



*The Engine of the Republic: The
Presidential Cars*

PRESENTATION

The museum collection *The Engine of the Republic – The Presidential Cars* came about as a result of a challenge issued by the Museum of Transport and Communications to the Museum of the Presidency of the Republic. The challenge, which was immediately accepted, was to create a permanent exhibit that would make it possible for the public to visit, assembled and preserved, one of the most important collections of cars in the country: those that have been in the service of its presidents since the founding of the Republic, over 100 years ago.

This collection also reflects an awareness that the vehicles exhibited here are part of a historical heritage. As such, they are no longer disposed of once decommissioned, but become part of the collection of the Museum of the Presidency of the Republic.

The job of recording, locating and recovering the cars that were used by the presidents of the Republic, an ongoing task, has been a priority of the Museum of the Presidency of the Republic practically since its inception, as already demonstrated by a group of temporary exhibitions: beginning in 2004, to coincide with the opening of the Museum of the Presidency of the Republic, and continuing over the course of subsequent years, in Porto, Lisbon, Figueira da Foz and Guimarães.

Siting this collection in Porto also contributes to the Museum of the Presidency of the Republic's aim of decentralising its activity, bringing part of its collection to the north of the country, a region with a great tradition of car collecting. Additionally, it provides us with an opportunity, impelled by the *motors of the Republic*, to offer visitors an insight into the history of the Portuguese Republic and its presidential institution. Not all of the cars that have now been located are included in the exhibition since some of the vehicles that were used by presidents of the Republic are held in public and private collections, notably at the National Coach Museum and at the Caramulo Museum. And there are still many cars whose whereabouts are, for now, unknown.

We are indebted to the various public and private bodies, and private individuals, whose support and contributions have made it possible not only to add to the collection but also to rescue a number of vehicles from the effects of time. We would like to mention the collaboration of Automóvel Clube de Portugal and the Clube Português de Automóveis Antigos, who have been involved in this process from an early stage, as well as our sponsors, particularly SIVA and Banco Carregosa, who in various ways have helped to enrich this project.

A

FROM THE HORSE-DRAWN VEHICLE TO THE FIRST CARS

When the Republic was established in 1910, the presidents, like the monarchs before them, needed to be provided with transport to enable them to carry out their functions as the legitimate representatives of the state. The spirit of greater austerity which prevailed during the new regime imposed restrictions and rules on the use of carriages from the outset. The president of the provisional government was assigned a carriage inherited from the royal household, which was embellished with the armillary sphere, symbol of the Republic. It was not until later, after Belém Palace became the seat of the Presidency of the Republic, that the carriage service was created and a small fleet of horse-drawn carriages was assembled for presidential use.

This was the very period during which the car became increasingly important and began to conquer Portugal's urban and national road network. Communication routes took a leap forward during the First Republic. Like the rail network, roads began to spread out to cover the entire country. The car became *the motor of the Republic*.

A grave economic situation in Portugal brought with it constraints on the purchase of vehicles. Manuel de Arriaga even used his own private vehicle for state business. The comfort, security and speed offered by the motorcar meant it became the everyday mode of transport, with horse-drawn vehicles being largely reserved for ceremonial and official occasions.

During this period, the majority of long journeys were still made by train, as happened with the first official foreign visit made by a president of the Portuguese Republic, when Bernardino Machado visited the Portuguese Expeditionary Corps, stationed on the battlefield, during the First World War. In 1917, too, he used the train to go into exile following the coup mounted by Sidónio Pais. As president, the latter embarked on numerous trips around the country using the rail network. And it was as he was about to embark on one such trip that he was assassinated, in the ticket hall of Rossio station.

It was thanks to the war effort that the car took another leap forward. Automobile mechanics developed exponentially as a result of advances made in aeronautical technology. New makes and models emerged across Europe and the United States. The use of the automobile, previously confined to the richest sectors of society, became widespread. Records confirm the acquisition of cars for the Presidency of the Republic during this period.

In 1926, the military coup of 28 May was followed by the setting up of a military dictatorship and a resulting period of social agitation that lasted until 1928, stabilising when the faction led by Óscar Carmona established its hold on power. With the new political regime, consolidated by the 1933 Constitution, the powers of the head of state were significantly strengthened. The ups and downs of political life, however, eventually led to the concentration of power with the President of the Council, Oliveira Salazar, leaving the President of the Republic confined to representational duties. Óscar Carmona's decision to live at Citadel Palace, in Cascais, made it necessary for the Presidency of the Republic to purchase new vehicles to transport the head of state. At the end of the 1930s, therefore, various Packard cars were added to the Presidency of the Republic fleet, one of which was specifically placed in the service of the First Lady, Maria do Carmo Carmona. Throughout the 1940s, these were the cars that were most used by Óscar Carmona. Previously, in the 1930s, following an attempt on Salazar's life, the Portuguese State, through the PVDE (the State Defence and Surveillance Police), purchased two armoured Mercedes 770 W07, one for the President of the Council and the other for the President of the Republic. This vehicle was little used due to the high cost of maintenance and its poor fuel efficiency (around 70 litres per 100km) at a time of fuel rationing brought about by the Second World War. It was later used for security reasons, during the official visit of the Spanish head of state, Generalissimo Franco, to Portugal in 1949.

CAPTIONS CARS

LANDAU

Commissioned by the Royal Household, the armillary sphere that this landau now sports over the royal coat of arms on the doors bears witness to its later use by the Presidency of the Republic.

It has a leather and wood body, painted black and red, with a square window to the front and a small window to the back. There are four seats facing each other, a double leather foldable hood and two circular lanterns. The wheels have leather mudguards. It is suspended on elliptic springs at the front and semi-elliptic springs at the back. There is a wheel brake.

Created in the German city of Landau, this type of carriage was much in demand for its elegance and versatility, since it could be used in fine or bad weather. It was first used at the end of the seventeenth century but it was in the nineteenth century that its use became more widespread. A ceremonial vehicle, it has a body with four facing seats and two foldable leather hoods which could be lowered completely or raised to meet in the middle, leaving a space for the doors and windows. The windows had wind-up glass on both sides.

Specifications

Manufacturer – Mühlbacher | Country of Origin – France | Date of Manufacture – 19th Century (mid-late)
| Seating capacity – 4 passengers | Type of vehicle – Vehicle for travel

BROUGHAM

Commissioned by the Royal Household, this carriage was transferred to the Republic after the fall of the monarchy. It was mainly used when the head of state needed to cover short distances rapidly, generally within the city.

Designed for two passengers, it is a lightweight four-wheeled carriage, with an enclosed body which incorporates a seat outside for the coach driver. The interior is upholstered in quilted blue silk with blue braiding. On the windows, there are roll down blinds. The very restrained, elegant body has vertical mudguards to protect the windows and door handles.

The suspension is provided by elliptic springs at the front and semi-elliptic cross springs at the rear. The wheels are painted black with red details and bear the manufacturer's mark. It has a whip, a wheel brake and a metal box for accessories. The footplate for entering the carriage is positioned very close to the ground. The two lanterns have brass moulding.

The name of the vehicle is derived from the surname of its English creator, Lord Brougham (1839). In France this type of carriage was also known as a 'Fiacre' since it could be hired between the streets of Saint-Fiacre and Saint-Martin in Paris.

A city vehicle, used in winter, it is lightweight, with four wheels and room for two passengers. Its enclosed body, connected to a coachman's seat, has doors, opening windows, and curtains or blinds, for greater passenger privacy. To increase passenger capacity, a bow-fronted model was created, making it possible to add a seat in the interior for one more passenger. It was pulled by two horses.

Specifications

Maker – N. Hansen | Country of Origin – Portugal | Date of Manufacture – 19th Century | Capacity – 2 passengers | Type of vehicle – City vehicle

CLARENCE

Commissioned by the Royal Household, it was later used by the Presidency of the Republic, as testified by the armillary sphere painted on the doors.

The carriage has two main seats and an additional banquette. There are five windows with satin roller blinds. Greater passenger comfort was ensured by the rubber-tyred wheels, suspended on elliptic springs at the front and semi-elliptic cross springs at the rear. The coachman's seat, connected to the body, is elevated and has a disc brake to the right. It was pulled by two horses.

The vehicle is named after the Duke of Clarence – King William IV of England, who reigned from 1830 to 1837. Structurally, it is a Berlin in which the front part of the body has been replaced by rectangular or circular panes of glass, giving it a lighter appearance. The restraint of the carriage body contrasts with the exuberance of the interior, decorated with luxurious fabrics for the blinds and seats.

Specifications

Manufacturer – Binder | Country of Origin – France | Date of Manufacture – 19th Century | Capacity – 3 passengers | Type of vehicle – City vehicle

CALASH

Commissioned by the Royal Household, after 1910 it was used by the Presidency of the Republic, hence its decoration with the armillary sphere.

It has a boat shaped body, with a folding hood, and four seats facing each other inside. The suspension is on elliptic springs and C-springs, positioned in front of and to the rear of the hood, more for reasons of elegance and height than for technical reasons. Mudguards are fixed to the brim of the hood. The coachman's seat is elevated and, to the rear, there is a groom's seat with access to the crank brake. The wheels have rubber tyres and the footrest can be folded away.

