TODAY’S SMART CAR IS THE
VANDEN PLAS PRINCESS 1300
Typical of the sophisticated grace and distinction expected in a car from Vanden Plas, the Princess 1300 has all the latest engineering features developed from the revolutionary principles originated by the British Motor Corporation.

Magnificently appointed inside, the trim is up-to-the-minute in style, and completed in superb materials designed to create an aura of unpretentious, lasting luxury. No effort has been spared to provide every comfort for the occupants.

Included in the unique front-wheel-drive powerpack is the new single carburettor B M C 1275 c.c. engine which contains four speed all-synchronmesh gearbox and final drive in its sump. Transversely mounted under the bonnet, it is no secret that this is the reason why the Princess 1300 has passenger accommodation equivalent to much larger cars—confined within dimensions of much more compact proportions.

At extra cost, there’s the exciting option of automatic transmission. This gives a remarkable combination of fully manual plus fully automatic control over all four gears. Just press the accelerator pedal and drive—there’s no clutch pedal to worry about. Change into overriding manual control at any time.

In keeping with its clean stylish lines is a hard wearing high gloss finish in a dignified range of colours. Being completely immersed in a rust-inhibiting compound before receiving its final colour, the body is sealed—inside and out—from the rigours of the worst motoring conditions.

Well known for its whisper-quiet performance on the road, the Princess has many safety factors built-in for the protection of its passengers, not the least of which is the extremely efficient braking system essential for matching the power of the Princess 1300. Single calliper, disc brakes on the front wheels add a keen edge to the decisive response to the brake pedal. Front-wheel drive and Hydrostatic suspension hold the car rock-steady on the road... through the sharpest corners... with the graceful sophistication befitting a car of this class.

Similar in most respects to the Princess 1300, the Princess 1100 Mk. II Saloon is powered by a 1098 c.c. engine and suitably matched gears to provide a smooth satisfying performance.
LUXURIOUS APPOINTMENTS

INTERIOR ELEGANCE

Limousine-type comfort in seats restfully upholstered and trimmed in a combination of Ambla and best quality English hide! A fold-away armrest is provided in the front left-hand passenger seat and in the centre of the rear seat, while in the back of each front seat is a polished walnut picnic table and snug pocket for personal items. Also provided for the benefit of rear passengers is a centrally placed ashtray.

All the switches for ancillary equipment are contained in one panel at the side of the instruments, which are grouped immediately in front of the driver and recessed to eliminate unpleasant windscreen reflections at night. The adjustable fresh air inlet nozzle each side of the fascia works independently of the heater, and in the centre is a clock and pull-out ashtray. A radio can be fitted at extra cost if desired. Beneath the parcel shelf are the heater controls, and cigar lighter—out of the way, but nevertheless conveniently placed.

The enclosed glove-box on the passenger's side of the fascia is lockable and the lid, when lowered, forms a picnic table with non-slip chromium recesses for drinking glasses. The catch is tucked well up under the padded crash-roll for extra safety.
Available at extra cost for fresh air enthusiasts is a flush fitting sliding roof panel. When fitted the handle of the sliding roof neatly retracts into a specially provided recess.

Sun visors are provided for the use of front seat occupants, a vanity mirror being attached to the reverse side of the passenger’s visor. West of England cloth bonded to a glass-fibre headliner excels as a finisher and insulates from road noise.

Each front seat is adjustable for leg-reach and the reclining squabs can be angled to suit personal choice. Being spring balanced this adjustment can be effected quite easily.

The finger-tip operated switch on the steering column controls headlamp flasher and high/low beam, horn and direction indicators. This applies to right-hand or left-hand drive cars.
FRONT WHEEL PULL...

PRINCESS PERFECTION

Tail rises in response to upward motion of front wheels, eliminating pitch.

Nose rises in response to upward motion of rear wheels—no pitch!

Suspension stiffens in response to upward motion of front and rear wheels.

Pause awhile to consider the advantages of the Princess 1300— and 1100 Mk. II.

Maintenance?

Lift the bonnet and there beneath are most of the major mechanical components needing routine attention. Distributor ... carburettor ... battery ... hydraulic cylinders ... and a single oil filter to serve engine, gearbox and final drive! Now consider the exterior.

Powerful headlamps—enough to reach out a good-to-drive-in brilliant stretch of light in normal conditions, but... comforting thought ... when the going is not so good there’s a secondary pair of fog lamps to lead you safely through. Flashing direction indicators—no trouble here, there’s a clear warning ahead and to the rear, of an intended turn, and just to make sure there’s a repeater on the side of each front wing! To be certain of the way back—switch on the reversing lamp, tucked out of harm’s way beneath the rear bumper!

Look now at the stylish but toughly made bumpers... overriders too—good protection for the body panels. Talking of style ... standard equipment are the smart looking set of finishers on the road wheels.

Luggage?

There’s plenty of room in the rear of the Princess. The compartment is wide enough to accept a full set of golf clubs and deep enough for several suitcases as well. The floor is carpet-covered, and lifts to reveal the spare wheel beneath. Inside the car, ingenious planning has also provided generous space for supplementary luggage. In addition to the seat pockets, full-width parcel shelves are fitted beneath the fascia and behind the rear seat squab, while there is further space under the width of the rear seat. Being lockable, your car can be safely left unattended.

