



Óglaigh
na hÉireann
DEFENCE FORCES IRELAND



The Restoration of *Sliabh na mBan*

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FOREWORD

Chief of Staff – Lieutenant General Seán McCann



COS Lt Gen Seán McCann

“Many a long day must pass before a history, properly so called, of Óglaigh na hÉireann can be written. When that time comes, the historian will have as his theme one of the most soul stirring epochs in the chequered history of Ireland – an epoch of tragedy, comedy and glorious achievement.”
- An tOglach, February 1926.

The history of Óglaigh na hÉireann, although not yet a century old, is nonetheless a proud and honourable one, saturated with valour, accomplishment and loyal service to the state. It includes chapters of insurrection, civil war, Emergency, counter-insurgency and expedition.

As Chief of Staff of Óglaigh na hÉireann, I am proud to witness a fundamental artefact of our State’s history so skilfully restored to its original, pristine condition. The pride and craftsmanship which were the hallmarks of the restoration project, are indicative of the importance of the *Sliabh na mBan* to the heritage of Óglaigh na hÉireann.

This booklet provides a valuable insight into the historical significance of the restoration project and a pictorial illustration of the painstaking work undertaken in bringing this renowned car back to its present immaculate condition.

I would like to pay tribute to the staff of Combined Vehicle Base Workshops (CVBW) for their foresight and dedication in implementing the restoration project, and for the outstanding results they have achieved. I would also like to acknowledge the work of Mr. James Black and his team of craftsmen, who provided invaluable mentoring and assistance to the CVBW. *Sliabh na mBan* is based on the pre -1925 Rolls Royce Silver Ghost, a vehicle with which Mr. Black and his craftsmen have unrivalled expertise and access to original parts.

Sliabh na mBan now proudly stands as a reminder to the present generation of the history and birthright of Óglaigh na hÉireann, and I have no doubt it will continue to inspire the generations to come.

Lieutenant General Seán McCann
Defence Forces Chief of Staff

HISTORY OF SLIABH NA MBAN

By Capt Stephen Mac Eoin - Military Archives

The Rolls Royce armoured car *Sliabh na mBan* occupies a special place in Irish military history and in the history of Óglaigh na hÉireann, the Irish Defence Forces, in particular. *Sliabh na mBan* has seen service through three wars with three different armies and serves to illustrate, in a very visual way, a proud military tradition which is upheld to this day by the Cavalry Corps of the Defence Forces.

Sliabh na mBan, referred to as 'Slievenamon' in its earlier, anglicised form, is one of thirteen 1920 pattern Armoured Rolls Royce cars which were acquired from the British by the Irish Free State after the Anglo-Irish Treaty of December 1921. The 1920 car itself was a slightly modified version of the 1914 pattern Rolls Royce armoured car, which had originally been produced for the British Admiralty (Royal Naval Air Service) during the First World War. It consisted of the standard civilian Rolls Royce 1914 'Silver Ghost' chassis with 40/50 HP 6-cylinder engine, to which was fitted a purpose built armoured hull and turret with a 0.303 Vickers machine gun mounting. It was a testament to the build quality of Rolls Royce that the original Silver Ghost touring car chassis required only few modifications (including most importantly the addition of double rear wheels) to bear the 4.57 ton (combat laden) weight. Although deemed unsuitable for the static nature of trench warfare in Western Europe during the First World War, the Rolls Royce 1914 model armoured car was used in the British campaigns in India, Afghanistan and in Arabia, famously by T.E. Lawrence ('Lawrence of Arabia') and was renowned for its speed and reliability in the desert environment.



ARR used by British Forces to cross a ditch cut into a road in Co. Cork, June 1921

In 1920, the armoured Rolls Royce was slightly modified to include the addition of steel disc type wheels to replace the earlier spokes, the provision of ventilation louvers in the armoured radiator doors (to keep the temperature down) and the replacement of cast-iron pistons with ones made from an aluminium alloy. The first 1920 pattern ARR were destined for service with British Armoured Car Companies in Mesopotamia. However, the worsening situation for the British in the War of Independence, which had broken out in January 1919, led to the cars being diverted for service in Ireland with the 5th Armoured Car Company of the Royal Tank Corps. Trench warfare on the Western Front in the First World War had advanced the development of tanks and armoured fighting vehicles in general towards the end of the War, with the support of Field Marshall Haig, amongst others.



ARR used by British Army and RIC forces to counteract an IRA ambush in Co. Clare



ARR on Sackville St (O'Connell St) during the 'Battle for the Block' in 1922

The armoured Rolls Royce cars were deployed in Ireland, in the same theatre as the Peerless and Lancia armoured cars, but were seen as having the edge in terms of mobility, their slim line design later earning the nickname 'the Whippet' in Ireland. The 1920 model had a single water-cooled Vickers 0.303 inch belt-fed machine-gun mounted in the turret, with 0.335 inch armour plate, a petrol consumption of 8.3 miles to the gallon and a top road speed of 55 mph.

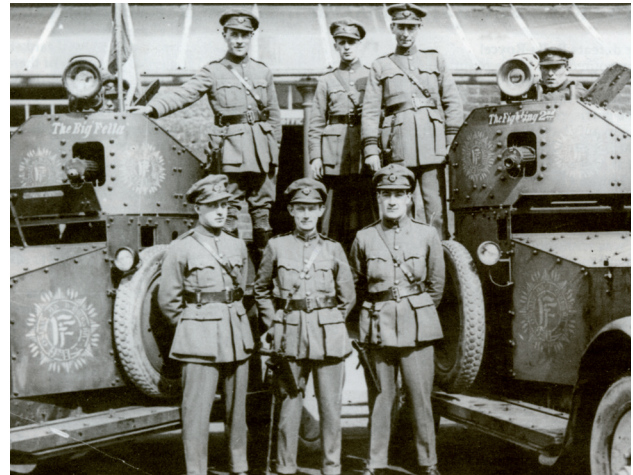
With the outbreak of Civil War hostilities in June 1922 following bitter disagreement over the Anglo-Irish Treaty, the National Army (known from October 1924 as the Defence Forces), procured several key items of ordnance and equipment from the departing British Forces. This included field artillery pieces and armoured vehicles, amongst them the thirteen armoured Rolls Royce (ARR) cars. There was originally some resistance from the British War Office to the provision of any



