



TODAY'S SMART CAR IS THE
VANDEN PLAS PRINCESS 1300

= 1969 =

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THE VANDEN PLAS PRINCESS 1300

AND PRINCESS 1100 Mk II SALOON

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 power-pack is the new single carburettor B M C 1275 c.c. engine which contains four speed all-synchromesh 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 com-

bination 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 Hydrolastic 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 Ambler and best quality English hide! A fold-away arm rest 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 wind-screen 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.



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.

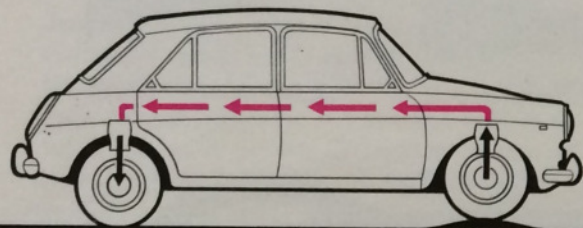


Sun visors are provided for the use of front seat occupants, a vanity mirror being attached to the reverse side of the passenger's visor. West of England cloth bonded to a glass-fibre headliner excels as a finisher and insulates from road noise.

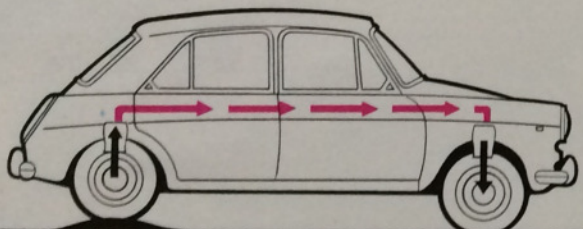


The finger-tip operated switch on the steering column controls headlamp flasher and high/low beam, horn and direction indicators. This applies to right-hand or left-hand drive cars.

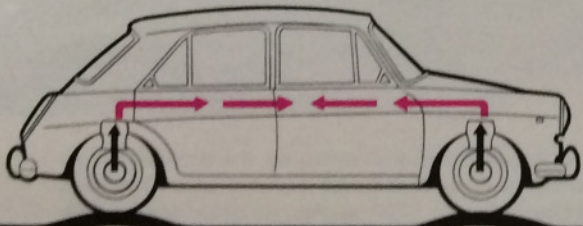
FRONT WHEEL PULL...



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, giving controlled, level, vertical movement.

PRINCESS PERFECTION



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, Hydrolastic 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.



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... carburetter... 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?

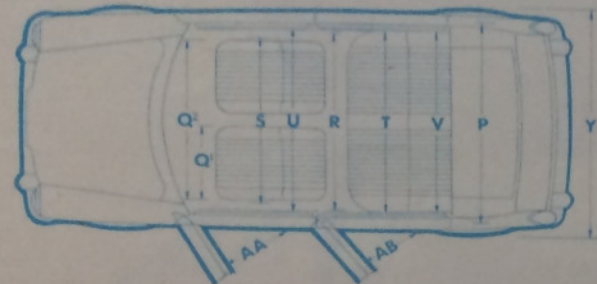
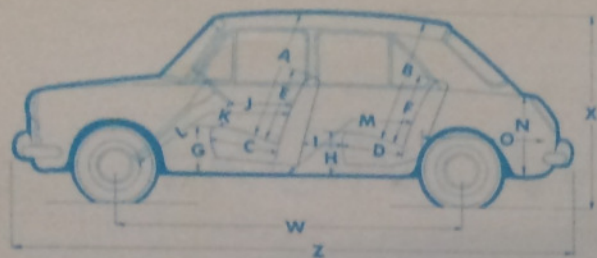
There's plenty of room in the rear of the Princess. The compartment is wide enough to accept a full set of golf clubs and deep enough for several suitcases as well. The floor is carpet-covered, and lifts to reveal the spare wheel beneath. Inside the car, ingenious planning has also provided generous 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—complete with luggage—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.

