

## FAMOUS WAR CARS IN MUSEUM



National Museums of Canada

*Alexander's car, driven a total of 180,000 miles, wore out four engines.*

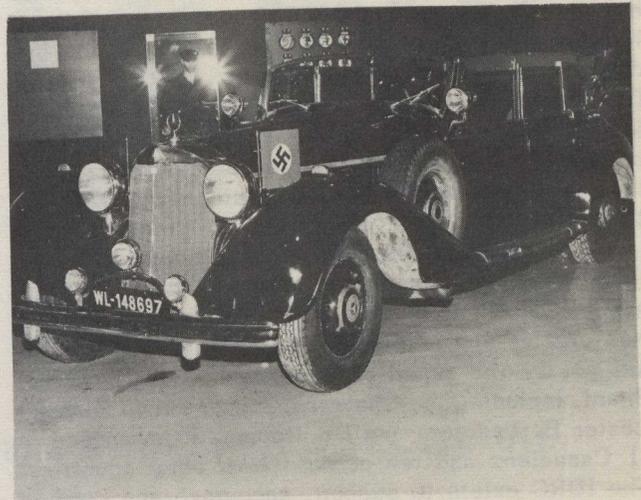
The Canadian War Museum recently put on display the staff-car used in the Second World War by Reichsmarschall Hermann Goering. The black, armoured roadster, built at Stuttgart by Mercedes Benz, was delivered to Hitler's headquarters in July 1940, where it is said to have been issued to Goering, economic dictator of Germany and the occupied countries and commander-in-chief of the German Air Force.

By the end of the war the car, which weighs 9,000 pounds, had received 18 coats of paint, alternate black and green — it was painted green for field inspections, and black for state occasions. The body of the car is bullet-proof and the glass of the windows is an inch thick; there is also a sheet of armour-plate a quarter of an inch thick behind the rear seat. There are two compartments at the rear for automatic pistols and a similar one in front.

Captured by the United States 101st Airborne Division in 1945, the roadster was sent to the Aberdeen Proving Grounds, Maryland, and has since been restored.

### VISCOUNT ALEXANDER'S CAR

Another famous Second World War vehicle, the command car used by Field Marshal Viscount Alexander of Tunis, has been in the possession of the Canadian War Museum since 1949. This standard Ford military



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*Goering's staff car had a maximum speed of 135 miles an hour.*

car was specially modified for Viscount Alexander in Cairo in 1941 after he had returned from Burma to command the Central Mediterranean Forces. He used it during the desert campaigns from Cairo to Tunis and later in Sicily and Italy.

The car, which weighed 6,000 pounds when loaded, carried such accessories as a sun-compass, extra-wide tires, wooden gunwales on each side of the body, a metal stirrup by means of which the Field Marshal entered, a second windscreen erected behind the front seat to shield against blowing sand, racks for guns and for the storage of gasoline, oil and water. To save water, a rubber tube was inserted through a hole in the radiator cap, which drained off the condensation into a container placed on the front bumper.

After the war, when it was taken on a triumphal tour of the United States and Canada, many important items were taken as souvenirs. Mr. J. Wells, an Ottawa resident, who was Viscount Alexander's driver from 1939 to 1952 and who drove the car from 1942 to 1945, was asked for his advice when replacing the essential items.

The car carries the flaming-torch insignia of Headquarters Central Mediterranean Forces, the camel insignia of General Army Headquarters, Cairo, the Africa and Italy campaign ribbons and five stars denoting that it was used by a field marshal.