Wherever you look—inside or out—at the latest Princess there’s feature-packed excitement. Infinite attention to detail and superb Vanden Plas craftsmanship turns another page of motoring history.

Wet or dry, snow or ice ... it’s all the same to the Princess. Front-wheel drive has the power to pull the car through safely, however quickly prevailing conditions may change.

Known the world over for its wonderfully stable ride, Hydrostatic suspension is the most exciting development of this decade. Because of its sealed-in simplicity of operation, the system is maintenance-free for the normal working life of the car, and entirely eliminates conventional road springs and shock absorbers.
ROOM FOR LUGGAGE
SPECIFICATION


ENGINE: (1100 Mk II): Four-cylinder 1.1 with push-roof operation. Bore: 68.80 mm. (2.70 in.) Stroke: 73.72 mm. (2.90 in.) Cubic capacity: 1098 cu. in. (17.7 cu. ft.) Maximum torque: 74 lb. ft. at 5200 rpm. Maximum speed: 61 mph. 100 mph: 51.5 mph.


Transmission System: Sump, frame, oil bath for gears and final drive. External full-flow oil filter with centrifugal and vacuum control.

Ignition System: Battery and coil. Automatic advance and retard with centrifugal and vacuum control.

Cooling System: Water-cooled, pressurized system with separate expansion chamber. Circulation thermostatically controlled: no radiator fan and pump and fan. Cooling capacity 61 litres (3.8 litres), including heater.

STEERING: Rack and pinion, with direct linkage to steering arms on semi-elliptic springs. Steering wheel 16 in. (41.2 cm) diameter, 3 turns to lock. Turning circle 34 ft. (10.36 m).

Suspension: Front: Independent suspension by Hydrostatic distributors with fluid interconnection from front to rear. Rear: Independent with trailing arms. Incorporating Hydrostatic distributors and roll-over bar.

Brakes: Lockheed hydraulic brakes. Pedal: 8 in. (20.3 cm) diameter, self-adjusting single-cylinder drum brake from: 8 in. (20.3 cm) diameter drum brakes at rear with leading and trailing shoes. Simple shoe adjustment on rear brakes which simultaneously adjusts both shoes. Central hand brake operates brake to adjust rear brake. Rear drum brake to accurately apply and balance braking effort between front and rear wheels for both wet and dry road conditions.

Wheels and Tyres: Dunlop 195 x 12 tubes less than 20, square with four stud fixing. Spare wheel housed in luggage compartment. Wheel trim.

Electrical: High-tension dynamo with compensated voltage control; 40 amp hour battery; dual sparking plug; high-tension ignition; high-tension headlamps, twin fog lamps; reversing lamp; side lamps; twin spotlights; rear reflectors; number plate lamp on rear bumper; flashing direction indicators; repeater flashers on sides of front wings; single lever for controlling centre lights; horn; rear view mirror; blind spot mirror; courtesy lights on front doors (lamp on front door if optional sliding roof is fitted), interior light on rear quarter lights with courtesy switches on rear doors; warning lamps to show dynamic not charging, dirty oil filter, fuel supply and headlight main beam position; twin windscreen wipers; twin wiper motors; cigar lighter; Lucas ashtray lamp.

Instruments and Controls: Speedometer with trip and trip mileage recorder; fuel gauge, temperature gauge, oil pressure gauge and ammeter; electric clock; switches for ignition/starter, headlight, side lamp, fog lamp, reversing lamp (automatically operated off ignition), panic lamp and windscreen wiper; mixture control, heater/demister and windscreen washer control.

Coachwork: Four-door saloon of monocoque construction, rubber mounted to front and rear subframe assemblies to give freedom from road-excitement noise and vibration. Full-width bumpers with overriders front and rear. External retraction type locks on doors; children's safety catches fitted to all doors. Front and rear doors have armrests, folding centre armrest to front L.H. and rear seats. Folding seats to front seats with pockets beneath. Front seats have squabs adjustable for rake and leg reach. Seats trimmed in best quality English hides and Asola. Ash trays in front and rear compartments, one illuminated when side lights are on. Walnut veneer fascia with recessed instruments and closed glove compartment. Full-width parcel shelf below fascia and behind rear seat. Locking boot with spring-assisted lid; capacity 9 cu. ft. (272 litres). Boot floor and body floor carpeted. Ventilated windows fitted to doors. Two convertible sun visors; rear view internal mirror, Adjustable mirrors are not fitted to B.M.C. approved accessory seat harneses. Bonnet lock operated from inside car; separate safety catch, boot lock supported in open position by telescopic stay, heating and screening unit used standard (except for Export). Provision for rear view windows with fixed glass windows with curved safety glass. Opening ventilating tours to front doors, curtain safety windscreen and rear window. Locking petrol filler cap.

Optional extras: Automatic transmission; Radio-electrically operated rear window; sliding roof.

Export availability: To satisfy world market requirements the following variations from the above specifications are available for Export. High-tension dynamo; speedometer and warning lamps; high-tension ignition; horn; side lamp; fog lamp; reversing lamp; high-tension headlamps; rear view mirror; courtesy lights on front doors; high-tension clock.

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