

Vanden Plas Princess

LIMOUSINE

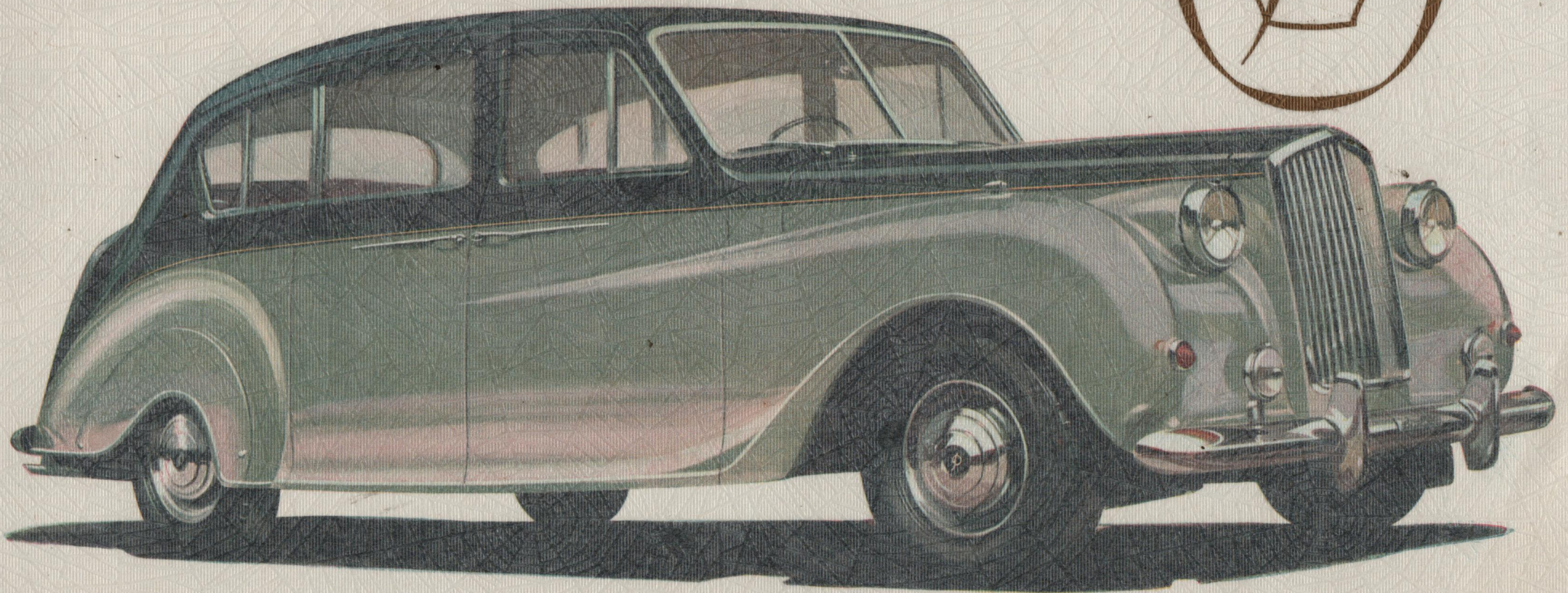
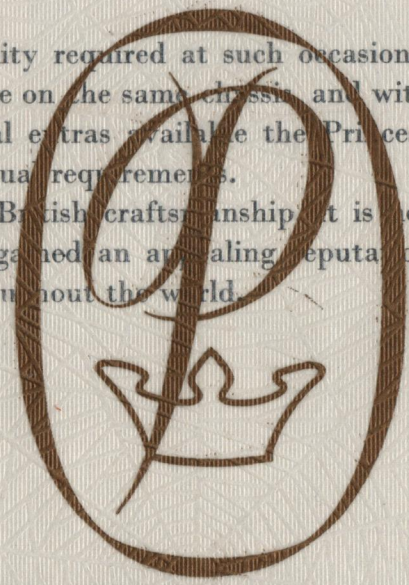
Vanden Plas Princess Limousine (or Saloon)

Specialist-built for luxurious travel, with elegant coachwork by Vanden Plas, the Princess provides the standard of motoring refinement required by the most particular people.

These magnificent cars are distinguished in appearance, suitable for everyday use, yet able to take their place on important events. Indeed, many Princess Limousines are now in governmental service both at home and overseas, regularly performing duties

of state with the grace and dignity required at such occasions. Saloon coachwork is also available on the same chassis, and with the tremendous range of optional extras available the Princess can be tailor-made to suit individual requirements.

Built in the finest traditions of British craftsmanship, it is not surprising that these cars have gained an appealing reputation among discriminating people throughout the world.