*Sliabh na mBan on Sackville St
(O'Connell St) in June 1922*

materiel other than that which was freely available from surplus stocks built up during the First World War, such as rifles and lorries. Armoured Rolls Royce cars had been provided to the Free State in an ad hoc manner as early as March 1922, but a long telegram from the Duke of Devonshire at the War Office to the Governor General of the Free State, dated 06th December 1922 (exactly a year to the day after the signing of the Treaty) states "Under no conditions can [we] hand over any [further] Rolls Royce armoured cars because they cannot be replaced here within many months, but ... six Peerless armoured cars are at the disposal of your Government in Dublin...". The telegram points to the value placed on the Rolls Royce vehicles by the British themselves. However, once clear financial procedures had been put in place for the procurement of ordnance and equipment, thirteen Rolls Royce armoured cars in total were eventually handed over.

These vehicles were numbered ARR 1 to 14 (there was no ARR 13), and were eventually given nicknames such as High Chief (ARR 14), Tom Keogh (ARR 1) and of course Slievenamon/*Sliabh na mBan* (ARR 2). The anglicized version 'Slievenamon' appears in the early period, due to the lack of formal standardisation in the spelling of words in the Irish language at that time, especially the early use of 'v' instead of the later 'bh'. *Sliabh na mBan*, incidentally, is a mountain in Tipperary, which mean's literally, "Mountain of the Women" and was the scene of a battle during the 1798 Rebellion. It is also the name of a popular Tipperary folk ballad. To confuse matters more, the vehicles were later given standard Irish registration plate numbers; ARR 2 becoming YI 6450.



*Early photo of National Army Officers
with two ARR's in late 1922*



General Michael Collins pictured after a funeral in Portobello Barracks in 1922

Béal na mBláth

What has assured *Sliabh na mBan*'s special place in history is the fact that it formed part of General Michael Collins' convoy which was ambushed on 22nd of August, 1922 at Béal na mBláth in West Cork. The ambush resulted in the tragic death of General Collins, who was then Commander in Chief of the National Army (with General Richard Mulcahy as Chief of Staff).

General Collins had left from GHQ at Portobello (now Cathal Brugha) Barracks in Rathmines, Dublin to inspect his troops in the Southern (later Cork) Command who were fighting against Anti-Treaty forces in the Civil War. Despite strong advice not to venture into what was effectively a heartland of the Anti-Treaty side, including advice from Joe McGrath, Director of Intelligence, General Collins insisted on touring through West Cork, apparently with the intention of seeking a meeting with some of the Anti-Treaty leaders, including Liam Lynch, to broker a peace agreement. The convoy included Collins' touring car, a Crossley Tender lorry, a motorbike outrider and of course *Sliabh na mBan*.

It appears that General Collins' convoy had passed through Béal na mBlath earlier that day on its route from Macroom to Bandon and had been observed by a group of officers from the Cork No. 3 Brigade of the Anti-Treaty forces, who decided to set up an ambush in case the convoy returned. Owing to the widespread destruction of communications such as roads and bridges in the area, Collins travelled from Bandon through Clonakilty and then from Rosscarberry back through Béal na mBláth. The convoy was ambushed late in the evening of 22nd August 1922, as light was beginning to fade. Crucially, the decision was taken – possibly by Collins – to dismount and return fire rather than drive through

the ambush as standard anti-ambush drills would dictate. The Vickers machinegun in the turret of *Sliabh na mBan*, having fired perhaps 200 rounds at the Anti-Treaty positions, may have jammed during the ambush – a feature which is not uncommon for machineguns and in this case depended largely on correct feeding of the cloth ammunition belt for the Vickers gun. Other accounts state that a problem may have developed with the gas regulation in the Vickers toggle-lock action, resulting in the machinegun firing irregular single shots rather than automatic fire. Controversy later arose when the gunner in the car, 'Jock' McPeake, a former soldier in the British Army, defected to the Anti-Treaty side with *Sliabh na mBan*, some months later. The car was subsequently recovered by Free State forces in December 1922.

While historians differ over what exactly happened at Béal na mBlath, most are in agreement that General Collins was shot once in the head, possibly from a ricochet, in open ground on the roadway while returning fire and away from the safety that the armour might have afforded him. Major General Emmet Dalton took Collins' body into *Sliabh na mBan* and the convoy escaped the ambush with no other casualties. General Collins was brought to Shanakiel Hospital in Cork later that night.

When news of the tragedy reached Army GHQ early in the morning on 23rd August, General Mulcahy, who was to succeed General Collins, famously issued his message of restraint 'to the men of the Army' and urged soldiers of the National Army to "let no cruel act of reprisal blemish your bright honour". General Mulcahy's message concluded with the cry "Ireland! The Army serves, strengthened by its sorrow".

'To the Men of The Army'



TO THE MEN OF THE ARMY.
Stand calmly by your posts.
Bend bravely and undaunted
to your work.
Let no cruel act of reprisal
blemish your bright honour.
Every dark hour that Michael
Collins met since 1916 seemed but
to steel that bright strength of
his and temper his ray bravery.
You are left each inheritors of
that strength and of that bravery.
To each of you falls his unfinished work.
No darkness in the hour — no
loss of comrades will daunt you
at it.
Ireland! The Army serves —
strengthened by its sorrow.
Riúcaípd Ua Maolcáta
Chief of General Staff. 23
3.15 a.m.
AUGUST 23 1922.

e. c. veazs
Cuala.