This type of carriage emerged and became widespread between the seventeenth and nineteenth century in Germany and Poland. The Portuguese term 'caleça' is derived from the Polish word kolaska. It is a carriage for a pair with a long, curved, boat shaped body, with two main seats and two additional facing seats. There are side panels with doors to protect passengers. The hood can be lowered completely, or raised, covering the front of the body.

Specifications

Manufacturer – Mühlbacher | Country of Origin – France | Date of Manufacture – 19th Century | Capacity/Seats – 4 passengers | Type of vehicle – Pleasure Carriage

THE FIRST REPUBLIC (1910-1926)

On 5 October 1910, the Republic was established in Portugal. Implemented through a military revolution, with the support of civilian groups, the new regime aimed to distinguish itself from the monarchy from the outset by declaring a set of ideals such as equality between citizens and state secularism. For Republicans, Portugal's rebirth included the alteration of national symbols, which took place in 1911 with the approval of a new green and red flag and the adoption of a new national anthem, *A Portuguesa*.

In 1911, the first Republican Constitution of Portugal was approved, abolishing all privileges based on birth and aristocratic titles. In line with these principles of social equality, the President of the Republic was a citizen like any other, whose actions depended, to a large extent, on a Parliament which held primacy within the regime. However, despite their limited effective powers, the legitimacy of action of the Presidents of the First Republic (1910-1926) grew in strength. In the face of the growing instability of the political system, Portugal's citizens identified with the Presidents – almost all of them distinguished individuals – rather than the government, leading heads of state to intervene at various moments of political life.

Though it gave the regime the longed-for international recognition, Portugal's participation in the First World War and the sending of troops to the European front, in 1916, ended up exposing all of its weaknesses. Political and governmental instability, combined with the economic burden of the war effort, were exacerbated over the course of the 1920s. In parallel, another result of participation in the Great War, the military began to play an increasingly important role in Portuguese society.

On 28 May 1926, a military coup overthrew the government and the President of the Republic, calling for a new regime. Lacking either a political programme or unanimity with respect to the direction of events, the military protagonists of the events of 28 May brought an end to the First Republic. Two intense years of faction fighting followed, from which the tendency headed by Óscar Carmona, elected President of the

Republic in 1928, emerged as victors. This period, lasting until 1933, was one of political clarification and the discreet yet effective rise of the figure who was to become head of the new regime, António de Oliveira Salazar.

CAPTIONS: FIRST REPUBLIC – DISPLAY CASE 1

1. Mendes Cabeçadas, commander of the Adamastor

The lieutenant Mendes Cabeçadas surrounded by 'insurgent seamen' from the *Adamastor* ship used to bombard Necessidades Palace on the morning of 4 October 1910. Anchored in front of the Headquarters of the Navy Corps, the *Adamastor* found a favourable position for the bombardment, forcing King Manuel II to flee almost without resistance.

Portugal, 1910

[Museum of the Presidency of the Republic]

2. Portuguese Republic commemorative salver – 1910

Unknown artist | Portugal, c. 1910 | Silver

This piece celebrating the revolution of 5 October 1910 belonged to President Manuel Teixeira Gomes (1923-1925), a keen collector of art objects. During the First Republic, an active and effective propaganda programme was implemented in support of the new regime. This tradition was upheld, on an even larger scale, during the Estado Novo regime.

[Museum of the Presidency of the Republic]

3. 1911 Political Constitution of the Portuguese Republic

After lengthy debate, the constitutional text was approved by the National Constituent Assembly on 21 August 1911. Legislative power was held by the Congress of the Republic, composed of two Houses, the House of Deputies and the Senate, elected by direct vote of the electorate. Deputies were elected every three years and senators every six years. Among other functions, congress was responsible for electing the president of the republic and considering changes to the constitution.

Portugal, 1911

[Museum of the Presidency of the Republic]

4. Mortar

Unknown maker | Portugal, 1910 | Iron and oil-based paint.

This piece of artillery was fired in Rotunda, in Lisbon, during the confrontations of 5 October 1910. It was later presented to António José de Almeida, one of the leaders of the uprising, as a memento of the victory of the revolutionary forces and the establishment of the new regime.

[Museum of the Presidency of the Republic]

5. The Revolution of 5 October 1910

This collection of photographs shows several groups of republican revolutionaries at barricades in the centre of Lisbon – Rotunda, Avenida da Liberdade, Praça dos Restauradores and Rossio. Machado dos Santos became the 'hero of Rotunda' for his resistance at the top of Avenida da Liberdade, surrounded by armed military and civilians.

Lisbon, 5 October 1910

[Museum of the Presidency of the Republic]

6. Accounts of the republican revolution

This notebook from the archive of President António José de Almeida, contains a detailed account of the entire October 1910 revolutionary movement. The events are narrated hour by hour and minute by minute, with the aim of providing a true account of the actions of those who took part in the revolution, such as Cândido dos Reis, Fontes Pereira de Melo, Machado Santos, and others.

Portugal, 1910

[Museum of the Presidency of the Republic]

7. Proclamation of the Republic in Porto

Speech made by the President of Porto City Council proclaiming the Republic in the undefeated town of Porto, one day after it was established in Lisbon. The speech was then presented to the Minister of Interior of the Interim Government, António José de Almeida, who was later elected President of the Republic.

Porto, 6 October 1910

[Museum of the Presidency of the Republic]

CAPTIONS: FIRST REPUBLIC – DISPLAY CASE 2

8. Condolence ribbon from the Porto Civilian Police to mark the death of Sidónio Pais – 1918

Unknown maker | Portugal, 1918 | Silk and gold metallic thread

In 1917 Sidónio Pais led a military coup that suspended the 1911 Constitution. He was subsequently elected President of the Republic by direct suffrage. He established an authoritarian presidential regime, which earned him the nickname President-King. In 1918, on the way to Rossio station, where he intended to take the train to Porto, he fell victim to an attempt on his life and died. He was buried at the National Pantheon. The death of Sidónio Pais caused great public consternation, and messages of sorrow and condolence ribbons – such as this tribute from Porto's Civilian Police – arrived from all over Portugal, as well as from abroad.

[Museum of the Presidency of the Republic]

9. The assassination of Sidónio Pais

Anonymous letter addressed to the President of the Republic Sidónio Pais, warning him of the danger he was in. Though undated, the document is imbued with special meaning, since Sidónio Pais suffered two attempts on his life. The first one was on 5 December 1918, which the President survived unharmed. Shortly after, on 14 December that same year, the second attempt proved fatal.

Portugal, 1918

[Museum of the Presidency of the Republic]

10. Pistol

Savage Arms Co. | United States of America, 1905 | Steel

This .32 calibre gun, with a patent from 21 November 1905, belonged to Sidónio Pais for his personal use. As well as an academic and political career, he also pursued a military career, although he never achieved a rank of any importance. As President, Sidónio Pais always presented himself in uniform and with a meticulously considered image, the fruit of a sophisticated propaganda campaign that promoted the cult of personality, a sign of the totalitarian regimes that would follow in Portugal and in Europe.

[Museum of the Presidency of the Republic]

11. Presidential inauguration of Sidónio Pais

Speech given by the President of the Republic Sidónio Pais at Lisbon City Hall, on the occasion of the presidential inauguration. Having been the sole candidate, Sidónio Pais was elected by direct suffrage at the beginning of a new presidential system.

Lisbon, 9 May 1918

[Museum of the Presidency of the Republic]

12. Declaration of war by Germany against Portugal

On the afternoon of 23 February 1916, without any prior warning or agreement, the Portuguese Navy ordered the seizure of all German ships, which had been present on the Tagus river for some months. At the sound of a salvo of 21 cannon shots, the flags on the German ships were lowered and replaced by Portuguese flags with the war pennant. In response, on 9 March 1916, the Imperial German government issued a declaration of war against the Portuguese government.

Germany, 9 March 1916

[Museum of the Presidency of the Republic]

13. Visit by Bernardino Machado to the Portuguese Expeditionary Corps (C. E. P.)

Speech given by the President of the Republic Bernardino Machado at the Roquetteiro military camp, on the occasion of his visit to the C.E.P. in France, during the First World War, before distributing honours and medals to Portuguese officers and soldiers. On this journey, the Portuguese Head of State met other political leaders: King Alfonso XIII of Spain, President Raymond Poincaré of France, King George V of England and King Albert I of Belgium. This was the first official foreign visit made by a President of the Portuguese Republic.

France, 12 October 1917

[Museum of the Presidency of the Republic]

14. Order of Charles III Grand Cross – Bernardino Machado

Unknown maker | Spain, 1917 | Gilded silver, enamel and silk
Established by King Carlos III of Spain in September 1771, with the motto *Virtuti et merito*, the Royal and Distinguished Spanish Order of Charles III is a decoration designed to reward people whose actions benefit Spain. Since its creation, it has been the most distinguished civil award that can be granted in Spain. It was awarded by King Alfonso XIII to Bernardino Machado during his journey across Spain, in relation to the participation of the Portuguese Expeditionary Corps in the First World War.
[National Archaeology Museum – on loan to the Museum of the Presidency of the Republic]

CAPTIONS: FIRST REPUBLIC – DISPLAY CASE 3

15. 'Bloody Night'

During the presidential term of António José de Almeida, one of the most dramatic events of the First Republic took place, sadly marked by the mysterious massacre that took place on what became known as the 'bloody night', on 21 October 1921. In this document, representatives of local authorities express their support for the President of the Republic following the tragic events.