ROOM FOR LUGGAGE



SPECIFICATION



LEADING DIMENSIONS

Front seat head room	A	38 in.	96.52 cm.
Rear seat head room	B	37 in.	93.98 cm.
Front seat cushion depth	C	17½ in.	44.45 cm.
Rear seat cushion depth	D	16½ in.	42.55 cm.
Front seat squab height above cushion	E	19 in.	48.26 cm.
Rear seat squab height above cushion	F	22 in.	55.88 cm.
Front seat cushion height above floor	G	13 in.	33.02 cm.
Rear seat cushion height above floor ..	H	13 in.	33.02 cm.
Distance between seats—max. ..	I	13½ in.	34.29 cm.
Distance between seats—min. ..	I	8½ in.	21.59 cm.
Steering wheel to squab—max. ..	J	16 in.	40.64 cm.
Steering wheel to squab—min. ..	J	11 in.	27.94 cm.
Steering wheel to cushion	K	7½ in.	19.05 cm.
Front seat leg reach—max.	L	44½ in.	1.130 m.
Front seat leg reach—min.	L	40½ in.	1.029 m.
Rear seat leg reach—max.	M	47 in.	1.193 m.
Rear seat leg reach—min.	M	41 in.	1.041 m.
Luggage boot height	N	22 in.	55.88 cm.
Luggage boot depth	O	33 in.	83.82 cm.
Luggage boot width	P	47½ in.	1.206 m.
Front seat cushion width—individual	Q¹	21½ in.	54.61 cm.
Front seat cushion overall width ..	Q²	46½ in.	1.187 m.
Rear seat cushion overall width ..	R	50 in.	1.270 m.
Width between front doors—max. ..	S	49 in.	1.244 m.
Width across rear seat—max. ..	T	52 in.	1.321 m.
Shoulder width over front seat ..	U	50 in.	1.270 m.
Shoulder width over rear seat ..	V	51 in.	1.295 m.
Wheelbase	W	93½ in.	2.375 m.
Overall height	X	52½ in.	1.339 m.
Overall width	Y	60½ in.	1.534 m.
Overall length	Z	147½ in.	3.739 m.
Front door entry width	AA	28 in.	71.12 cm.
Rear door entry width	AB	26 in.	66.04 cm.
Track at front		51½ in.	1.308 m.
Track at rear		50½ in.	1.292 m.
Ground clearance		6½ in.	15.56 cm.
Dry weight (approx.)		1,904 lb.	864 kg.

ENGINE: (1300): Four-cylinders, Overhead valves with push-rod operation. Bore 70.61 mm. (2.78 in.) stroke 81.28 mm. (3.2 in.). Cubic capacity 1275 c.c. (77.9 cu. in.). B.h.p., 58 at 5250 r.p.m., maximum torque 69 lb./ft. at 3500 r.p.m. Compression ratio 8.8:1.

ENGINE: (1100 Mk. II): Four-cylinders o.h.v. with push-rod operation. Bore 64.58 mm. (2.543 in.), stroke 83.72 mm. (3.296 in.) cubic capacity 1098 c.c. (67 cu. in.). Compression ratio 8.9:1 (optional 8.1:1). B.h.p. 55 at 5,500 r.p.m. Maximum torque 61 lb./ft. at 2,750 r.p.m.

Fuel System: (1300): Single S.U. carburettor type HS4, (1100 Mk. II): Twin S.U. HS2-type semi-down draught carburettors. Paper element air cleaner with silencer. Rear-mounted S.U. electric fuel pump. Filters contained in fuel tank and fuel pump. Tank is fitted under luggage boot and has capacity of 8 gallons (36.4 litres).

Lubrication System: Sump forms oil bath for gearbox and final drive. External full-flow oil filter with renewable element.

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

Cooling System: Water-cooled, pressurised system with separate expansion chamber. Circulation thermostatically controlled, assisted by impeller pump and fan. Cooling capacity 6½ pints (3.8 litres), including heater.

TRANSMISSION: Clutch: Single dry plate, 7½ in. (18 cm.) diameter, with hydraulic operation.

Gearbox: Four-speed (all-synchromesh on 1300 models). Remote control, central floor gear change lever. Combined transmission casing and oil sump below engine crankcase. Transversely mounted power unit with mainshaft in constant mesh with differential assembly mounted on side of transmission casing. Drive transmitted by universal-jointed shafts to the front road wheels.

STEERING: Rack and pinion, with direct linkage to steering arms on swivel pins. Steering wheel 16½ in. (41.2 cm.) diameter, 3½ turns, lock to lock. Turning circle 34 ft. (10.363 m.).