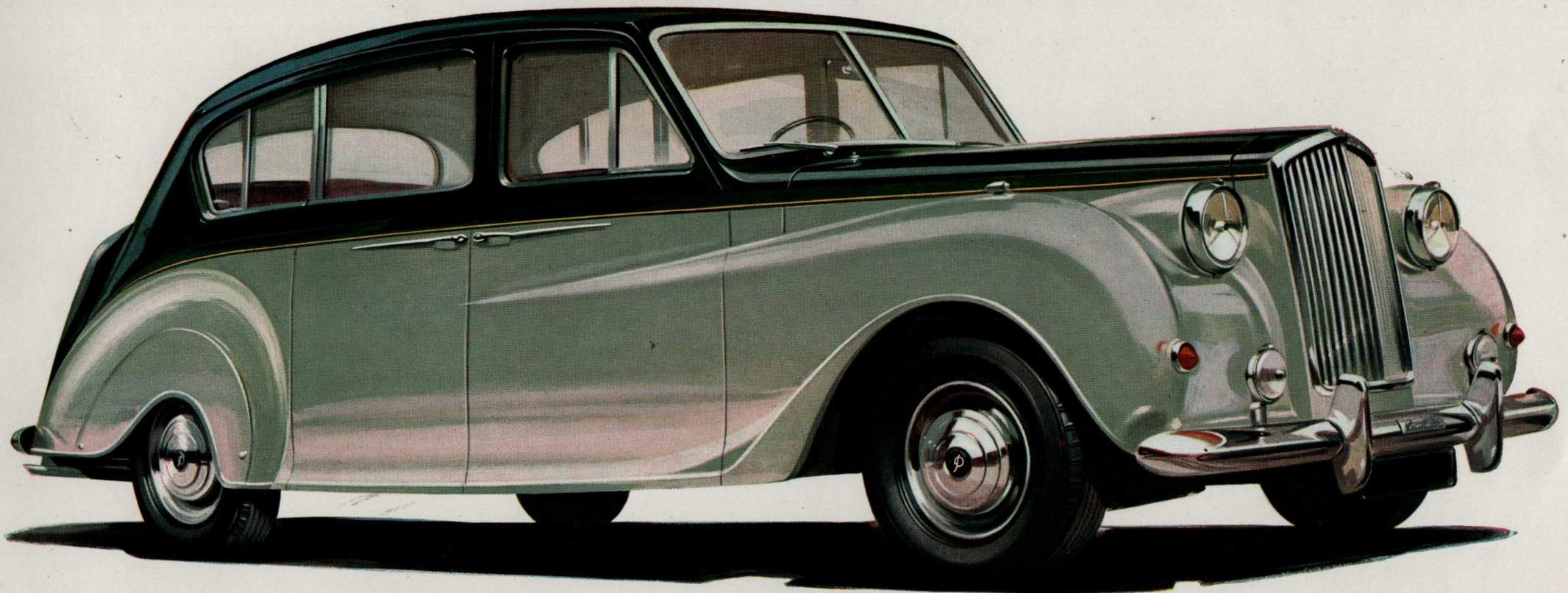
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The Princess Saloon interior

Interior Elegance

The illustration on the left shows the interior of the Princess Saloon. The front split-bench-type seats are individually adjustable for leg reach and the trim is of the same high quality as the Limousine with enclosed drive, depicted on the right.