*Message of restraint issued by General Richard Mulcahy to the Army in
the early hours of 23 August 1922 when he was informed of Collins' death*

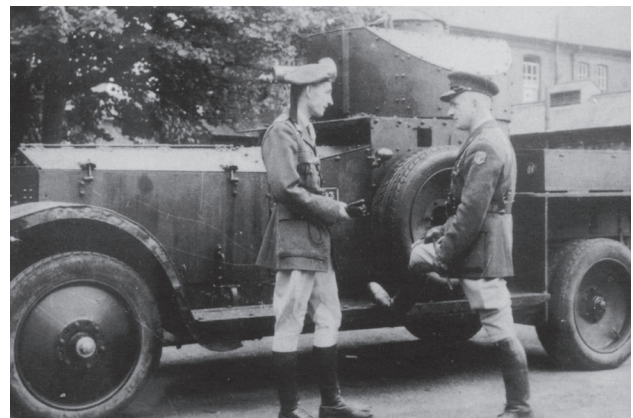


*ARR's pictured with their crews,
Note Lancia Armoured Vehicles to the right of the image*

Sliabh na mBan went on to serve in the Cork Command for the remainder of the Civil War and was absorbed into the newly formed Armoured Car Corps in 1923. Interestingly, one ARR was stationed as part of the military guard at Government Buildings during the Civil War, and a note from Army GHQ to the Minister for Defence in September 1923 points out that "... parts of the car are being destroyed with rust..." [due to constant service outside in the elements, without shelter] and that "...the need for maintaining this car at Government Buildings would seem to have passed...".

Following the end of the Civil War in May 1923, the Army was downsized by approximately 30,000 personnel and further contractions into the 1930s resulted in the ARR's remaining together as the only Armoured Car Squadron in the newly formed Cavalry Corps. By 1936, the ageing

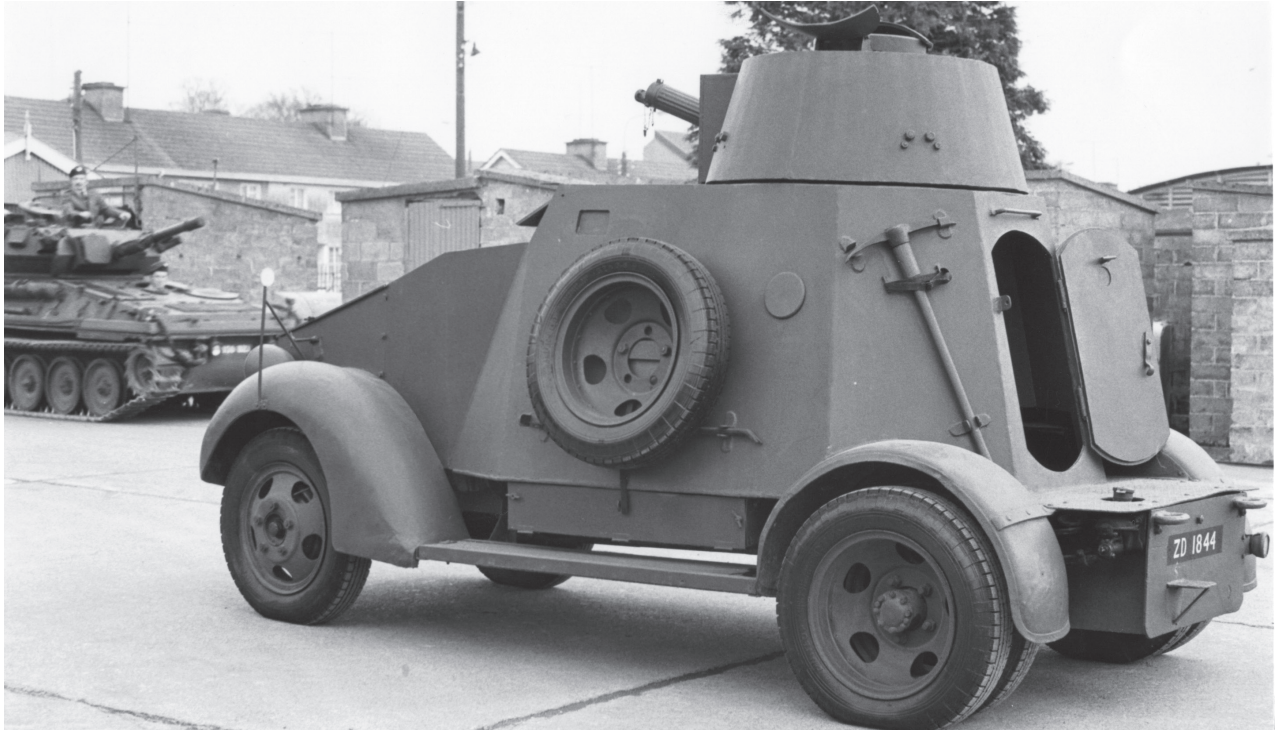
ARRs were superseded by Landsverk 180 armoured cars, and Departmental files from the late 1930s point to difficulties in terms of procurement of spare parts for repairs and in the availability of finance in the Defence Vote. However, the ARR's, including *Sliabh na mBan*, were returned to full service as the Second Armoured Car Squadron from late 1939, by which stage imported armoured vehicles were almost impossible to procure due to the conflict in Europe. Records show that the Defence Forces procured two civilian Rolls Royce limousines in 1940 as a source of spare parts. In order to augment the ARR and Landsverk armoured cars, The Armoured Fighting Vehicle Construction and Design Board had been established. This board had been set up as early as January 1933 under Major A. Lawlor, and also resulted in the production of the Leyland armoured car.



