 1 a crossed Seulles 8474, 2 & 6 a at 8471.
Thunderbolts bombed 4, 5 a troops at 8773, casualties. Lieut. Gwynne-Jones killed, Lieut. Lofts, R.E., killed, Lieut. Reeve wounded and 5 O.R.s killed and 5 wounded.
1 & 5 reached railway area Bronay, 2 a – Norrey en Bessin, 1, 2 and 6 St. Marguerite. Enemy tanks at Bronay reported by 6.
Troops functioning 1 & 5 Sequeville, 2a Norrey, 1a St. Marguerite, 6 St. Leger, 2 & 6a Christot. Tank battle Sequeville reported by 1 & 5.
- June 8th. 2a, 2 & 6a, captured 3 German Officers, including Colonel and 3. On way back with these were ambushed and lost all vehicles. Lieut. Yodaiken, Lieut. Wigram killed, 2 O.R.s missing; 4 O.R.s led by Corporal Fowler made way back on foot by compass. Information on persons passed by R/T.
- June 9th and 10th. 1, 1a, 2a, 5, 6 return to Esqny – Sur-Seulles to harbour. Officers and sergeants act as phantom L.O.s as follows: Lieut. Hunt – 1 Corps, Lieut. Corke – 30 Corps, Lieut. Black – 7th Armoured Division, Lieut. Young – 3rd Canadian Division, Lieut. Wall – 4th Armoured Brigade. Sergeant Wright – 7th Canadian Infantry Brigade, Sergeant Godsil – 9th Canadian Infantry Brigade, Sergeant McQuistan – 9th British Infantry Brigade, L/Sergeant Harris – 185th British Infantry Brigade, Sergeant Greenaway – Area ...iron. Battle area covered and all sets on same net for information to the various formations.



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The main armoured vehicles used by the Regiment during the Second World War were the Daimler Scout Car ("Dingo") and the Daimler Armoured Car.

Sabre Squadrons used both the Scout and Armoured Cars.

Dingo Scout Cars also formed the equipment of the Light Troops, and were also deployed for liaison throughout the Regiment.

The Humber Scout Car was additionally used in a limited role for liaison.

Heavy Troops also used the AEC 'Heavy' Armoured Car known as the 'Matador'.

The I of C Regiment continued in its reconnaissance duties until the end of the war in 45.



Photo courtesy of PNA Rota/Getty Images

Description: (Left to right) Lieutenant Harold Ashby and his British armoured unit (Inns of Court) join forces with Major Harold Delp and Lieutenant Colonel Earl Diely, members of a US Army Corps, the first junction between the British and American armies near Falaise, France during World War II. September 1944:



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Image courtesy of the IWM B 5969

Photographer: Sgt Leeson :War Office official photographer

Description: Cheux neighborhood, men of the armoured unit camouflaging their scout car in a corner of a wood from which to observe enemy movements. 4th armoured Div.

26 June 1944



Photo courtesy of internet, unknown source'

Photographer: not known

Description: Daimler armoured car assumed to be of the Inns of Court due to the prominently painted allied forces star. Date circa 1944



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Image courtesy of internet, unknown source

Description: (Reputedly vehicles of the Inns of Court Regiment, this is considered likely as they are known to have removed the turrets of some of the armoured cars, as the car in the foreground has done.)



Image courtesy of unknown source, found by Simon Hamon

Description: Daimler Armoured car travels through Rue Bicoquet. Near Caen, France
Presumably Inns of court Regiment. Circa July 1944



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Image courtesy of British Pathe (& crew member name by Val Ingram)

Photographer : Unknown

Description: A Daimler armoured Recce car crew (including Sergeant Hillie Horace on the turret) are eager to partake in the offer of a drink of Calvodos from a French girl.

Inns of Court Regiment

Circa June / July 1944



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Image found by Simon Hamon

Photographer: Unknown

Description: Dingo F9415 reputedly belonging to the Inns of Court Regiment.

Date Unknown



Image courtesy of the IWM B 9428

NW Europe

Photographer: Sgt Laing :War Office official photographer

Description: Scene on the road Near Ecouche, the roads have been blown up to hinder progress.

Presumably the Inns of Court Regiment

19 August 1944



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Photo courtesy of IWM, B10147

THE BRITISH ARMY IN NORTH-WEST EUROPE 1944-45

Photographer: Laing (Sgt) No 5 Army Film & Photographic Unit

Description: Daimler armoured cars and other recce vehicles on the road near Lille St Hubert (St Huibrechts),
20 September 1944



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Image courtesy of Ferdinand van den Boomen & Rien Harink.

Source unknown / Photographer: Unknown

Description: A Daimler Armoured Car F208033 passing through the village of Gemert (North of Helmond).
Taken on or about the 25 Sept 1944 at the time of the liberation.