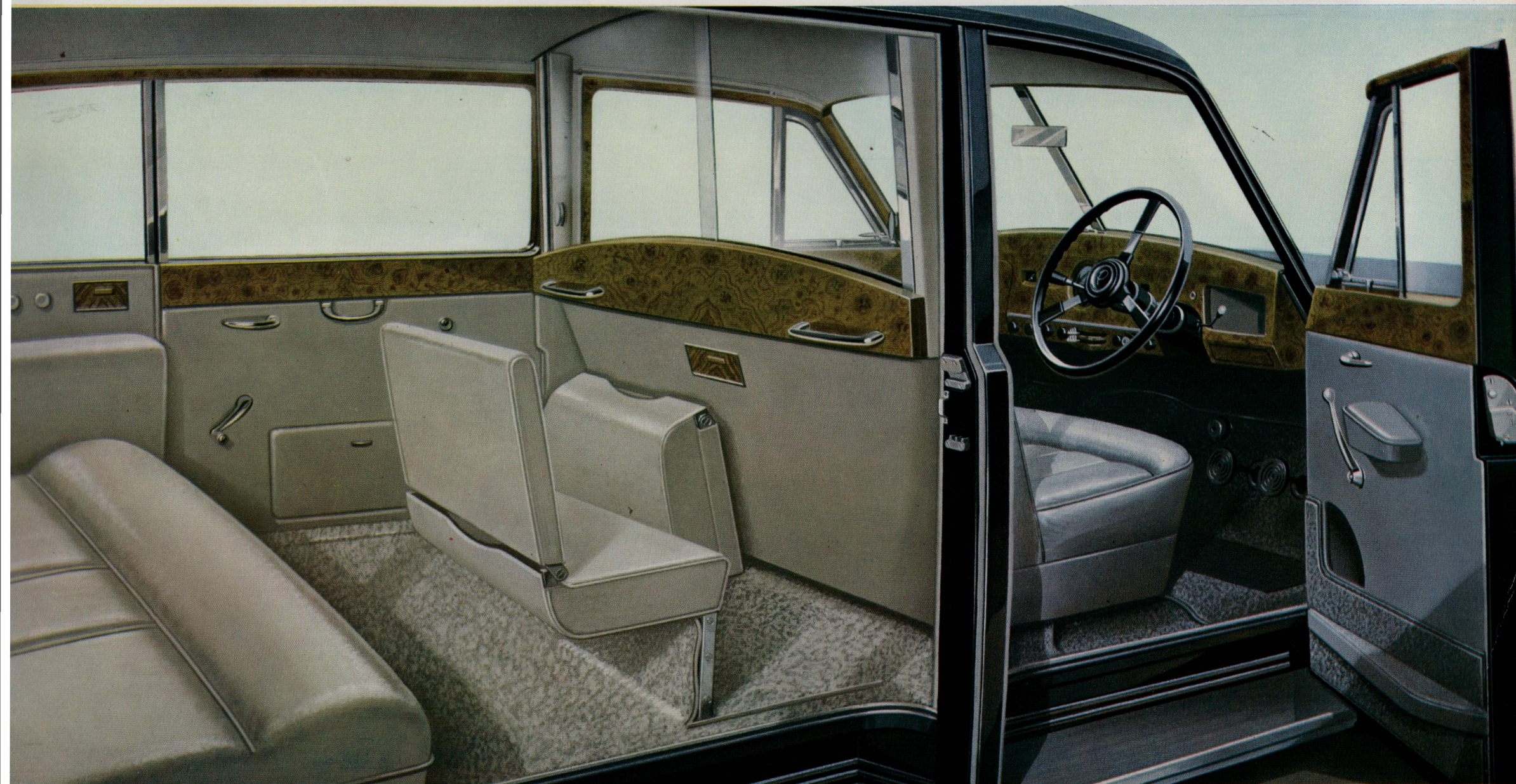
In this model the front compartment consists of a full-width seat with fixed side arm-rests on the doors and will accommodate three persons. The front doors are forward-hinged and fitted with swivelling ventilating panels, while the doors to the rear are hinged on the rear pillars to give easy access for passengers occupying the rear or occasional seats. One of the occasional seats is here seen in the folded position, behind the front seat. Heat is provided separately for the front, while the rear has a heater situated beneath the rear seat which can be controlled individually by the rear passengers. Demisting and defrosting are standard equipment and a lamp illuminates the stepboard at night. A folding foot-rest can be supplied as extra equipment to ensure perfect comfort for long-distance travel.