Portugal, 30 October 1921

[Museum of the Presidency of the Republic]

16. 'Rio Amazonas' salver

Unknown maker | Brazil, 1922 | Silver

Gift presented to António José de Almeida on his high profile state visit to Brazil, during the country's Independence centenary celebrations in 1922. This was the first state visit to Brazil by a Portuguese Head of State since King John VI moved the court to that territory in 1808. During the visit, António José de Almeida was the target of many popular demonstrations and met several public figures and delegations from neighbouring countries.

[Museum of the Presidency of the Republic]

17. Revolutionary movements

Confidential letter written by António Granjo and addressed to the President of the Republic, António José de Almeida, alerting him of a possible attack on Belém by members of a submarine squadron. Granjo, Head of Government, suggests that the Head of State should be moved to Necessidades Palace.

Portugal, undated

[Museum of the Presidency of the Republic]

18. 'Canto e Castro' cup

Unknown maker | Portugal, 1919 | Silver and wood

Cup offered by João do Canto e Castro at a regatta that took place on the Tagus river on 31 August 1919. Admiral Canto e Castro was President of the Republic for only a few months in 1919, between the death of Sidónio Pais and the election of António José de Almeida. A monarchist, Canto e Castro accepted the position only to serve the country, without imposing his political ideals.

[Maritime Museum – on loan to the Museum of the Presidency of the Republic]

19. Canto e Castro's election

Handwritten notes by João do Canto e Castro, explaining his reasons for accepting the position of Head of State. Canto e Castro was elected President of the Republic on 17 December 1918, for the remainder of the term of Sidónio Pais after his assassination. He was President until October 1919.

Portugal, undated

[Museum of the Presidency of the Republic]

20. Tie pin

Unknown author | Portugal, 20th century (early) | Gold

Object of personal use that belonged to Canto e Castro. The President collected objects that featured images of dogs, an animal he considered a symbol of loyalty.

[Museum of the Presidency of the Republic]

21. Riband of the Three Orders – António José de Almeida

Frederico Costa | Portugal, c. 1910 | Gilded silver, enamel and silk

The Riband of the Three Orders (Saint James of the Sword, Christ and Avis) is the private insignia of the Portuguese Presidential Magistracy, and can only be used by the President of the Portuguese Republic. It is

granted as a symbol that distinguishes the President as the Grand-Master of all the Portuguese Honour Orders, a position previously held by the country's monarchs. After [1910](#) this prerogative passed on to the Presidents of the Republic.
[Museum of the Presidency of the Republic]

22. Affidavit signed by António José de Almeida

Affidavit and pen with which it was signed by the newly inaugurated President of the Republic António José de Almeida. His was a very troubled term, marked by successive serious government crises. Nonetheless, António José de Almeida was the only President of the First Republic to complete the four-year term established by the Constitution of 1911.

Lisbon, 5 October 1919

[Museum of the Presidency of the Republic]

B

THE ESTADO NOVO AND ITS CEREMONIAL VEHICLES

Following the death of President Óscar Carmona, in 1951, an Air Force General, Francisco Craveiro Lopes, was chosen to succeed him as head of state. His presidency was to last just one term, until 1958. It was during this period that some of the Estado Novo's most lavish state visits took place. On these occasions, a great procession was generally organised through the city of Lisbon, running between Portela Airport and the Queluz or Belém Palaces, with a guard of honour from the National Republican Guard. It was customary for businesses to shut on the day that foreign heads of state arrived, or when the President of the Republic returned from official visits, in order to allow large crowds to gather in welcome. The vehicles used were in keeping with this new context. Thus, and in order to make the most of these situations, in 1954 a very lavish convertible Cadillac Sixty Two was acquired for better visibility of the head of state during processions. There are famous images of the Brazilian president, Café Filho, in this car, greeting the crowds in the Rua Augusta, during his official visit to Portugal in 1955.

In 1957, Queen Elizabeth II returned the visit that Craveiro Lopes had made to England in 1955, in what was the most high-profile state visit to take place in Portugal during the Estado Novo. Elizabeth arrived on board an English ship and disembarked from the Portuguese royal brigantine (now on display in the Navy Museum) at Cais das Colunas in Terreiro do Paço, where she was received with an impressive military display. For this visit, a decision was made to buy a new luxury vehicle for the Presidency of the Republic, a Rolls-Royce Phantom III. Bought through the Portuguese Embassy in London, this car became a feature of major state visits to Portugal, being used, notably, for the visits of Popes Paul VI, in 1967, and John Paul II, in 1982.

Prior to this, on an official visit to Spain in 1953, Craveiro Lopes was presented with a Pegaso car. This very rare sports car, with just two seats, was little used by the President of the Republic. His son and aide-de-camp, João Craveiro Lopes, drove the Pegaso, ensuring its maintenance. Once Craveiro Lopes' term had ended it was rarely used again, until it was removed from the Presidency of the Republic's list of assets, in 1964.

Américo Tomás, elected in 1958, travelled predominantly in Portugal and for this purpose new vehicles, closed cars which made it possible to travel long distances in great comfort, were purchased. The Presidency of the Republic acquired a Rolls-Royce Phantom V and a Vanden Plas Princess. In these cars, Américo Tomás visited numerous cities in Portugal, opened roads, bridges and dams, and received illustrious visitors. These two vehicles outlived the Estado Novo and, together with a Mercedes 600 Pullman, transferred meanwhile from the Presidency of the Council of Ministers, continued to be used, until the mid-1990s, by Presidents of the Republic, on various official occasions.

CAPTIONS CARS

H1-10-85 | Packard Super Eight

The first Packard car was made in 1903, in Warren, Ohio (United States), by the brothers James and William Packard. Until 1929, 12 cylinder engines were always used, but after that eight cylinders were preferred. Three decades later, in 1935, Packard presented its first Eight model, with an innovative independent front suspension. Hydraulic brakes were introduced during the same period. The 8-cylinder Super Eight model was produced until the beginning of the Second World War in 1939-45, when the body dies were sent to the then Union of Soviet Socialist Republics (USSR), after a request from the Soviet dictator Stalin to the North American president Roosevelt, where they became the basis for the Russian ZIS-110 car. In addition to the vehicle on display, another four of the last Packard Super Eights, made before war broke out, ended up in Portugal, having been bought between 1937 and 1940 for the 'Official Service of His Excellency the Head of State and of senior officials representing the Presidency of the Republic'. After 1945, a number of additional

Packards were bought for the same purpose, this time a seven-passenger Clipper, one of which was for the exclusive service of the First Lady.

Located in 2006, only this Packard – of the two surviving models that were in the service of the Presidency of the Republic – is in a potentially restorable state. Though it arrived in Portugal in December 1938, it is in fact a model from the following year. In 1940 it was registered in the Inventory of State Assets with a value of 132,000 escudos in the currency of the time (approximately €660). It was associated with the Presidency of the Republic until April 1959, when it was sold to a private individual from Caldas da Rainha. It was later sold to an industrialist, who donated it to the Presidency of the Republic.

Specifications

Make - **Packard** | Model - **Super Eight** | Country of Origin - **United States of America** | Year of Manufacture – **1939** | Chassis no. - **1270-2128** | Engine no. - **B-503.241** | Cylinders - **Eight in-line** | Capacity - **5243 cc** | Maximum Speed - **162 km/h** | Transmission - **4-speed + rev.** | Tyres - **700 x 16** | Seating capacity – **Eight** | Weight - **2066kg** | Body type - **Saloon**

GF-62-29 | Rolls-Royce Phantom V

Licensed in November 1960, this Rolls-Royce Phantom V was bought by the Portuguese State in February of the following year and placed at the disposal of the Presidency of the Republic for 'special extraordinary service'.

The President of the Republic at the time, Admiral Américo Tomás, used the car for many official and ceremonial occasions. In international terms, the most important official occasion took place in March 1985, when it was used to transport Queen Elizabeth II of England during her second visit to Portugal.

Elizabeth II used an identical model, as did the Queen Mother. Other heads of state, too, used similar cars, including the King of Morocco and the presidents of Singapore and Pakistan.

The Phantom V is the successor to the Phantom IV, a model designed in 1950 exclusively for members of royal families or heads of state, its use reserved for certain official ceremonies. At the time it was the largest Rolls Royce. Always built to order, until 1980, only around 20 were produced, making it an extremely rare model.

The Phantom V that belonged to the Presidency of the Republic was bought from new and cost, in the currency of the time, 720,000 escudos (approximately €3,600). Between 1959 and 1968, only 516 of these cars were produced, making it much sought after by collectors

Specifications

Make - **Rolls Royce** | Model - **Phantom V** | Country of Origin - **United Kingdom** | Year of Manufacture – **1960** | Chassis no. - **3658.190.SLAT.84** | Engine no. - **PV-92A** | Cylinders - **V8** | Capacity - **6231 cc** | Maximum Speed - **162 km/h** | Transmission - **4-speed + rev (automatic)** | Tyres - **890 x 15** | Seating capacity - **8** | Weight - **2495 kg** | Body type - **Limousine**

HB-89-95 | Mercedes-Benz S600

Bought in May 1966, for 785,000 escudos (approximately €4,000) in the currency of the time, and then assigned to the Presidency of the Council of Ministers, this impressive Mercedes S600 limousine was, in May 1977, transferred to the Presidency of the Republic estate, where it remained in active service until the mid-1990s.