Image courtesy of Ferdinand van den Boomen & Rien Harink.

Source unknown / Photographer: Unknown

Description: Armoured car, in Molenstreet of Helmond
25 September 1944



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Image courtesy of Ferdinand van den Boomen & Rien Harink.

Source unknown / Photographer: Unknown

Description: A 'Sawn Off Daimler' of the Inns of Court regiment in the Molenstreet in Helmond.
25 Sept 1944

This is a very rare and informative shot of the turret less vehicle, interestingly the turret ring and floor support cage looks to be intact even though the turret itself has been removed. This would imply that it was cut off with a gas axe and not just simply unbolted and lifted off.

Resting on the spare tyre is a Piat anti tank weapon and on the far side can be seen the nickel plated barrel of a Bren gun.

On this particular car the front wings have been unbolted to leave the supports in place as rudimentary 'bumpers'



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Mr. Fraser a Trooper Sergeant of the 'Inns of Court' regiment was the first soldier who liberated Helmond on the 25th of September 1944.

He entered Helmond by the Molenstreet in his Dingo at 06.45 hours and in no time he was warm welcome by the people of Helmond.

At this time around Helmond there was still heavy fighting and the British main force was on still some distance from the town centre.



In September 2009 The town had the tremendous honour to welcome Harry Fraser, now 89 years old, again as a guest.

Ferdinand van den Boomen had the honour to pick Mr. Fraser up at his hotel in his jeep and had prepared a little history tour to 'liberate' Molenstreet and Helmond once again after 65 years.

Rien Harink's Dingo was there to eventually take Mr Fraser on the tour (They did not know if Mr Fraser, with two artificial knees, would be able to get in the Dingo).

Mr. Fraser ("please call me Harry, the mister stayed at home") was determined to get in the Dingo and they managed with the assistance of five others to lift him in the Dingo under great applause.

Needless to say that a got a hero-welcome.

He stayed with them the whole morning and he was a very pleasant and humorous guest.

Ferdinand and Rien considered it a great honour to accompany him.

Later that day he visited a school, the town hall and a gala evening for veterans.





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Image courtesy of Ferdinand van den Boomen.
Source unknown / Photographer: Unknown
Description: Inns of Court regiment in the Molenstreet in Helmond.
25 Sept 1944



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Image courtesy of Ferdinand van den Boomen.
Source unknown / Photographer: Unknown
Description: Inns of Court regiment in the Molenstreet in Helmond.
25 Sept 1944



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Image courtesy of Ferdinand van den Boomen.
Source unknown / Photographer: Unknown
Description: Inns of Court regiment in the Molenstreet in Helmond.
25 Sept 1944



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Image courtesy of Ferdinand van den Boomen.
Source unknown / Photographer: Unknown
Description: Inns of Court regiment in the Molenstreet in Helmond.
25 Sept 1944



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Image courtesy of Ferdinand van den Boomen.
Source unknown / Photographer: Unknown
Description: Liberation town of Helmond inner city Laan Vredelust
Circa Sept 1944



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Photo courtesy of IWM, BU13369

Photographer: Whitaker (Lieutenant) of No 5 Army Film & Photographic Unit

Description: A Daimler (armoured) scout car of the Inns of Court Yeomanry, commanded by Sergeant Rodgers, patrolling a straight stretch of road outside Wolfenbuttel near Brunswick.

10 December 1946



Photo courtesy of IWM, BU13365

GERMANY UNDER ALLIED OCCUPATION

Photographer: Whitaker (Lieutenant) of No 5 Army Film & Photographic Unit

Description: A Daimler (armoured) scout car of the Inns of Court Yeomanry, commanded by Sergeant Rodgers, setting out on patrol in Wolfenbuttel near Brunswick.

10 December 1946



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Photo courtesy of <http://www.flickr.com/photos/spixworth/2142828679/in/set-72157594551987818/>
THE BRITISH ARMY IN NORTH-WEST EUROPE
Photographer: Unknown
Description: Humber and Daimler armoured cars in Hanover,
1947



Photo courtesy of John Plumb
THE BRITISH ARMY IN NORTH-WEST EUROPE
Photographer: Unknown

Description: Daimler armoured car **F208001** and Dingo **F206248**, Keith Osborne was an 11th Hussars officer who was also sent to the IoC Regiment along with trooper J Plumb.



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Photo courtesy of <http://www.flickr.com/photos/spixworth/2014029731/in/set-72157594551987818/>
Photographer: Unknown
Description: Crew(less one) of Daimler a/c & Dingo ,Inns of Court Regt, near Duderstadt
Date: 1946

In 1961 the Inns of Court were amalgamated with the City of London Yeomanry to form the Inns of Court and City Yeomanry.