*Col Lawless, in front of *Sliabh na mBan*
at Curragh Camp in 1945. Note Ford Mark VI
cupola on top of turret. This was later removed*



ARR 'The Big Fella' on guard with the National Army - Note the 'FF' representation painted onto the vehicle



Ford Mark VI Armoured Car outside Cavalry Workshops, Curragh Camp, 1990

The Second World War, known as The Emergency in Ireland, prompted the development of other Irish-made armoured fighting vehicles – including notably the Ford armoured car. The Ford was manufactured from a Ford lorry chassis (there was a Ford plant in Cork at the time) and a steel plate hull from Thompson's of Carlow after a design by Col J.V. Lawless, a Cavalry Corps officer who had served on the 1933 Board. These vehicles

then formed the Second Armoured Car Squadron during the Emergency (the ARRr were re-designated as the Third Armoured Car Squadron). Interestingly, a decision was later taken to retrofit the ARRr with the same commander's cupola and gun ball mounting as that designed for the Ford Mark VI. Meanwhile, Ireland's small peacetime army had been expanded to include, at maximum strength, 41,000 personnel, with 106,000

reservists in the Local Defence Force. It is worth noting that the British Army was also still using the 1920 pattern ARRr (with some modifications) during the Second World War, notably in Iraq in the summer of 1941. The Ford (Mk VI) would go on to provide light armoured support for Irish Defence Forces personnel in the early battalion deployments on peacekeeping duties overseas with ONUC (Congo) in the early 1960s, still carrying the Vickers 0.303inch machinegun.

By March 1947, the Defence Forces had been reduced to a strength of 8,803 personnel and there was no longer a place for the ARRr in the peacetime Army. They were quietly retired in the Curragh Camp, where unofficial efforts to preserve *Sliabh na mBan* ensured its survival during the lean years of the late 1940s and early 1950s. Records at Military Archives show that on 28th April 1954, twelve of the ARRr (less their turrets and armoured plate) were publicly auctioned at McKee Barracks, fetching values of between £27 and £60. However, the secretary of the Department of Defence, in a letter to the Minister of Finance dated 26th March 1954, mentions the preservation of one Rolls Royce armoured car as a museum piece in the Cavalry workshops, as well as another of the ARR engines for instructional purposes in the Cavalry depôt. Accordingly, the Rolls Royce vehicle YI 6450 - which is ARR 2 - *Sliabh na mBan* - does not appear on the auction list for that day.

The expertise of military and civilian personnel at the Cavalry Workshops since the 1950s has ensured the survival of *Sliabh na mBan* as a unique piece of Irish military heritage. Another 1920 pattern Armoured



Sliabh na mBan on the square at the National Museum of Ireland, Collins Barracks, in 2010, prior to restoration

Rolls Royce (though not one of the Irish ARRr) has been preserved at the UK's Royal Tank Corps Museum in Bovington, while a private collector has recently restored Tom Keogh, ARR1. *Sliabh na mBan*, however, retains its historical pride of place as the oldest Cavalry Corps vehicle and one which now remains in perfect working order following extensive refurbishment in the Summer of 2011, under careful supervision of the Defence Forces' Combined Vehicle Base Workshops.

Sliabh na mBan will celebrate her 100th birthday in a little over nine years time, by which stage her famous Rolls Royce engine will of course have only just been broken in...

PADDY LYNCH REMEMBERS

From *An Cosantóir* January, 1976

I joined the National Army in February, 1922 at Beggars Bush Barracks. My first assignment was assembling Triumph Motor Cycles which had been handed over in crates by the British Forces. When we had assembled a considerable number of motor cycles, I was appointed one of the first Army Dispatch Riders, and attached to Army HQ at Beggars Bush. I carried dispatches from Government Buildings to Army HQ and also to British Army HQ at Parkgate St I also worked from Government Buildings to the Gresham Hotel where the hand over was being finalised by liaison officers from both sides. On one of my trips to the Gresham Hotel I was fired on by two men at the corner of Fleet St, but fortunately for me their aim was not good. Most of the dispatches I carried from Government Buildings to Parkgate St were addressed to the Commander in Chief of the British army in Ireland.

In May, 1922 I was posted to Government Buildings as driver of a crossley tender, which was attached to the Guard there. During my time in Government Buildings I met Mr. Joe Hyland (later OC ACC) who at that time, was driving Michael Collins in his own private taxi. I was still stationed at Government Buildings at the outbreak of the civil war, and on two occasions I drove Michael Collins from Merrion St to Portobello Bks in the open tender. On each occasion he sat beside me with a Webley swinging between his knees. I found him a very friendly and jovial man.

In July, 1922 I was posted back to Portobello Bks. After a short time I was posted from there to the Curragh Camp as a member of the Transport Company which was formed to serve the Volunteer Reserve assembled



*Paddy Lynch shaking hands with former
Taoiseach Liam Cosgrave in front of Sliabh na mBan*

at Steward Bks (now Connolly Bks). Capt J. V. Lawless was OC and his second-in command was Lt Cotter (later Col Cotter), Capt Lawless promoted me to Sgt in August, 1922.

September, 1922 saw me back in Portobello Bks with the Armoured Cars. Comdt J. Hyland was OC and the Adjutant was Lt T. J. O'Hanlon. I was tested as a Rolls Royce driver, passed and was graded 1st Class, which meant an extra 3 shillings - per day.

For a while I was driving around Dublin, on escorts, raids, and transferring prisoners from place to place etc. On other occasions I patrolled the city from dusk

until dawn. In October, 1922 during my time as NCO i/c ARR 14, I was detailed to go to Dun Laoghaire one morning, to meet the Mail Boat, and provide an escort for the first Governor General, Mr T. Healy. We led the way to his home outside Chapelizod where, after breakfast, we were to escort him to Government Buildings. The previous day my second driver had changed one of the wheels but apparently did not tighten the nuts properly. The result was that the front wheel almost fell off outside the Four Courts on the way to Government Buildings, and the Governor General had to carry on without an escort.