Launched by Mercedes-Benz in 1963, and aimed at a small target market of heads of state and other eminent individuals, this enormous 7/8 seater limousine (also known as a Long Mercedes) was presented at the same time as a smaller 5/6 seater model.

At the time, the German manufacturer's aim was, with this luxurious and compact S600, to match prestigious English cars, and even the Rolls Royce Phantom V, in terms of comfort and performance.

The Mercedes S600 was supplied in various versions, with four or six doors, including a 'Landaulet' with a convertible top over the rear passenger compartment, which the Vatican ordered for the use of Pope Paul VI, for which the traditional velvet-lined pontifical throne was installed. The model came ready for the installation of telephones, a bar, refrigerator and even a television set.

With automatic transmission, power-assisted steering and powerful disc-brakes, the Mercedes S600 engine also provided the necessary power to operate the hydraulic system which regulated the position of the seats,

Specifications

Make - **Mercedes-Benz** | Model - **S600** | Country of Origin – **Germany** | Year of Manufacture – **1966** | Chassis no. – **000518** | Engine no. – **000567** | Cylinders - **V8** | Capacity - **6332 cc** | **Maximum Speed - 190 km/h** | Transmission - **4-speed + rev. (automatic)** | Tyres - **600 x 15** | Seating capacity – **Eight** | Weight - **2712kg** | Body type - **Limousine (Pullman)**

the glass which separated the driver from the passengers, as well as the doors, the suspension and the boot lid. Between 1964 to 1981, 2677 examples of this model were produced.

HC-53-21 | Vanden Plas Princess

In May 1967, the Vanden Plas Princess exhibited here was bought new by the Portuguese State for 470,000 escudos in the old currency (approximately €2,350) and, the same year, registered in the name of the Presidency of the Republic.

Vanden Plas was a renowned Belgian firm of coachbuilders (it provided the bodies for some Rolls-Royce models), which was bought by Austin after the Second World War, when it moved into making chassis for this British brand.

In 1960, following the production of the A 135 Princess De Luxe, the most sophisticated and luxurious model ever produced by Austin, the marques were separated and Vanden Plas produced its own Princess. It is an extremely spacious car (with seating for 5/7 passengers), with an elegant, fine wood veneered interior, and was regarded as the 'politicians' car' in Great Britain.

This name came about as a result of the government's preference for this car as a mode of transport for high-ranking individuals such as diplomats, ambassadors and ministers, etc. Very similar to the prestigious Bentley Mark VI, the Princess was nonetheless considerably cheaper.

The six-cylinder 3993 cc Rolls-Royce engine, gave a maximum speed of 150 km/h, however fuel consumption was extremely high. 6555 models were produced.

Specifications

Make - **Vanden Plas** | Model – **Princess** | Country of Origin – **England** | Year of Manufacture – **1967** | Chassis no. - **V-DM4L-16.615** | Engine no. - **040/ 16.708** | Cylinders - **6 in-line** | Capacity - **3993 cc** | **Maximum Speed - 150 km/h** | Transmission - **4-speed + rev. (synchro)** | Tyres - **700 x 16** | Seating capacity - **Seven** | Weight - **2260kg** | Body type - **Saloon**

CAPTIONS: CARS – DISPLAY CASE 1

1. Republican National Guard cavalry helmet – full dress uniform

Portugal, 20th Century | Plastic, horsehair, brass and velvet

Example of the helmet used on a daily basis by the Republican National Guard while on duty as the President of the Republic's Guard of Honour at Belém Palace. On the third Sunday of every month, at 11am, the Presidential Squadron of the Security and State Honour Unit of the Republican National Guard is responsible for the Changing of the Guard ceremony at Belém Palace, performed by the Guard of Honour.

[Museum of the Presidency of the Republic]

2. Visit by Emperor Haile Selassie of Ethiopia to Portugal

List of all itineraries to be completed during Emperor Haile Selassie's official visit to Portugal, from 26 to 31 July 1959. Braga de Oliveira describes the itineraries in detail, including arrival and departure times as well as duration.

Lisbon, 26-31 July 1959

[Documentation and Archive Services Directorate – Presidency of the Republic]

3. Visit by Emperor Haile Selassie of Ethiopia to Portugal

Programme for state banquet held by the President of the Republic, Américo Tomás, at Ajuda Palace, in honour of the Ethiopian emperor, Haile Selassie, during his official visit to Portugal. The highlight of the menu: lobster medallions with sauce tartare, accompanied by the playing of the *Marcha Solene* by David de Sousa.

Lisbon 26-31 July 1959

[Documentation and Archive Services Directorate – Presidency of the Republic]

4. Visit by António José de Almeida to Coimbra

Detailed programme of the visit to Coimbra made by the President of the Republic, António José de Almeida, between 29 November and 2 December 1919. An attached memorandum from the Portuguese railway company lists the timetable of the special trains used for transporting the President.

[Museum of the Presidency of the Republic]
Lisbon, 1919

5. Visit of the President of the Republic Américo Tomás to Tomar

Programme of the visit of the President of the Republic Américo Tomás to Tomar, marking the fifth centenary of the death of Prince Dom Henrique and the eighth centenary of the foundation of Tomar. Américo Tomás arrived in the special train at Tomar station, from where the procession departed to the Town Hall.

Tomar, 13-15 August 1960

[Documentation and Archive Services Directorate – Presidency of the Republic]

6. Ceremonial key of the National Association of Portuguese Municipalities

Ágata jewellers – Coimbra | Portugal, 1997 | Silver and enamel

Ceremonial key presented to Jorge Sampaio by the A.N.M.P (National Association of Portuguese Municipalities), to celebrate 20 years of local democratic government. The key is engraved with the names of the 308 Portuguese municipalities. During his terms in office, Jorge Sampaio personally visited every municipality in Portugal.

[Museum of the Presidency of the Republic]

CAPTIONS: CARS – DISPLAY CASE 2

7. Presidential Flag

Casa das Bandeiras | Portugal, 21st century | Fabric

The presidential flag is placed on the front of official vehicles used to transport the head of state, for whose exclusive use it is reserved. Its composition and colour are different from the national flag, since it has an entirely green background with the national coat of arms placed in the centre. When the flag is flown, either on a car or at Belém Palace, it indicates the presence of the president of the republic.

[Museum of the Presidency of the Republic]

8. P.R Number plate

Auto R. Memória (manufacturers) | Portugal, 2001 | Stainless steel, brass, enamel and glass

The PR number plate, surmounted by the national coat of arms, is an exclusive attribute of the head of state that, since vehicle registration began, has been used on the presidential vehicle carrying the president of the republic. Combined with the Presidential Flag, it is thus a sign of the presence of the president.

This set of number plates was presented to Jorge Sampaio by Auto R. Memória, on the day he took office for his second term as president of the republic, 9 March 2001.

9. The first cars in Portugal

In 1895, the first car arrived in Portugal, a Panhard et Levasor belonging to Count d'Avilhez. The rise of the car brought about a major transformation to the country's national and urban road networks. Thus in 1901, a decree was published (on 3 October) which was the first *Regulations on the circulation of automobiles*. This took place at a time when around 100 cars existed in Portugal.

10. 'PR' number plates surmounted with the national coat of arms

Memorandum from the Public Treasury Department of the Ministry of Finance, addressed to the Secretary of the Presidency of the Republic, confirming that there is no legal or regulatory impediment to the use of either plates with the inscription 'PR', surmounted with the national coat of arms or of regular number plates on official vehicles.

Lisbon, 31 January 1959

[Documentation and Archive Services Directorate – Presidency of the Republic]

11. Américo Tomás involved in car accident

A letter from João Inácio Lobo de Oliveira addressed to the President of the Republic, Américo Tomás, discussing the accident that occurred on national route 4 between his vehicle and the head of state's car, which was behind. João Inácio Lobo de Oliveira asks Américo Tomás to arrange for the repair of his vehicle.

Portugal, 10 June 1969

[Documentation and Archive Services Directorate – Presidency of the Republic]

12. Mechanical fault in official vehicles

Report from the 2nd Cavalry Regiment Squadron of the National Republican Guard, detailing a mechanical fault in one of the presidential procession vehicles, carrying the Minister of Foreign Affairs and the Ambassador of the United States of America. After it had stopped, the vehicle was also hit by a motorcycle and the driver received various injuries.

Lisbon, 19 May 1960

[Documentation and Archive Services Directorate – Presidency of the Republic]

CAPTIONS: CARS – DISPLAY CASE 3

13. Automotive vehicles of the Presidency of the Republic in 1952

Chart of the vehicles in the service of the Presidency of the Republic, on 31 December 1952. In total, there are eight light vehicles and a truck.

Lisbon, 7 January 1953

[Documentation and Archive Services Directorate – Presidency of the Republic]

14. Purchase Authorisation for a Packard Super Eight

Purchase Authorisation request for an American Packard Super Eight vehicle. The request, addressed to the Finance Minister, Oliveira Salazar, is for 132,000 escudos (approximately €660,00), with a tender and public contract waiver. The vehicle in question was for the service of the President of the Republic, Óscar Carmona.

Lisbon, 17 October 1938

[Documentation and Archive Services Directorate – Presidency of the Republic]

15. Rolls-Royce Presentation

Letter from the company *C. Santos Limitada* introducing new Rolls-Royce models. The letter explains that the Rolls-Royce range includes not only 5-seater vehicles, but also 7-seater limousines. In early 1960, a Phantom V was purchased.