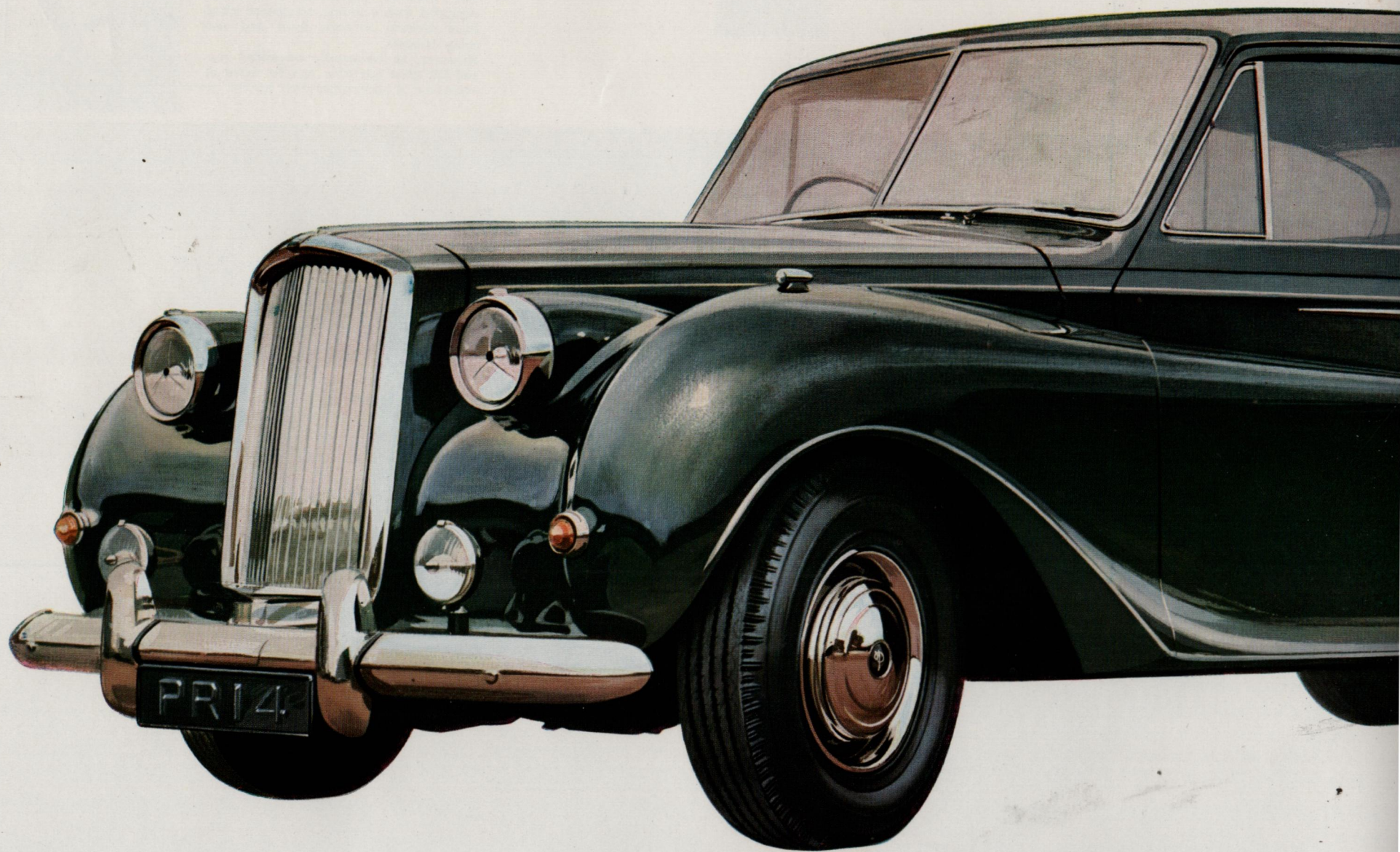
The Princess Limousine can seat as many as six people in the rear compartment. The two occasional seats, being set close together, can be occupied by three people. Three people can also be accommodated in the rear seat, which has fixed side and folding centre arm-rests. All seats are upholstered in foam rubber and can be trimmed with hide at the front and cloth at the rear, or hide throughout, or cloth throughout, at no extra charge. The interior woodwork is walnut-veneered, and the floors are covered with deep-pile carpet. Radio with control in rear arm-rest and speakers in both front and rear compartments and ventilator windows to the rear quarter-lights are among the many extras available.