In February, 1923 I was transferred to the Curragh Camp with ARR 7. We were billeted in the Fire Station where a new Fire Engine had been purchased and our job was to accompany it, when it went to a fire. We also patrolled the Curragh district.

At that time there were three internment camps on the Curragh. The duties were heavy and we were often out overnight. Capt P. McDonald was the Officer in Command. On Wednesday of each week we proceeded to Dublin with an escort to collect the pay for all in the Curragh, from the Bank in College Green. The money was always carried in ARR 7. Our duties remained much the same for the next twelve months. Lt Gen P. McMahon was Officer Commanding the Curragh Camp at this time.

Easter, 1924 saw unrest in the Army, the ARR 7 was put under control of the A.P.M. Comdt Dan McDonnell (nicknamed Dangerous Dan). We were on duty night and day, mostly patrolling. I remember Easter morning 1924.



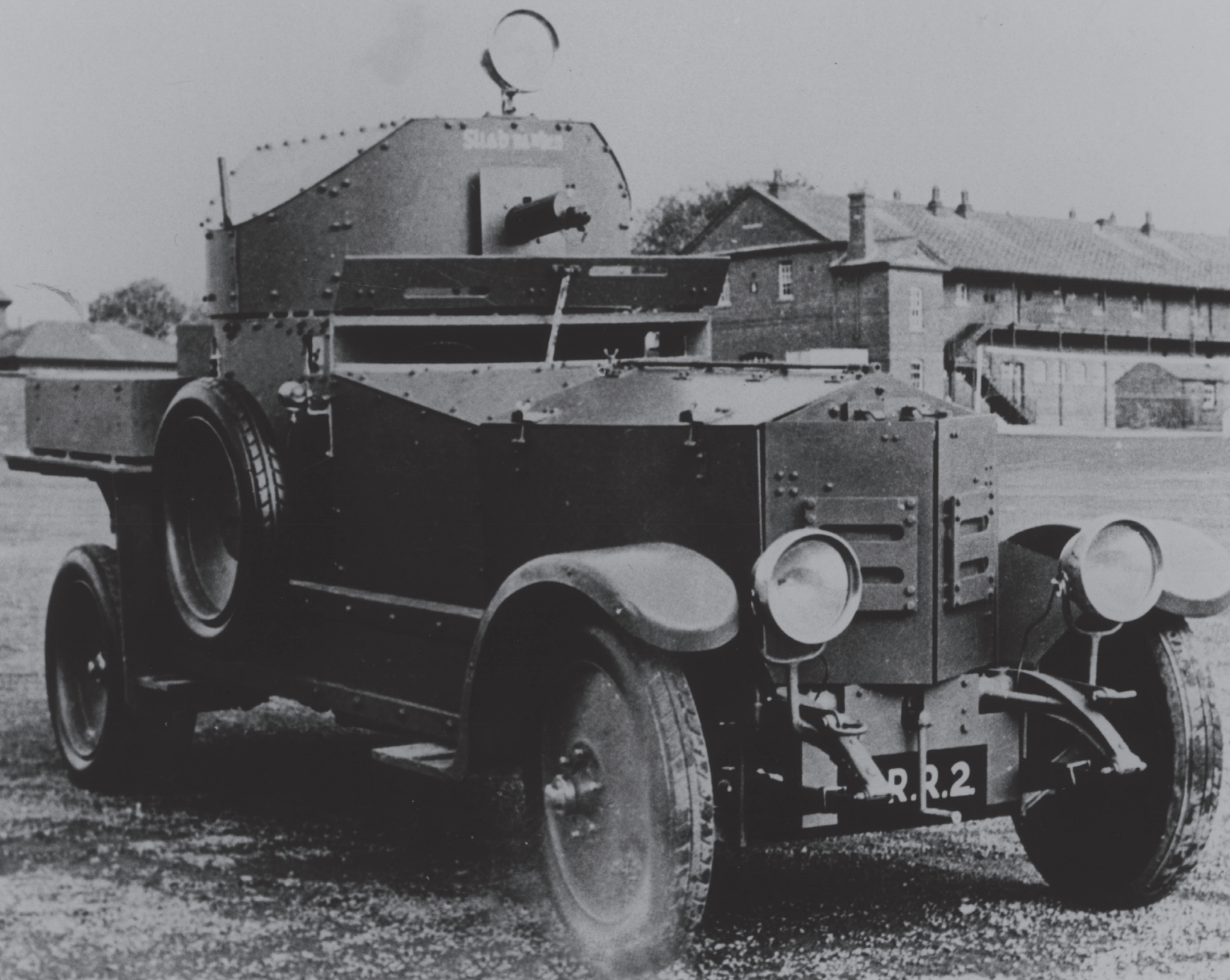
Paddy Lynch with Sliabh na mBan at his 'Lights Out Parade', 1972.

It was 0300 hrs. We arrived in Newbridge from Naas. I was told to stop close to the Central Hotel. Comdt McDonnell called two civilians who were fighting in an archway, over to the car. He asked them to account for their behaviour. He told them to get into the back of ARR 7 and told me to drive as fast as I could in the direction of Kildare. I was told to stop at the Kildare Hair Pin Bend. Comdt McDonnell told the two civilians to get out of the car. I was sure he was going to shoot them.

After a pause one of them asked the Comdt what they were to do. He told them 'politely' to make their own way back to Newbridge.

Major McDonnell was appointed O.C. Armoured Cars in April, 1924. The HQ was moved from Portobello Bks to the Curragh Camp and was set up in a small house at the rear of the Water-tower. The Workshops were started about this time and I was the first member of the staff. The first car I had for repairs was ARR 8 based in the Western Command. Pte's Gorman, Conroy, Shelby, Lee, Combre and Fennelly were the first men to work with me as helpers. Some of them became good fitters and were the first Squadron Fitter Sgts on the later Army expansion.

