



**A procession of Daimlers used at the time of the Coronation in 1937. The second car in line now belongs to Romsey Carriage Company.**

1937



'At His Majesty King George VI's Coronation over one thousand Daimler cars figured in one way or the another. And for the last forty years there has scarcely been a State function when Royal Daimlers have not

The Coronation of a British Monarch is a rare and grand occasion when pageantry and majestic splendour excel; well-groomed horses draw magnificent carriages and all that is best in uniform and tradition is paraded. Before his abdication, King Edward VIII had fixed the 12th May, 1937 as the date for his coronation but, in the event, on the due day, it was his brother who arrived at Westminster Abbey to be crowned King George VI. On the day (as the following pages show) there was a procession of over 100 Daimler cars carrying foreign envoys to the Abbey, and, it was estimated that, in all, over 1000 Daimlers were involved in one way or another in the event and in the days before and after. Immediately following the big day, visits were made by the new King and Queen to various parts of the capital and crowds were so vast that the Police had to run in front and alongside the royal Daimlers to clear the way.

At 27 Pall Mall, Stratstones had erected a stand for viewing the Coronation procession and tickets were sold for £20 each. Specially invited guests were provided with complimentary tickets and a champagne buffet lunch was served.

The new King, as Duke of York, had owned three Lanchesters which he personally drove and was very fond of. It was in these cars (with fluid transmission) that our present Queen and her sister Margaret Rose, as young princesses, frequently travelled. It was therefore natural for George VI to follow in his father's footsteps in using Daimler cars for state and personal travel

to the throne, he ordered some additions replacements to the Royal Mews fleet. In father's day, the state Daimlers were, according to convention, built with precisely five feet to interior roof height, but the new cars headroom of only 54 inches. By the 9th February, 1937 a 4½-litre Straight Eight ch (44209) was with Hooper for the fitting limousine body 8840. Stratstone delivered new vehicle on the 29th of April, it being painted in the royal colours. Externally, it was different from its predecessors, but King George VI like his brother the previous year, ordered