Lisbon, 1 October 1959

[Documentation and Archive Services Directorate – Presidency of the Republic]

16. Rolls-Royce Phantom III

Instruction manual for Rolls-Royce Phantom III. This car, which served the presidents of the republic for many years, was bought by the Portuguese state, via the Portuguese Embassy in London, on the occasion of Queen Elizabeth II's visit to Portugal, in February 1957.

[Museum of the Presidency of the Republic]

17. Mercedes-Benz 560 SEL Instruction Manual

Instruction Manual for the Mercedes-Benz 560 SEL, purchased in 1990 for the service of President Mário Soares

[Museum of the Presidency of the Republic]

18. Citroën CX 25 Prestige

Vehicle Logbook. Vehicle purchased at the beginning of Mário Soares' first presidential term, in 1986, the Citroën CX 25 Prestige joined a first generation model of this car, which had been in service since the beginning of Ramalho Eanes' second term.

[Museum of the Presidency of the Republic]

19. Mercedes-Benz 560 SEL

Vehicle Logbook. Purchased in 1990, this Mercedes-Benz was the first of a group of Mercedes cars which joined the Belém Palace fleet during that decade.

[Museum of the Presidency of the Republic]

20. Packard Super Eight

Vehicle Registration Document. The Packard Super Eight is the oldest of the Presidency of the Republic vehicles located to date. Having served President Óscar Carmona, it remained in use at Belém in the 1950s, during the presidencies of Craveiro Lopes and Américo Tomás. The documentation shows the vehicle's date of manufacturer as the year after its arrival in Portugal.

[Museum of the Presidency of the Republic]

21. Vanden Plas Princess

Driver's Manual. A rare car, the Vanden Plas has been owned by the Presidency of the Republic since the late 1960s. The Portuguese instruction manual, detailing various aspects relating to driving and maintaining the vehicle, was produced exclusively for the Presidency of the Republic.

[Museum of the Presidency of the Republic]

THE ESTADO NOVO

The 1933 Constitution ushered in a new period in recent Portuguese history. Presenting itself as a project to build a new society, the Estado Novo rejected parliamentarianism and liberalism. In line with the new principles, all individuals were subordinated to the overriding objectives of the Nation, composed of natural groups, of which the family was the first and most important. The abstract citizen of the First Republic disappeared, to be replaced by a harmonious group of bodies, organised according to natural interests and functions.

This corporative nationalism – which was never to be truly applied – was underpinned by a strong police State with totalitarian tendencies, in which fundamental freedoms were gradually suppressed, through specific regulations.

The new institutional framework brought with it a strengthening of the President of the Republic's powers, including the power to appoint and dismiss the head of Government. Nonetheless, in practice the political system led to the stripping of powers of both the head of State and the National Assembly, sanctioning a dictatorship led by the President of the Council, António de Oliveira Salazar.

There were three Presidents of the Republic during the Estado Novo: Óscar Carmona (1928-1951), Francisco Craveiro Lopes (1951-1958) and Américo Tomás (1958-1974). They all came from the military, helping to ensure Armed Forces' loyalty to the regime, and their role became that of representing and reproducing the prevailing ideology. And when presidential powers were taken too literally, with Craveiro Lopes, the President was prevented from standing for a second term. Following Salazar's retirement from politics, with the nomination of Marcelo Caetano as his successor, in 1968, the President of the Republic, Américo Tomás, ended up playing an important political role in maintaining the values of the Estado Novo and limiting the actions of the new President of the Council.

With expectations of a new 'Marcelista Spring' thwarted, the obsolete Portuguese regime found itself in the grip of a colonial war which threatened to be endless. And, despite the offensive launched by the opposition in the 1970s, it was maintaining the war effort and military discontent that led to the end of the regime. On 25 April, 1974, the military revolution took to the streets and overthrew the regime: it was the end of the Estado Novo.

CAPTIONS: ESTADO NOVO – DISPLAY CASE 1

1. Estado Novo propaganda poster - Salazar and Carmona

Unknown artist | Portugal, c. 1930 | Pastel on paper

Poster used for the presidential election of 1949 with the motto *Two Men One Task*, representing the two main figures of the first period of the Estado Novo: António de Oliveira Salazar and Óscar Fragoso Carmona. This electoral campaign, distinguished by the opposition candidacy of General Norton de Matos, marked the end of the regime's first major crisis, which began after the Second World War (1939-1945).

[Museum of the Presidency of the Republic]

2. Mendes Cabeçadas, President of the Ministry and Navy Minister

President of the Republic Bernardino Machado appointed José Mendes Cabeçadas Júnior as President of the Ministry and Navy Minister. He was also appointed to all other ministerial posts on an interim basis, as provided for by paragraph 1 of Article 47 of the Constitution of the Portuguese Republic.

Lisbon, 30 May 1926

[Documentation and Archives Department – Presidency of the Republic]

3. Epaulettes from the military uniform of Mendes Cabeçadas

Unknown maker | Portugal, 20th century (early) | Gold metallic thread, brass and cardboard

José Mendes Cabeçadas, Jr. (Loulé, 19 August 1883 — Lisbon, 11 June 1965) was an officer of the Portuguese Navy, a Freemason and staunch republican politician, who played a central role in the emergence of the revolutionary movements that led to the end of Monarchy, with the revolution of 5 October 1910, and also to the end of the First Republic of Portugal, with the coup on 28 May 1926. He was the 9th President of the Portuguese Republic (the first of the Portuguese Dictatorship) and President of the Ministry (Prime Minister) during the short period between 31 May and 16 June 1926. Dismissed as the Salazarist, right wing regime became established, he became a fierce opponent of Óscar Carmona and Oliveira Salazar's autocracy, participating in at least two insurrectionary plots (1946 and 1947). His final political gesture was to sign the Programme for the Democratisation of the Republic (1961).
[Maritime Museum – on loan to the Museum of the Presidency of the Republic]

4. Grand Cross of the Order of the Tower and Sword – Gomes da Costa

Frederico Costa | Portugal, c. 1920 | Gilded silver and enamel

The Military Order of the Tower and Sword, of Valour, Loyalty and Merit is awarded for exceptional and outstanding merits while performing the duties of the highest offices of the organs of power or while commanding troops in campaign; for military or civic deeds of heroism; and to reward outstanding acts of abnegation and sacrifice for Portugal or mankind. It was revived in 1808 by Prince Regent John for services to the crown.

[Braga Municipality – on loan to the Museum of the Presidency of the Republic]

5. 1926 Military Coup

Revolutionary pamphlet written by General Gomes da Costa, the figurehead of the military coup that set off from Braga to end the First Republic on 28 May 1926. After forcing Mendes Cabeçadas to resign, Gomes da Costa took over the Presidency of the Republic on 29 June 1926, bringing the most radical and militarised faction of the rebellion to the fore.

Lisbon, 1926

[Museum of the Presidency of the Republic]

6. Relationship between Oliveira Salazar and Óscar Carmona

In this letter, written by the Finance Minister to the President of the Republic, Oliveira Salazar reacts to the possibility of being dismissed by Óscar Carmona. Salazar writes that if this happens, the Cabinet Council will ask for the dismissal of the head of state.

Lisbon, 16 April 1934

[Museum of the Presidency of the Republic]

CAPTIONS: ESTADO NOVO – DISPLAY CASE 2

7. Commemorative plaque for the opening of Marechal Carmona Bridge

A. L. de Sousa – Lisbon (manufacturer) | Portugal, 1951 | Silver and wood

Gift presented to Craveiro Lopes, to mark the opening of Marechal Carmona Bridge, in Vila Franca de Xira. The bridge was named in tribute to president Óscar Fragoço Carmona, who had died a few months previously.

[Museum of the Presidency of the Republic]

8. Queen Elizabeth II's visit to Portugal

Programme of Queen Elizabeth II's visit to Portugal, the most widely covered event of the beginning of the second half of the twentieth century. Though the political and diplomatic travels of heads of state have been less prominently featured in the media over recent decades, daily life came to an almost total standstill when Queen Elizabeth II visited Portugal in February 1957, an event which stirred the curiosity and interest of hundreds of thousands of people from every level of society.

Lisbon, 18 February 1957

[Museum of the Presidency of the Republic]

9. Queen Elizabeth II's visit to Portugal

Leaflet with map of places visited by Queen Elizabeth II, during her visit to Portugal. Lisbon, Cascais, Sintra, Berlengas, Batalha and Leiria were some of the places chosen to receive the Queen.

Lisbon, February 1957

[Museum of the Presidency of the Republic]

10. Opening of Marechal Carmona Bridge

Speech by the President of the Republic on the occasion of the opening of Marechal Carmona Bridge, in Vila Franca de Xira. The Head of State drew attention to the importance of this project, while also praising his predecessor, who died while in office, 25 years after the beginning of his first term as president. The bridge was particularly important due to its location at the confluence of a number of motorways linking the north and south of Portugal.