Paddy Lynch continued to serve in the Army until after World War II when he retired with the rank of Coy Sgt in November 1947 and took up the position of Charge-Hand Fitter in Cavalry Workshops. On creation of the appointment of Foreman in the Workshops in 1950, it was filled by Paddy until his retirement and "Lights Out" Parade in 1972. Paddy's service to the Cavalry Corps has been unselfish throughout and his dedication and loyalty particularly to Cavalry Workshops will long be remembered.



Sliabh na mBan parked outside Cavalry Workshops in the Curragh Camp in 1960

ONE MAN'S SCRAP IS ANOTHER MAN'S TREASURE

The Lynch Family and *Sliabh na mBan* – By Capt Pat O'Connor

The armoured Rolls Royce (ARR) *Sliabh na mBan* has had an exciting and varied history in service with the Irish Army. The car first saw action on Dublin's O'Connell Street during the Civil War and was part of the National Army convoy that was ambushed at Béal na Bláth and which tragically ended in the death of General Michael Collins. Later it was captured by anti-Treaty forces and subsequently recovered deficient its machine gun. It also starred alongside James Cagney in the 1959 film *Shake Hands with the Devil* and was used in the later productions *Insurrection* and *Shadow of Béal na mBláth*.

Having seen so much service, one might ask how can this historic vehicle still hope to be part of the plans for the centenary celebrations of the 1916 Easter Rising? The answer is largely down to three generations of the Lynch family; Paddy, Pat and Padraig Lynch.

Paddy Lynch was a driver in the National Army posted to Dublin during the Civil War. As duty driver he often drove General Michael Collins on his tours of the city. On one such occasion while driving Collins on patrol at Mount Street Bridge, shots rang out from a nearby building. Collins ordered: "Drive on Lynch!" and Paddy drove the General, his Colt pistol on his knee, to the safety of Beggars Bush Barracks, where the General turned to him and declared: "Lynch, that was close, we were lucky there!"

Paddy Lynch moved his family to the Curragh in 1923 and took up a post in the Cavalry Workshops when it was established in 1924. Because Paddy worked in Cavalry Workshops from its formation he was perfectly



Paddy Lynch standing to the left of Sliabh na mBan, admiring the armoured car he helped to preserve

positioned to keep a watchful eye on *Sliabh na mBan*, creatively ensuring parts were made available for the car. *Sliabh na mBan* was always Paddy's priority as a mark of respect to the assassinated General Collins.

"Collins was my father's idol," Paddy's son, Pat Lynch, reveals. "He made the case to save *Sliabh na mBan* because of its link to Collins."

After the Emergency, the *Sliabh na mBan*, seemed destined to be scrapped, but Paddy, who had spent the previous 20 years maintaining the car, would not allow that to happen and he intervened. Thanks to his intervention, creative ways were found to circumvent the administrative process by taking it 'on charge' as 2 tonnes of scrap metal. In this way *Sliabh na mBan* was saved from the scrap heap in homage to General Collins.

For the last 65 years *Sliabh na mBan* has been tenderly cared for in Cavalry Workshops in the Curragh and what is now Vehicle Base Workshops in the Defence Forces Training Centre.

Pat Lynch, came to work in the workshops, colloquially known as Tin-Town, with his father in 1947 and immediately Paddy began showing his son how to care for his pride and joy, including his personal test to check if the engine was running correctly.

“My father would stand an old two-shilling piece on its edge on the top of the cylinder head,” he recalls. “It had to remain perfectly still; if the coin fell over the car wasn’t in proper working order. It was my father’s pride and joy and he instilled in me that it would be my responsibility once he retired.” This was the beginning of the handover from father to son of the guardianship of *Sliabh na mBan*.

Paddy Lynch retired as the foreman of Tin-Town and some years later, in 1977, Pat became foreman and he gave *Sliabh na mBan* the same tender care his late father had.

“I drove *Sliabh na mBan* all over the country, from county fairs to ceremonial events” he says. “It was always the centre of attention. Everyone wanted to be near a piece of history so closely connected with Michael Collins.”

As time and a lack of funding took its toll on *Sliabh na mBan*, driving it became less of a pleasure according to Pat: “It wasn’t very edifying. It had become a real banger and you’d be mortified driving it onto parade. The tyres were like net curtains there were so many holes in them!”

Eventually some money was made available and Pat slowly nursed *Sliabh na mBan* back to life and continued to care for the car until his retirement in 1990. The Lynches, however, weren’t happy to relinquish care of the car and Pat’s son Pdraig has been involved in the current project to restore *Sliabh na mBan* as close as is possible to when it first came out of the Rolls Royce garage in Woolwich, England.

Pat very much approves of the work that has been done on the project. “Words fail me,” he says. “I’m astounded by the condition of the car. My father would have been very proud of it.”

Pat is happy the car is still in safe hands with his son Pdraig and the incredible work done by all the staff in Combined Vehicle Base Workshops. He feels that *Sliabh na mBan* has had a new lease of life and that its current guardians appreciate the car’s significance.

“I always felt six foot tall telling people I looked after *Sliabh na mBan*,” Pat says. “You were thought of as ‘somebody’ because of it. Now this crop can go home and tell their wives and children ‘I look after *Sliabh na mBan*’. That means something.”

Sliabh na mBan has been completely refurbished and will be unveiled by An Taoiseach Enda Kenny TD on September 3rd, Cavalry Day, at Ceannt Barracks in the Defence Forces Training Centre.