The resplendent interior of the Princess Limousine

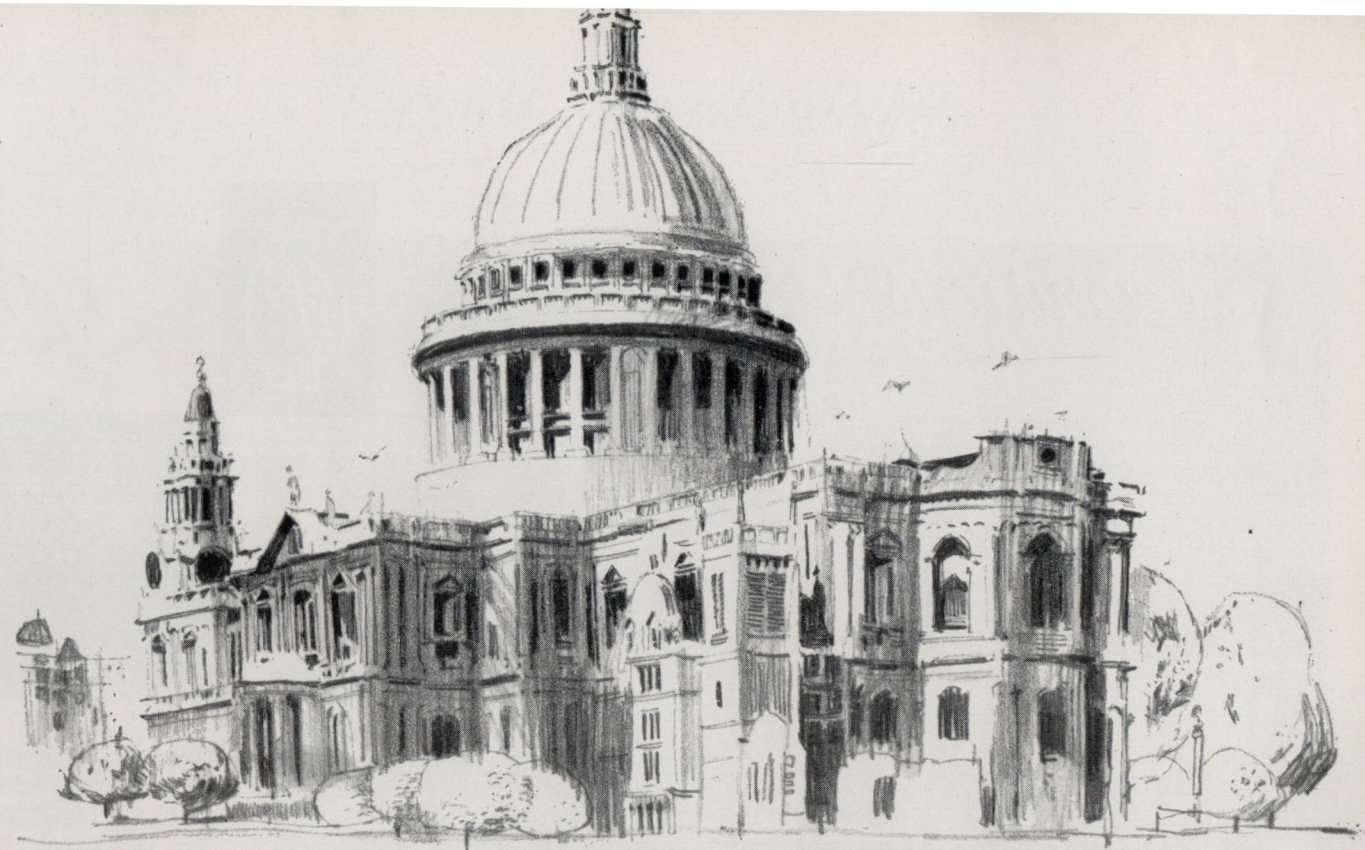
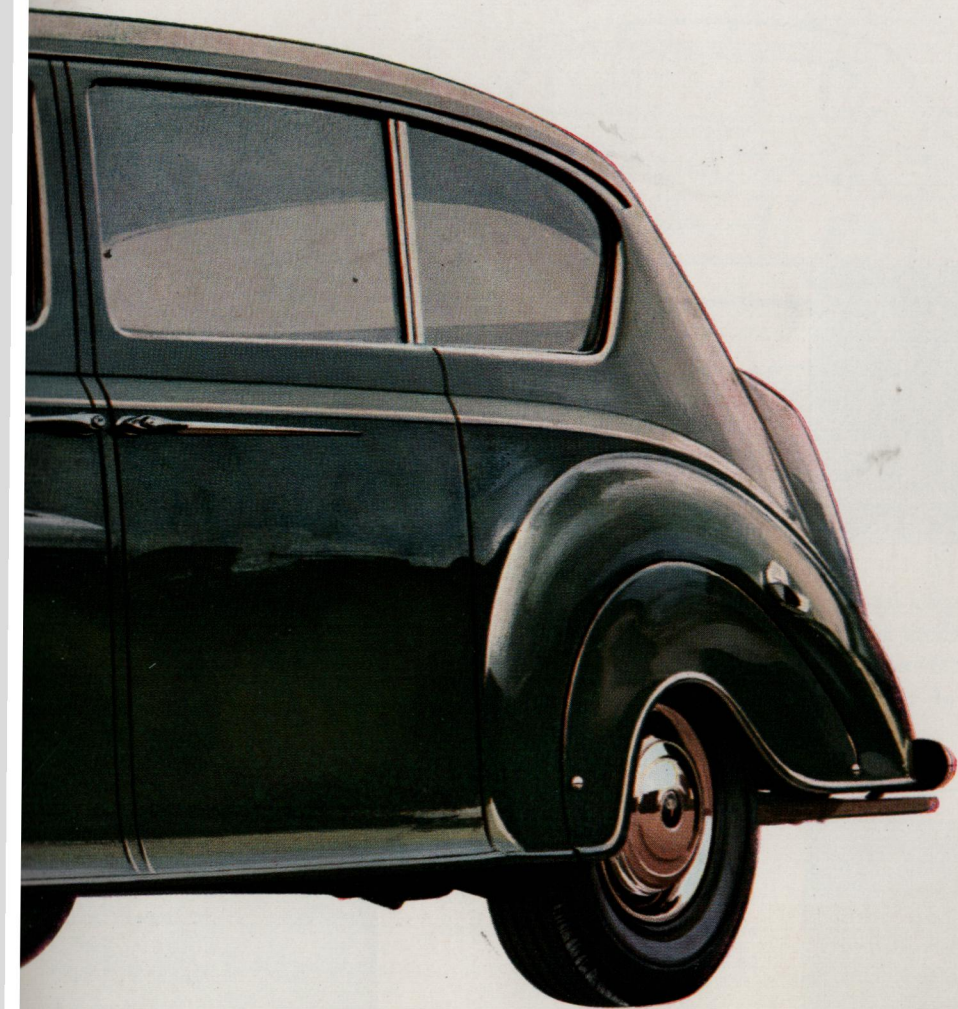
The Princess Limousine is normally equipped with a sliding, toughened plate-glass division between front and rear compartments. However, an electrically controlled rise-and-fall glass partition can be fitted at extra cost, if preferred.





Princess Limousine





This magnificent car, with its Vanden Plas coachbuilt body mounted on the well-proven Princess chassis, has a long wheelbase which greatly contributes to the extremely luxurious passenger riding comfort for which the Princess is so well known.

