



## 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 a 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 reorganised 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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When C Squadron landed on Juno Beach on D-Day it was the only true armoured car unit on shore.

It faced a daunting task being poised, on the left flank of the British invasion beaches east of the River Orne and facing the 21st Panzer Division; an old adversary from the North African desert war.

The Panzer Division was known to be east of the river and it was realised that if the bridges could be destroyed early on D-day then the threat from the armour would be greatly reduced. To rely on air attack was too uncertain and it was decided that the only experts available, the Royal Engineers, must blow these bridges.

To get them there the engineers were handed over an armoured car regiment, the Inns of Court. To quickly infiltrate them some 30 miles inland across enemy territory, provide the protection and demolish the bridges.

C Squadron of the Inns of Court was specially organised on a 'half-troop' basis.

This consisted of 12 groups, each with one Daimler Dingo scout car and one Daimler armoured car. Nine of these groups would each escort a Royal Engineer half-track carrying the explosive charges.



Photo courtesy of 'We remember DDay'

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



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

The idea was to land this force on Juno beach near Graye Sur Mer early on June 6th from two landing craft, race inland and spread out, each with a bridge as their target.

As the two landing craft approached the beach one of them struck two mines and sank. Damage was not serious but it would be six hours before those vehicles could be unloaded.

Meanwhile the others plus a small HQ Group, landed and, having cleared the beach, with the loss of one Dingo on a mine, and Liaison officers were attached to flanking units including 50 Division landing on Gold Beach



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Then their troubles began.....

Another car was knocked out by a British tank and the further they went the more opposition they met. Soon became clear that they would not reach the bridges that day.

Day two proved even worse; reorganising for a second attempt one troop halted at a location known as Jerusalem Crossroads where, despite showing agreed visual signs, they were attacked by USAF Thunderbolts and the explosive filled half-track blown apart, taking most of the nearby buildings and other vehicles with it.



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 from Needs Must... the history of the Inns  
13 June 1944

The survivors tried again on the third day but it was too late.

German forces were counter-attacking and it was all the armoured cars could do to keep out of the way of major tank battles.

In the end none of the bridges were destroyed and, despite a regimental legend that one half-troop got nearly all the way to Paris, what was left of the Squadron joined in basic reconnaissance duties until the rest of the regiment arrived, later in the month.

Post mission the Inns of Court liaison staff formed 'Phantom' wireless units to neighbouring formations including 30 Corps, until remainder of the Regiment landed some time later

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



Photo courtesy of PNA Rota/Getty Images

Description: (Left to right) Lieutenant Harold Ashby and his British armoured unit (Innes 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:



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  
1946



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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. Scout Cars 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'



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



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



Image courtesy of the IWM B 5969

Photographer: Sgt Leeson :War Office official photographer

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

26.06.1944



Image found by Simon Hamon

Photographer : Unknown

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

Date Unknown



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 there liberation.



Image courtesy of Ferdinand van den Boomen & Rien Harink.

Source unknown / Photographer: Unknown

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



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 my 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 was 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.





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



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



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



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



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



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.