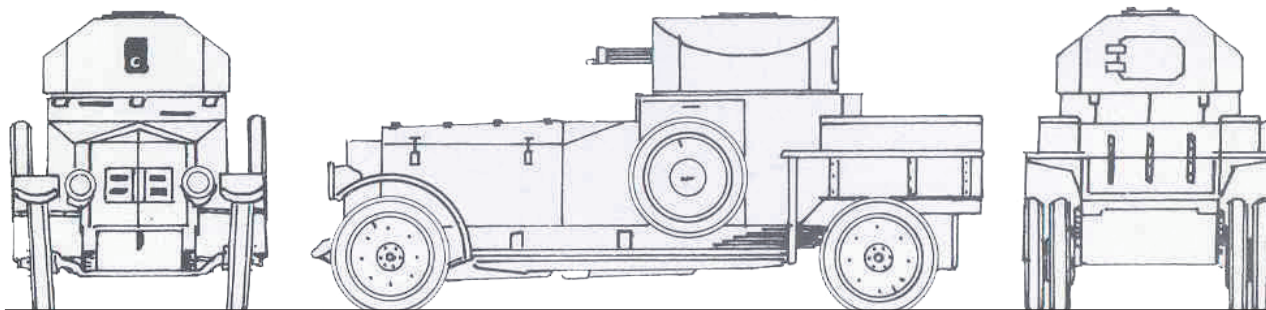
STAFF OF 'TIN TOWN' CAVALRY WORKSHOPS

Background L-R: Jack Martin, Timothy Kearin, Paddy Brennan, Joe Man, Donal Bergin, Bill O'Connell

Centre L-R: Sgt Paddy Sallion, Paddy Lynch, Billy McNally, John Butler, Freddie McGowan, Peter Lawlor, Johnny Welsh

Foreground L-R: Joe Maxwell, Jimmy Doyle, Pat Lynch, Col J. V. Lawless, Bill Forde

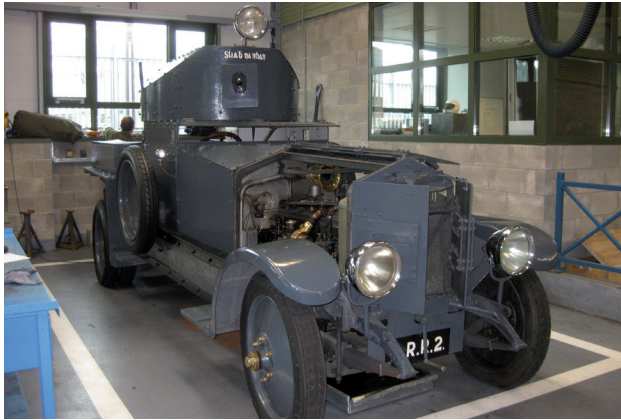
ARMoured ROLLS ROYCE (1920 PATTERN) Technical Specifications

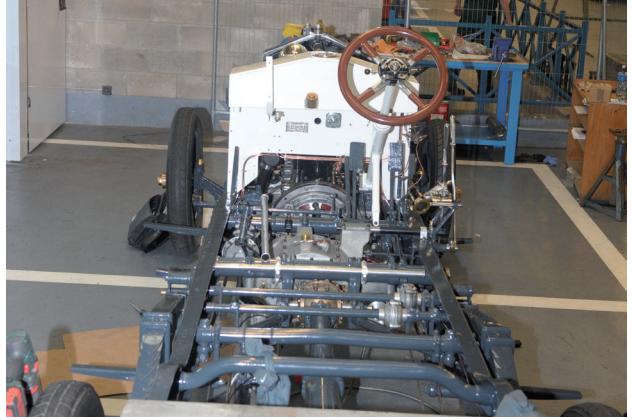


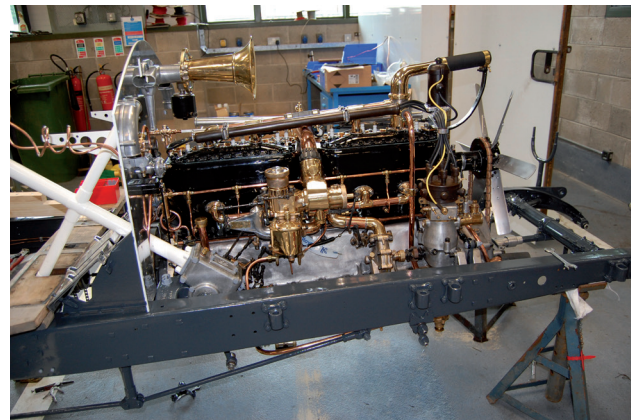
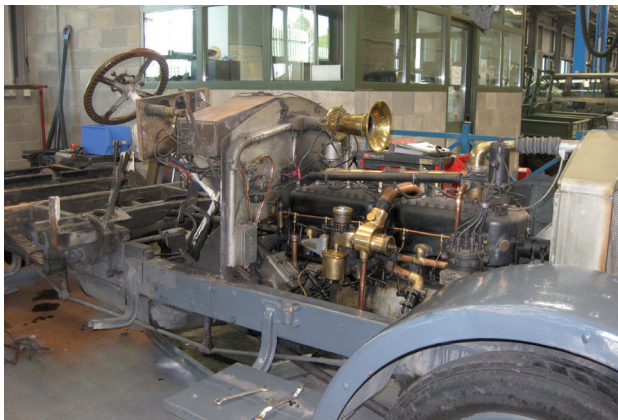
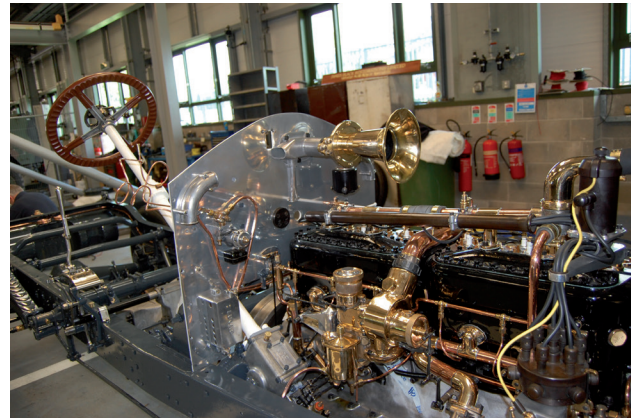
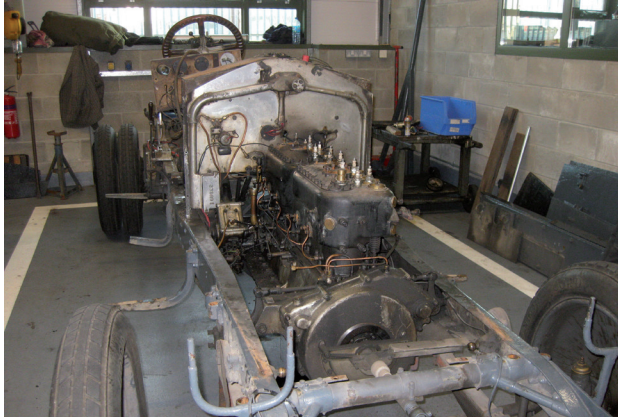
TECHNICAL SPECIFICATIONS