It can be supplied with a four-speed gearbox having synchromesh engagement on all gears except first and reverse, being controlled by a short lever on the steering-column. Fully automatic transmission can be supplied, at extra cost, if so desired.

The Princess is splendidly equipped with many of the latest motoring refinements such as separate heating for front and rear, ample interior lighting—including chauffeur's reading-lamp and luggage boot illumination—a choice of upholstery materials, and exterior colours in single or duotone combinations.

Noiseless-locking doors are fitted, with private locks on the Limousine, but the rear doors of the Saloon are locked from inside. Being extremely wide, the doors, in conjunction with the low, concealed mounting steps, provide easy entrance and exit, particularly for elderly people.

The positioning of the front seats is such that the driving seat commands remarkable driving visibility, while all the controls are light and positive in operation for easy handling and smooth, silent travel.

A large car of regal style, the Princess possesses an impressive performance, docile if needed but capable of maintaining an untiring high average speed when necessary.

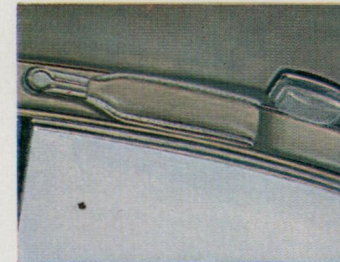
Luxurious Refinements



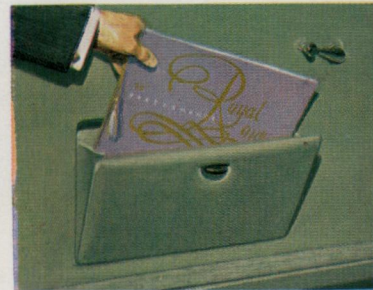
An exceptionally large luggage compartment is fitted with an interior light and control switch. The lid of the compartment can be used as a platform to carry additional luggage. The spare wheel is enclosed below with access by a sliding panel carrying the rear number-plate. Both compartments can be separately locked.



The rear doors conceal a low step for easy entrance, which is automatically illuminated at night with the opening of the door.

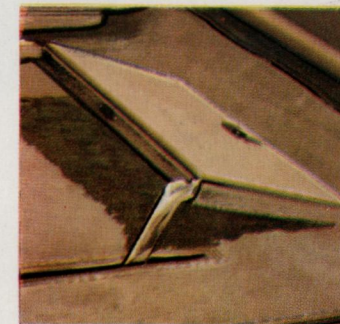


Flush-fitting ashtrays are provided in each rear quarter panel and the control knobs for the rear compartment heater and interior lamps are positioned on the left-hand side.