Lisbon, 30 December 1951

[Museum of the Presidency of the Republic]

11. Collar of the Order of the Bath – Commander Grade (fragment)

Unknown artist | England, 1955 | Gilded silver and enamel

In 1955, during Craveiro Lopes' state visit to England, Queen Elizabeth II made him a Commander of the Order of the Bath. In return, the Portuguese president presented her with the insignias of the Grand Cross of the Riband of the Three Orders. The English Order of the Bath is a chivalric honour founded by King George I, in the eighteenth century. The name is derived from an elaborate medieval knighting ceremony which involved a bath (as a symbol of purification) as one of its elements.

[Museum of the Presidency of the Republic]

12. Miniature of a Monument to the Discoveries

Unknown artist | Portugal, 1955 | Silver and stone

Gift presented to Craveiro Lopes by Governor Manuel Marques Abrantes Amaral, on behalf of Fogo Island, during a visit to the Cape Verde archipelago, on 24 May 1955.

[Museum of the Presidency of the Republic]

13. Identity Card of Francisco Higinio Craveiro Lopes

Identity Card of Ministry of War officer on active duty, Air Force Brigadier Francisco Higinio Craveiro Lopes. Following the death of Óscar Carmona, Craveiro Lopes was elected President of the Republic on 9 August 1951.

Lisbon, 17 April 1948

[Museum of the Presidency of the Republic]

14. Visit by Francisco Craveiro Lopes to Brazil

Letter sent by the Brazilian Embassy in Lisbon to the President of the Republic Craveiro Lopes detailing the organisation and programme of the Head of State's visit to Brazil. During the visit, which took place in June, Craveiro Lopes was able to visit the city of Brasília, then under construction, with his Brazilian counterpart, Juscelino Kubitschek. The city was inaugurated in 1960.

Lisbon, 18 March 1957

[Museum of the Presidency of the Republic]

CAPTIONS: ESTADO NOVO – DISPLAY CASE 3

15. Election of Américo Tomás

Propaganda leaflets for the 1958 presidential elections. Américo Tomás was the last President of the Republic during the Estado Novo era. Elected in the troubled elections of 1958 – notable for the opposition candidacy of Humberto Delgado –, and successively reelected, he was deposed by the revolution of 25 April 1974.

Portugal, 23 May 1958

[Museum of the Presidency of the Republic]

16. Coffe with commemorative plaque of the *Pátria* Liner – Colonial Navigation Company

Unknown artist | Portugal, c. 1960 (plaque); 19th century (coffe)

A gift presented to Américo Tomás by the Colonial Navigation Company, to commemorate the construction of the 'FIRST PASSENGER SHIP BUILT IN ACCORDANCE WITH THE CURRENT PORTUGUESE MERCHANT NAVY RENOVATION PROGRAMME – DISPLACEMENT 19,000 TONNES – SPEED 18 KNOTS'

[Navy Museum – on loan to the Museum of the Presidency of the Republic]

17. Grand Collar of the Order of Prince Henry belonging to Américo Tomás

Frederico Costa | Portugal, c. 1960

The Order of Prince Henry was created in 1960, to mark the fifth centenary of the death of Prince Henry, the Navigator, son of King John I and Queen Philippa of Lancaster. Prince Henry belonged to the Illustrious Generation and was a driving force behind the great Portuguese project represented by the Discoveries. The Order aims 'to distinguish those who have rendered important services to Portugal nationally and abroad' and 'services which promote Portuguese culture or knowledge of Portugal, its history and values'.
[Museum of the Presidency of the Republic]

18. Américo Tomás – candidate to the Presidency of the Republic

Letter from the President of the Council, Oliveira Salazar, informing the Navy Minister that he will be the National Union candidate in the presidential elections. Américo Tomás was the last President of the Republic during the Estado Novo era.

Lisbon, April 1958

[Museum of the Presidency of the Republic]

19. Removal of Oliveira Salazar

Speech made by the President of the Republic Américo Tomás removing Oliveira Salazar from the Presidency of the Council, after confirming his physical incapacity. Reluctantly, the Head of State appointed Marcelo Caetano to the post.

Lisbon, 26 September 1969

[Museum of the Presidency of the Republic]

20. Presidency of Américo Tomás

This handwritten chronology by Américo Tomás provides a summary of the key events from the beginning of his presidency until his removal and subsequent exile, on 26 April 1974.

Portugal, 1974

[Museum of the Presidency of the Republic]

21. 25 April 1974

Personal diary of President of the Republic Américo Tomás. Covering the second quarter of 1974, it contains Américo Tomás's first person account of the 1974 April revolution.

Lisbon, April 1974

[Museum of the Presidency of the Republic]

C

THE DEMOCRATISATION OF THE PRESIDENTIAL VEHICLES

The new democratic regime brought profound changes to the Presidency of the Republic's car fleet. The marshals António Spínola and Francisco Costa Gomes had the use of two Mercedes, bought in 1973. But it was above all military vehicles that were used by both presidents, as well as by General Ramalho Eanes. They were less showy, faster and safer cars, the majority of which had been acquired during the period they carried out functions within the General Staff of the Armed Forces. Four vehicles remained from the Estado Novo, nonetheless, reserved for ceremonial occasions: the Rolls-Royce Phantom III and V, the Mercedes 600 Pullman and the Vanden Plas Princess already referred to.

In a sign of the times, during President Ramalho Eanes' second term, a Citroën CX 2400 Prestige was purchased, identical to the car used by the President of the French Republic. From that moment on, the dominant and distinctive feature of the different automobile models purchased for the use of the President of the Republic was to be technology.

Two of the most notable visits to Portugal during this period were Pope John Paul II's 1982 visit, the last occasion on which the Rolls-Royce Phantom III was used in the service of the Presidency of the Republic, and the visit of Queen Elizabeth II of England, in 1985, during which the Rolls-Royce Phantom V was used.

As a rule, the President of the Republic is assigned two vehicles. When a president serves two terms, the same cars are used until the end of the period in office.

In 1986, the election of Mário Soares as head of state marked the return of a civilian to the post, following 60 years of military presidents. This was a period during which there was an increase in the tendency, already notable from the 1970s, towards a greater sobriety with respect to the vehicles that were placed at the service of the President of the Republic.

In symbolic and functional terms, the role of the automobile associated with the presidential institution has naturally changed over time. From a revolutionary mode of transport at the beginning of the twentieth century, the car became, during the Estado Novo period, a way of differentiating and dignifying the figure of the President of the Republic. The technological development achieved at the end of the twentieth century, like the gradual change in the President of the Republic's role, prioritised comfort, safety, speed, economy and sobriety, as exemplified by the modern saloon cars produced by major car companies.

VEHICLES

LH-75-33 | Mercedes-Benz 280 SEL

Created by the French designer Paul Bracq, who took charge of the Daimler-Benz design studio between 1958 and 1968 – having already worked for Citroën and on the design of the Pegaso Z-102 sports car –, the Mercedes S-Class series with the code W108 / W109, like this 280 SEL, was made between 1965 and 1972. In total, 383,361 units were produced at the company's Stuttgart factory, the last of the hand-built Mercedes S-Class series.

More spacious than its predecessor and with front and rear disc brakes, this model was presented at the Frankfurt Motor Show and was a great success, a success that was confirmed by the number of units produced and its superior reliability.

A rear wheel drive car, equipped with a 4-speed manual gearbox, the 280 SEL has a 2778 cc, 140 hp, 6 cylinder in-line engine with a mechanical injection system developed by Bosch, allowing it to reach 100 km/h in just 10.5 seconds, and giving it a top speed of 193km/h. Its average fuel consumption is 11 litres per

Specifications

Make - **Mercedes-Benz** | Model - **280 SEL** | Country of Origin – **Germany** | Year of Manufacture – **1970** | Chassis no. - **108019-10-058721** | Engine no. - **130980-10 019427** | Cylinders - **6 in-line** | Capacity - **2778 cc** | Maximum Speed - **190 km/h** | Transmission - **4-speed + rev** | Tyres - **735 x 14** | Seating capacity - **Five** | Weight - **1575 kg** | Body type - **Saloon**

100km.

DQ-45-12 | Citroën CX25

André Citroën, a French gear manufacturer, produced his first car in 1919, which he called a Type A. With factories based in Paris, Citroën is, today, one of the oldest surviving car marques.

Over the years, Citroën produced some of the most famous vehicles in automobile history, such as the 1922 5CV, aimed at women, the pre-World War Two Traction, which introduced the concept of front wheel drive, the versatile and popular 2CV, and highly prestigious top of the range vehicles with incredibly innovative technology, such as the 1950s DS which, with its hydropneumatic suspension, revolutionised concepts of motoring comfort and ease.

Following on from the DS and the later IDs, the Citroën CX Prestige is a large vehicle that the company produced, in the armoured version, specifically for top executives and politicians.

When it went on sale, in 1986, the year in which the model exhibited here was produced, the CX demonstrated that it was very different from the previous model, particularly with respect to the side protection in the doors, the new methods of regulating the suspension and the offer of six engine types and 24 body styles, some of which included an optional ABS braking system.

One of these versions, the CX25 limousine exhibited here, which was not armoured, was placed in the service of the Presidency of the Republic during the first term of President Mário Soares. Transferred to the defunct Instituto Tecnológico e Nuclear in 1998, the vehicle was returned to the Presidency of the Republic

Specifications

Make – **Citroën** | Model - **Prestige CX25** | Country of Origin - **France** | Year of Manufacture – **1986** | Chassis no. - **V7FMANH0000NH8042** | Engine no. – **04022124** | Cylinders - **4, in-line** | Capacity - **2500 cc** | Maximum Speed - **202 km/h** | Transmission - **5-speed + rev.** | Tyres - **190/65HRJ390** | Seating capacity – **Five** | Weight - **1450kg** | Body type - **Limousine**

in 2006.