Length overall	16 ft. 8 ½ ins	Fuel	Petrol
Width overall	7 ft. 2 ins	Transmission	Drive to back wheels only. Four forward and one reverse gears.
Height overall	7 ft. 8 ins		
Weight (light)	3.56 tons	Suspension	Leaf spring with friction type shock absorbers
Weight (laden)	4.57 tons		
Track	4 ft. 8 ¼ ins. (front) 5 ft. 6 ½ ins. (rear)	Tyres	Palmer Cord 895mm. X 150mm
Ground Clearance	10 inches	Speed	55 mph (road) 37.5 mph (cross country) 30 mph (cruising)
Wheelbase	11ft. 11 ½ ins		
Turning Circle	11ft. 11 ½ ins	Range	192 miles
Maximum Gradient	50 ft. 2 ins. (left) 62 ft. 4 ins. (right)	Armament	One Vickers 0.303 ins water-cooled machine gun
Trench Crossing	6 ft. (with ditching boards)	Armour	0.335 ins. (max) 0.256 ins. (min.)
Engine	Roll-Royce 40/50 H.P. six cylinder, water cooled		

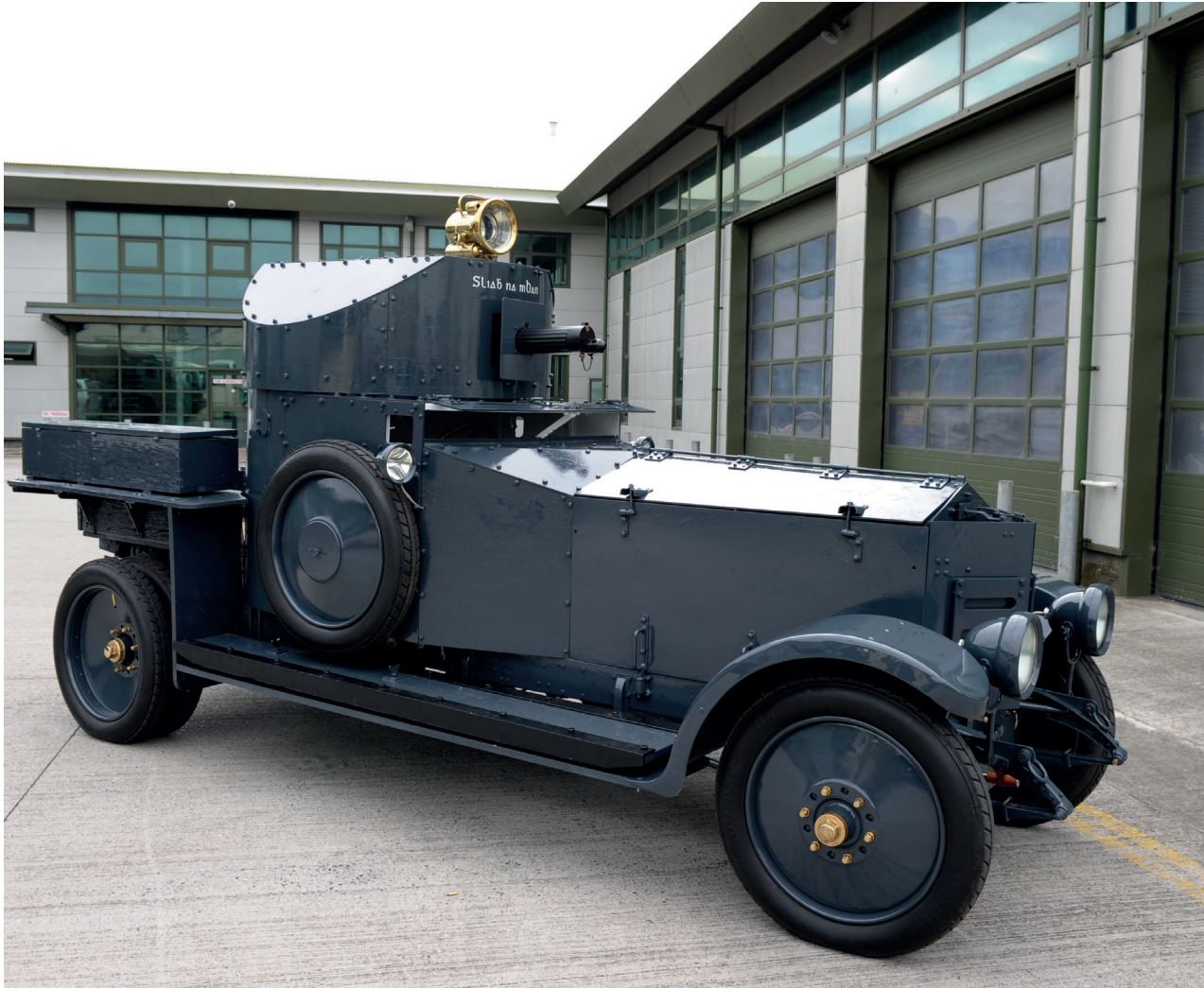
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