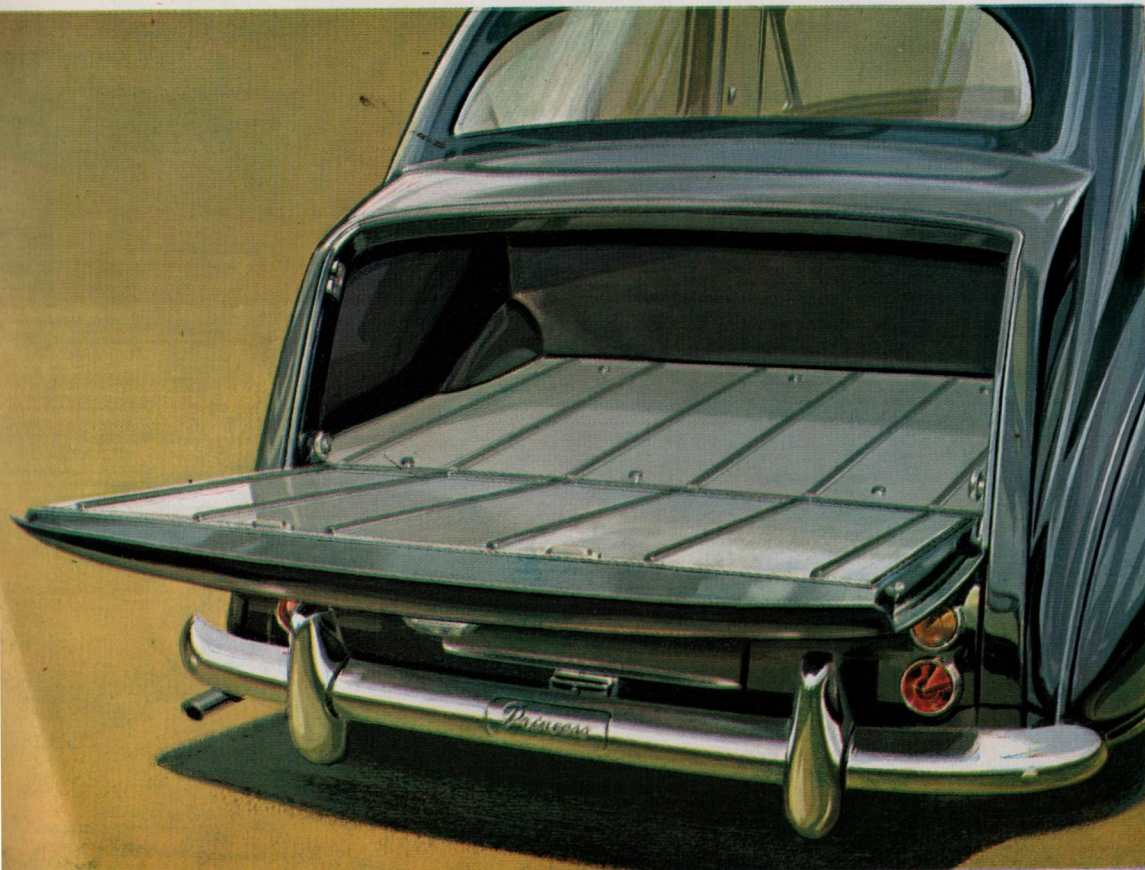


A document pocket is included in the casing of the rear door, for the benefit of passengers in the rear compartment.

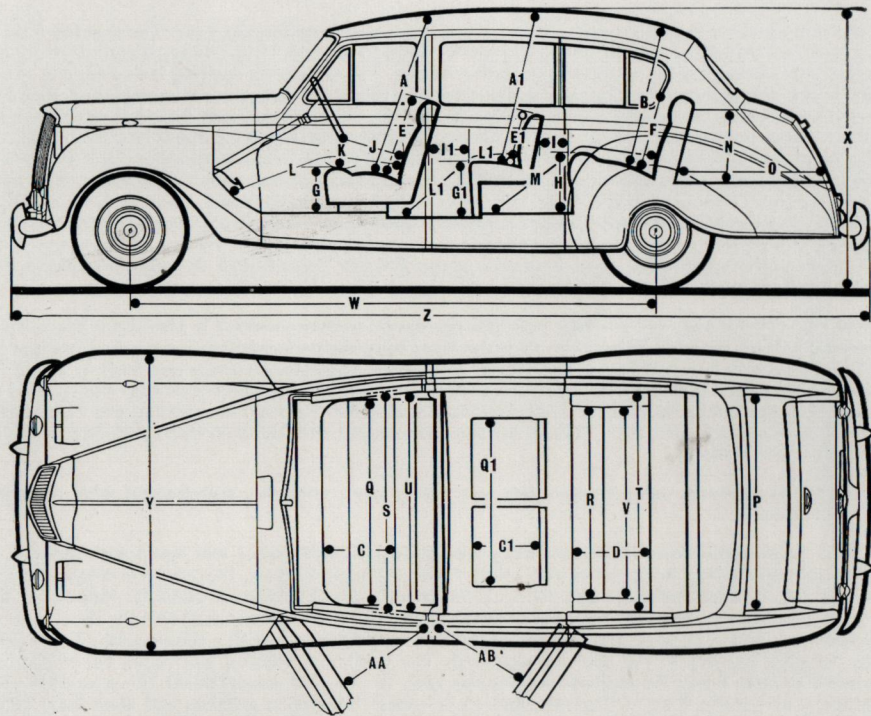
An interior lamp is positioned in the roof of each rear quarter and a hand-strap is spring-loaded to return automatically to its folded position.



Among the items of extra equipment offered is a folding foot-rest which ensures perfect comfort for the rear seat passengers when engaged in long-distance travel.