SUSPENSION: Front: Independent suspension by 'Hydrolastic' displacers with fluid interconnection front to rear. Rear: Independent with trailing arms. Incorporating 'Hydrolastic' displacers and anti-roll bar.

BRAKES: Lockheed hydraulic brakes. Pendant-type pedal; 8 in. (20.3 cm.) diameter, self-adjusting single-calliper disc brakes front; 8 in. (20.3 cm.) diameter brake-drums at rear with leading and trailing shoes. Simple shoe adjustment on rear brakes which simultaneously adjusts the hand brake. Central pull-up lever operates the hand brake on rear drums. A pressure-limiting valve is introduced between the master cylinder and the rear drum brakes to more accurately apportion braking effort between front and rear wheels for both wet and dry road conditions.

WHEELS AND TYRES: Dunlop 5.50-12 tubeless tyres on ventilated, disc-type 4J x 12 in. wheels with four-stud fixing. Spare wheel housed in luggage compartment. Wheel trims fitted.

ELECTRICAL: High-output dynamo with compensated voltage control; 12 volt, 40 amp.-hour battery located in engine compartment; double-dipping, sealed-beam headlamps; twin fog lamps; reversing lamp; side lamps; twin stop/tail lamps; rear reflectors; number plate

lamp on rear bumper; flashing direction indicators; repeater flashers on sides of front wings; single lever on steering column controls horn, headlamp flasher, dipswitch and self-cancelling flashing direction indicators; instrument and parcel shelf lamps; interior roof lamp on windscreen headrail with courtesy switches on front doors (lamp is below fascia when optional sliding roof is fitted); interior lamps on rear quarter panels with courtesy switches on rear doors; warning lamps to show dynamo not charging, dirty oil filter, flashers operating, and headlamp main beam position; twin windscreen wipers; mixture control, heater/demister controls windscreen washer control.

INSTRUMENTS AND CONTROLS: Speedometer with trip and total mileage recorder; fuel gauge, temperature gauge, oil pressure gauge and ammeter; electric clock; switches for, ignition/starter, head/side lamps, foglamps, reversing lamp (automatically operated off gearbox), panel lamps and windscreen wiper; mixture control, heater/demister controls windscreen washer control.

COACHWORK: Four-door saloon of mono-construction, rubber mounted to front and rear sub-frame assemblies to give freedom from road-excited noise and vibration. Full width bumpers with overriders front and rear. External rotary ratchet type locks on doors; children's safety catches fitted to all doors. Front and rear doors have armrests; folding center armrest to front L.H. and rear seats. Folding tables fitted to rear of front seats with pockets beneath. Front seats have squabs adjustable for rake and leg reach. Seats trimmed in best quality English hide and Ambla. Ash-trays in front and rear compartments, front 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 squab. Locking boot with spring-assisted lid; capacity 9½ cu. ft. (27 m³). Boot floor and body floor carpeted. Veneered waist rails to doors. Two crushable sun visors; rear view internal mirror. Anchorage points are built in to which your distributor or dealer can fit B.M.C.-approved accessory seat belts. Bonnet lock cable operated from inside car; separate safety catch. Bonnet supported in open position by telescopic stay. Heating and screen demisting unit standard (except for Export). Provision for fitting radio. Doors have wind-down fully disappearing windows with curved safety glasses. Opening ventilating louvres to front doors. Curved safety windscreen and rear window. Locking petrol-filler cap.

OPTIONAL EXTRAS: Automatic transmission; Radio; electrically heated rear window; sliding roof.

EXPORT AVAILABILITY: To satisfy world market requirements the following variations from the above specifications are available for Export at no extra cost: Right- or left-hand steering; mph or kmph speedometer on 1100 Mk II; lighting and flasher equipment to suit various overseas requirements; thermostat for hot climates which opens at 73°C.

Optional equipment at extra cost is as follows: Automatic transmission; heater/demister unit; forced fresh air unit; radio; external driving mirror(s); electrically heated rear window; sliding roof; laminated windscreen.

The issue of this publication does not constitute an offer, and the right is reserved to alter specifications at anytime without notice. Sales are made subject to and with the benefit of the standard Conditions of Sales and Warranty given by the Distributor or Dealer by agreement with The British Motor Corporation Limited.

'HYDROLASTIC' is a registered Trade Mark



**THE BRITISH MOTOR CORPORATION
LIMITED**

Birmingham, England