UG-30-70 | Mercedes-Benz 560 SEL

Though the Mercedes line of cars dates back to 1901, the Mercedes-Benz brand was a product of a 1926 merger between two companies (Daimler and Benz), who took the name Daimler-Benz AG and, as an

emblem, the famous three-pointed star. Daimler had also been making cars since the beginning of the century.

Daimler was the brand from which Emil Jellinek, the Austro-Hungarian Consul in Nice, commissioned a car for personal use, with a nearly six-litre sport type engine. He named the car Mercedes after one of his daughters.

After 1926, until the outbreak of the Second World War, Mercedes made some of the best racing cars of the time, with the support of Hitler, for whom every victory on the track provided a new opportunity for political propaganda. Cars produced for private customers were always characterised by refinement and, after the war, grand Mercedes limousines became part of the fleets of magnates of industry, royalty and heads of state.

At the beginning of the 1990s, Mercedes-Benz launched a new range of prestigious S- Class cars, the SEs and SELs, with engines of between 3.2 and 6 litres (the latter a V12) and pioneering features such as, on some versions, five-speed automatic transmission, heated windscreen, servo-assisted doors and the first double-glazed windows.

The 560 SEL that was in the service of the Presidency of the Republic between January 1990 and October 2002 is one of these cars.

Specifications

Make - Mercedes-Benz | Model - 560 SEL | Country of Origin – Germany | Year of Manufacture – 1989 | Chassis no. - WDB 126039-526530 | Engine no. - 117968.12.081533 | Cylinders - V8 | Capacity - 5547 cc | Maximum Speed - 240 km/h | Transmission - 4-speed + rev. (automatic) | Tyres - 215/65 VR 15 | Seating capacity – Five | Weight - 2270kg | Body type - Limousine

95-18-AH | Mercedes-Benz 600 SEL

Acquired in May 1992, this car was placed in the service of the President of the Republic, Mário Soares, that same month.

Originally green, the car was resprayed in the current dark grey shade. It was only recently removed from the Presidency of the Republic fleet, following repair work to the engine unit and the interior.

A total of 32,517 of the then new S-Class were produced, between April 1991 and March 1994, featuring a number of innovations with respect to the previous model. Two of the most important were the introduction of a V12 unit with four valves per cylinder and state-of-the-art electronic injection.

Though the car weighed over 2.5 tonnes, the power of the 408 hp engine meant it had a 0-100 km/h acceleration speed of just 6.3 seconds.

Safety and comfort were also greatly increased, through totally new features such as the passenger airbag and the 'multicontour' driver's seats, which could be adapted to suit different builds, and a system to memorise the driving position of three users.

Specifications

Make - Mercedes-Benz | Model - 600 SEL | Country of Origin – Germany | Year of Manufacture – 1992 | Chassis no. WDB140571AO74978 | Engine no. - WDB140571AO74978 | Cylinders - 12 | Capacity - 5987 cc | Maximum Speed - 250 km/h (electronically limited) | Transmission - 4-speed + rev. (auto) | Tyres - 235/60 R16 | Seating capacity – Five | Weight - 2720kg | Body type - Limousine

11-63-JH | Audi A8 4.2

Audi was created in 1909 and presented its first car the following year, the Type A with a 22 hp engine. The car underwent a series of improvements and, for the next four years, won one of the toughest and most contested competitions of the period: the Austrian Alpine Rally.

In 1928, Audi was bought by the owner of DKW and four years later the two makes combined with Wanderer and Horch to create Auto Union.

At the end of the Second World War, the factories were demolished, and Auto Union set up in Ingolstadt, in West Germany.

When Volkswagen became a major shareholder in Auto Union in 1965, Audi reestablished its own production and identity. The first entirely new projects were the A80 and the A100, presented in 1968, the beginning of a generation of mid/high-range models. The brand made a major advance, aimed at optimising Audi performance and improving active safety, with the launch of the new Audi Quattro in 1980, which featured permanent four wheel drive.

The Quattro was the earliest predecessor of the Audi A8 which, in December 1997, was bought for the service of the Presidency of the Republic.

Specifications

Make - Audi A8 | Model - 4.2 Quattro Long | Country of Origin – Germany | Year of Manufacture – 1997 | Chassis no. - WAUZZZ4DZWN004353 | Cylinders - 8, V | Capacity - 4172 cc | Maximum Speed - 250 km/h (electronically limited) | Transmission - 5-speed + rev. (permanent 4WD) | Tyres - 205 / 60R16 | Seating capacity – Five | Weight - 1818kg | Body type -Limousine

34-14-OX | Mercedes-Benz S600

The Presidency of the Republic's Mercedes Benz S600 is one of the last examples of a series that was produced between September 1997 and January 2000, the month it joined the Belém Palace fleet in the service of President Jorge Sampaio.

When it was launched, the car was presented as a top of the range model in which great attention had been paid to interior refinement and safety. At the same time, the impressive 6-litre, 394 hp, supercharged V12 engine offered advanced levels of technology in the areas of mechanical and electronic design.

Particularly notable among the 30 or so innovations offered by the car in relation to the previous model were a new pneumatic suspension, contactless ignition, an adaptive headlight system and, complementing the front and side airbags, an inflatable curtain for protecting passengers' heads.

Compared with the 1997 model, the most significant difference exhibited by the Presidency of the Republic's S600 is in the engine which, though still supercharged, is a less powerful unit, delivering 367 hp.

Specifications

Make - Mercedes-Benz | Model - S600 | Country of Origin – Germany | Year of Manufacture – 2000 | Chassis no.- WDB2201781A100680 | Engine no. - | Cylinders - V12 | Capacity - 5786 cc | Maximum Speed - 250 km/h (electronically limited) | Transmission - 4-speed + rev. (auto) | Tyres - 225/55/75 R17 | Seating capacity – Five | Weight - 2460kg | Body type - Limousine

DEMOCRACY

On 25 April 1974, the Armed Forces Movement overthrew the Estado Novo regime which had reigned in Portugal for more than four decades. On this day, the military enjoyed effusive support from the people who, following the revolution, filled the streets with slogans and red carnations. It was a time of hope, but also of uncertainty.

Until 1976, Portugal underwent a period of great unrest, marked by tensions between the different political projects and by the disintegration of the centres of power. The Junta of National Salvation (JSN) had the task of overseeing political power, until a provisional government was formed, in May 1974. The presidency of the JSN was led by General António de Spínola, the former governor and commander-in-chief of the Armed Forces in Guinea, who took on the functions of President of the Republic. Increasingly isolated in his concept of the State, Spínola tendered his resignation in September 1974. It was his successor, Francisco da Costa Gomes, who oversaw the holding of elections for the Constituent Assembly, on 25 April 1975, and who also had the task of promulgating the new Constitution of the Portuguese Republic, in April 1976.

Universal suffrage and representative democracy were among the major principles introduced by the 1976 Constitution, which gave constitutional recognition to the Universal Declaration of the Rights of Man. The new fundamental law instituted the semi-presidential regime, thus overcoming the failure of parliamentarianism of the First Republic and the Estado Novo's descent into dictatorship.

And if one of the specific features of the Portuguese process was the withdrawal of the military from the political scene, from where they gradually retreated to their barracks, the election of a member of the military to the Presidency of the Republic, in the first free elections for the post, was a good reflection of the military nature of the Portuguese transition to democracy. General António Ramalho Eanes was elected President of the Republic in June 1976, serving two terms, until 1986. During this period, the democratic regime was consolidated, a process strengthened when Portugal joined the European Economic Community, in 1985.

In 1986, sixty years after the last civilian (Bernardino Machado) had occupied Belém Palace, Mário Soares was elected President of the Republic, remaining in office for two successive terms, a trend repeated by the presidents who followed: Jorge Sampaio (1996-2006) and Aníbal Cavaco Silva, reelected to a second term in January 2011. All of them helped emphasise the role of the President of the Republic as the guarantor of the unity of the state, holding an important set of formal powers and symbolic attributes for the moderation of Portuguese society.

CAPTIONS: DEMOCRACY – DISPLAY CASE 1

1. António Spínola's marshal's baton

Unknown artist | Portugal, c.1980 | Gilded silver and velvet

António Sebastião Ribeiro de Spínola was born in Estremoz in 1910. He began his training at the Colégio Militar and finished his studies at the Escola Politécnica de Lisboa. In 1930 he took up a place at the Academia Militar, on the Cavalry course. On completing the course in 1933, he was posted to the Cavalry Regiment, where he remained for six years. He held a number of key posts during his military career, notably as Commander-in-Chief of the Armed Forces in Guinea (1968-1972) and Vice Chief of Staff of the Armed Forces (1974). He was promoted to marshal in 1981.

[Private collection – on loan to the Museum of the Presidency of the Republic]

2. Resignation of António de Spínola

When António de Spínola proposed dissolving the Junta of National Salvation, in a last attempt to concentrate power, the Coordinating Commission of the Armed Forces Movement (MFA), was unyielding and presented him with tough demands. In front of television cameras, unwilling to remain a merely ornamental President of the Republic, António de Spínola announced his resignation to the nation.

Lisbon, 30 September 1974

[Museum of the Presidency of the Republic]

3. Miniature of a tank

Unknown artist | Cuba, c. 1970 | Gilded silver, wood and acrylic

A gift presented to President Francisco Costa Gomes by the Cuban Military Delegation at an audience at Belém Palace, during a visit to Portugal in July 1975. The establishment of diplomatic relations with Communist bloc countries, both within Europe and in other parts of the world, was one of the most significant changes to Portuguese foreign policy, following the establishment of democracy.

[Museum of the Presidency of the Republic]

4. Armed Forces Movement

Front cover of the *Diário Popular* newspaper, covering the revolution of 25 April 1974. The newspaper's headline refers to the Armed Forces Movement's declaration that government had been transferred to a Junta of National Salvation.

Lisbon, 25 April 1974

[Museum of the Presidency of the Republic]

5. Junta of National Salvation (J.S.N.)

Special edition of *Século Ilustrado*. On 25 April 1974, António de Spínola became president of the Junta of National Salvation, a post vested with the powers of head of state. He became President of the Republic on 15 May. Next to him is another member of the J.S.N., General Costa Gomes.

Lisbon, 27 April 1974

[Museum of the Presidency of the Republic]

6. Notes of Francisco da Costa Gomes

Notebook of Francisco da Costa Gomes, containing, among other things, his personal reflections on the Armed Forces Movement and General Spínola. Francisco da Costa Gomes took office as President of the Republic on 30 September 1975. His presidency was characterised by the need for international recognition of Portuguese democracy and by the securing of external support in economic, political and institutional areas.

Portugal, c. 1975

[Museum of the Presidency of the Republic]

7. Crocheted carnation

Maria Cláudia de Almeida | Portugal, 1975 | Red and green cotton yarn

Carnation made by 82-year-old Maria Cláudia de Almeida, and presented to Costa Gomes on 1 May 1975, for Labour Day celebrations, a year after the 25 April Revolution. The carnation became the symbol of the April 1974 Revolution. It is said that it was a Lisbon florist, Celeste Caeiro, who first handed out carnations to the soldiers, a gesture taken up by the people.

[Museum of the Presidency of the Republic]

CAPTIONS: DEMOCRACY – DISPLAY CASE 2

8. Order of Liberty

Created following the revolution of 25 April 1974, it honours a new concept of heroism, as demonstrated by the determined action of those Portuguese citizens who contributed to the beginning of the democratic period. Established in 1976, the corresponding insignia – designed by Tom (Tomás de Mello, 1906-1990) – were only defined in 1979. In this study for the neck ribbon for the Commander and the Grand Officer, the essential iconography has already been established: the Greek cross, in blue, the wings in white, the red flames and the green laurel.

Portugal, 1978

[Museum of the Presidency of the Republic]

9. Table Clock

Hour Lavigne (manufacturers) | France, c. 1970 | Gilded bronze and lapis lazuli

Valéry Giscard d'Estaing visited Portugal in July 1978. The visit reflected Portugal's growing political relationship with the countries of the European Economic Community, and contact between general Ramalho Eanes and the French president also focused on Portugal's role as mediator between Europe and Africa and on the sizeable Portuguese community in France. During this visit, the French president presented this piece to Ramalho Eanes (a clock aficionado and collector) which, as well as telling the time, shows the date, temperature, the signs of the zodiac and the seasons of the year.

10. Presidential initiative governments

Speech made by President of the Republic Ramalho Eanes during the swearing in of the Fifth Constitutional Government, led by Maria de Lurdes Pintasilgo. It was the third and last attempt to appoint a government of presidential initiative, whose main objective was to manage state affairs until midterm elections.

Lisbon, 1 August 1979

(Documentation and Archive Services Directorate – Presidency of the Republic)

11. Taj Mahal miniature

Unknown artist | India, c. 1990 | Filigree silver

Mário Soares visited India in 1992, having been invited by president Ramaswamy Venkataraman to take part in the Republic Day celebrations held on 26 January. This first visit by a Portuguese head of state to the country was described as 'a moment of reencounter and reconciliation between two free and independent Nations who have a mutual respect'. One of the many gifts that Soares received during this trip was this replica of one of India's best known monuments, the Taj Mahal, here reproduced in silver.

[Mário Soares Foundation – on loan to the Museum of the Presidency of the Republic]

12. Portugal's accession to the European Economic Community (EEC)

On 28 March 1977, Portugal formally applied for EEC membership. The aim of joining the EEC was to avoid the isolation of the country, to obtain external support in consolidating the democratic regime and also to secure economic assistance in restarting the economy and undertaking the reforms the country needed.

Portugal, March 1977

[Museum of the Presidency of the Republic]

13. Álvaro Cunhal congratulates President of the Republic Ramalho Eanes on his election

In this letter from Álvaro Cunhal, the leader of the Portuguese Communist Party congratulates Ramalho Eanes on his election as President of the Republic. Ramalho Eanes was the first head of state elected by universal suffrage, on 27 June 1976. He held office for ten years.

Lisbon, 14 July 1976

(Documentation and Archive Services Directorate – Presidency of the Republic)

CAPTIONS: DEMOCRACY – DISPLAY CASE 3

14. O Pensador [The Thinker]

Mpambukidi Nlunfidi | Angola, 2005 | Brass

Gift presented to President Aníbal Cavaco Silva by President José Eduardo dos Santos of Angola, during a state visit to Portugal on 10 and 11 March 2009. The President of the Republic of Angola was received at Belém Palace by the President of the Republic, who held a banquet in his honour at Ajuda Palace. The

official programme also included meetings with the President of the Assembly of the Republic Jaime Gama, and with the Prime Minister José Socrates.

[Museum of the Presidency of the Republic]

15. Visit to East Timor

Speech made by the President of the Republic Jorge Sampaio at the welcoming ceremony held at the Governor's Palace, during the first visit by a Portuguese head of state to East Timor, just a few months after the country's declaration of independence and ensuing wave of violence. Jorge Sampaio highlighted and paid tribute to the role of Commandant Xanana Gusmão and the Resistance, as well as making special mention of Bishops Ximenes Belo and Basílio do Nascimento for their role in the journey towards East Timor's independence, achieved on 20 May 2002.

East Timor, 12 February 2000.

[Museum of the Presidency of the Republic]

16. Jewellery box

Unknown artist | Israel, 1996 | Olive wood and mother of pearl

Gift presented to Maria José Rita by the Mayor of Bethlehem, in Israel, Elias M. Freij, during an audience at Belém Palace, on 12 March 1996, a few days after Jorge Sampaio was sworn as the 17th President of the Portuguese Republic, a post he held until 2006. It is a jewellery box in mother of pearl, also known as nacre, with a crib depicted in bas-relief. The piece is a good example of the typical crafts produced in this region, which predominantly show the nativity, or scenes from the life of Jesus.

[Museum of the Presidency of the Republic]

17. Expo' 98

Letter from the President of the Republic of Finland, Martti Ahtisaari, addressed to the President of the Republic Jorge Sampaio, inviting him to attend various Finnish cultural events during the 1998 Lisbon World Exposition, opened on 22 May by the Head of State. Expo' 98 received around 11 million visitors, and led to the redevelopment of a large area of the eastern zone of Lisbon.

Helsinki, 5 May 1998

[Documentation and Archive Services Directorate – Presidency of the Republic]

18. Medal of the Year III of the Pontificate of Pope Benedict XVI

Guido Veroi | Vatican, 2007 | Gold

Gift presented to President Aníbal Cavaco Silva, on his official visit to the Holy See, made with Maria Cavaco Silva. The couple were received by His Holiness Pope Benedict XVI (2005-2013). During the visit, President Cavaco Silva was also received by the Vatican Secretary of State, Cardinal Tarcisio Bertone, for whom the President hosted a lunch at the Portuguese Embassy.

[Museum of the Presidency of the Republic]

19. Kaibauk – Traditional crown of the East Timorese Liurai

Unknown artist | East Timor | Silver

Gift presented to Jorge Sampaio by President Kay Rala Xanana Gusmão, during the state visit to Timor, on the occasion of the Timorese independence ceremony, in 2002. The Liurais were the rulers of East Timor prior to the Portuguese administration. The region was made up of various kingdoms, divided into sucos and communities. The Liurais were heads of the suco and the highest representative of the community, and were distinguished by their use of the crown, known as a Kaibauk.

[Museum of the Presidency of the Republic]

20. Official visit by the King and Queen of Jordan to Portugal

Programme from the official visit of Their Majesties King Abdullah II and Queen Rania of Jordan to Portugal, at the invitation of the President of the Republic Aníbal Cavaco Silva and Maria Cavaco Silva. On his arrival at Belém Palace, the Jordanian monarch received military honours. The two couples spent time together prior to the meeting between the President of the Republic and the King of Jordan, following which the two heads of state issued statements to the press.

Lisbon, 16 March 2009

[Documentation and Archive Services Directorate – Presidency of the Republic]

21. 30 Years of Local Government Congress

Speech made by the President of the Republic Aníbal Cavaco Silva during the opening session of the 30 Years of Local Government Congress – 30 Years of Local Democratic Government. Cavaco Silva emphasised the underlying principles of the Portuguese Fundamental Law: the establishment of local autonomy and support for democratically legitimate local government.
12 December 2006

[Documentation and Archive Services Directorate – Presidency of the Republic]