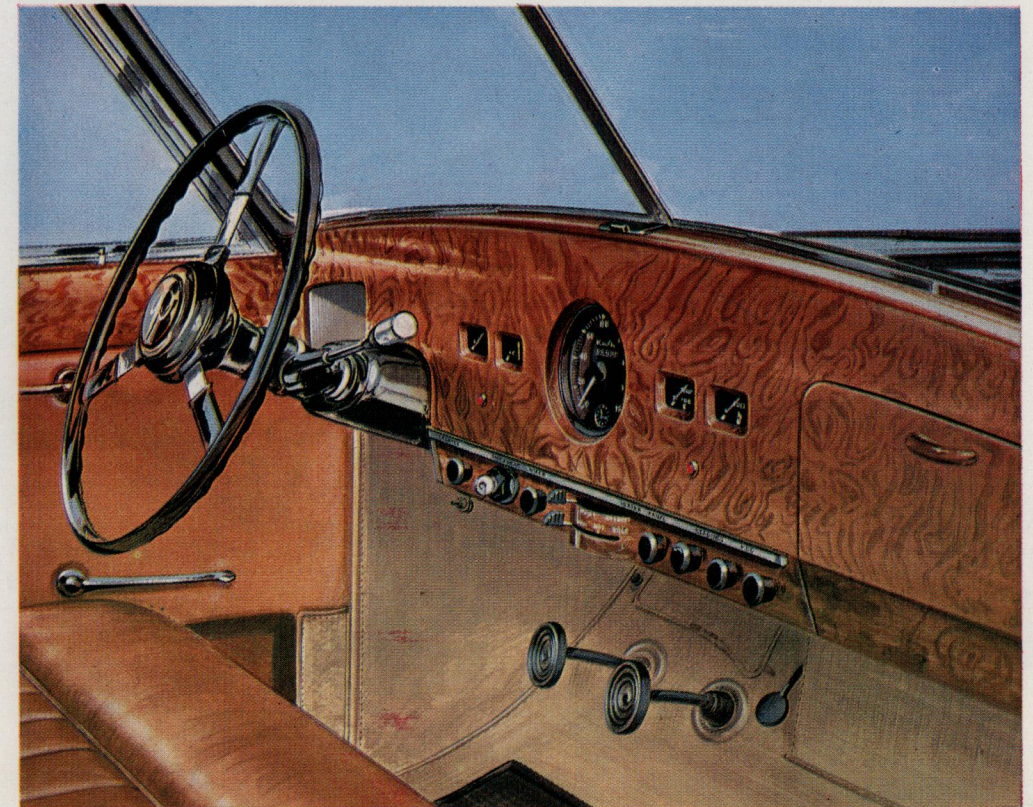
Dimensions



A	3 ft. 2 in.	0.97 m.	*M	4 ft. 0 in.	1.22 m.
A1	3 ft. 4 in.	1.02 m.	N	1 ft. 4½ in.	0.42 m.
B	3 ft. 0 in.	0.91 m.	O	2 ft. 11 in.	0.89 m.
C	1 ft. 8 in.	0.51 m.	P	4 ft. 4½ in.	1.33 m.
C1	1 ft. 2 in.	0.36 m.	Q	4 ft. 4 in.	1.32 m.
D	1 ft. 8 in.	0.51 m.	Q1	3 ft. 7 in.	1.09 m.
E	1 ft. 7½ in.	0.50 m.	R	4 ft. 1½ in.	1.26 m.
E1	1 ft. 3 in.	0.38 m.	S	4 ft. 9 in.	1.45 m.
F	1 ft. 10 in.	0.56 m.	T	4 ft. 8 in.	1.42 m.
G	1 ft. 1 in.	0.33 m.	U	4 ft. 7 in.	1.40 m.
G1	1 ft. 1½ in.	0.34 m.	V	4 ft. 1 in.	1.24 m.
H	1 ft. 2 in.	0.36 m.	W	11 ft. 0 in.	3.35 m.
*†I	9 in.	0.23 m.	X	5 ft. 10 in.	1.78 m.
I1	1 ft. 0 in.	0.30 m.	Y	6 ft. 2 in.	1.88 m.
*J	1 ft. 2½ in.	0.37 m.	Z	17 ft. 11 in.	5.46 m.
K	5 in.	0.13 m.	AA	2 ft. 3 in.	0.69 m.
*L	3 ft. 9 in.	1.14 m.	AB	2 ft. 2½ in.	0.67 m.
L1	3 ft. 4 in.	1.02 m.			
Track (front)			4 ft. 10½ in.	1.48 m.
Track (rear)			5 ft. 2½ in.	1.59 m.
Ground clearance			6½ in.	0.16 m.
Turning circle			45 ft. 6 in.	13.87 m.
Steering-wheel adjustment			1½ in.	0.04 m.
Luggage compartment capacity			15 cu. ft.	0.43 m. ³
Approximate weight			41¾ cwt.	2121 kg.

*These dimensions will vary in the case of the Saloon model, which is not fitted with occasional seats as standard, and the front seats are adjustable.
 †With occasional seat folded this dimension is 3 ft. 0 in. (0.91 m.) to the back of the front seat.

Export Availability



Being virtually hand-built, the Princess Saloon and Limousine can be equipped to suit any Export requirement. Such items as left-hand steering, km.p.h. speedometer, and lighting equipment to suit any overseas condition, can be alternatively supplied at no extra charge. The following are just a few examples from the extensive list of items which can all be fitted to special order, at extra cost. Full details and prices can be obtained on application:

- Automatic Gearbox.
- Power Steering.
- 'Selectaride' rear Shock Absorbers.
- Medium- and Long-wave Radio controlled from offside rear arm-rest, speakers front and rear.
- Short- and Medium-wave Radio controlled from offside rear arm-rest.

Specification

ENGINE: In-line, water-cooled, overhead-valve, 6 cylinders. Four-bearing counterbalanced crankshaft.

Bore	3.4375 in. (87 mm.)
Stroke	4.375 in. (111.1 mm.)
Cubic capacity	243 cu. in. (3993 c.c.)
Compression ratio	6.8 : 1
Maximum B.H.P.	120 at 4,000 r.p.m.
Maximum torque	185 lb. ft. at 2,000 r.p.m.

Fuel System: Fuel from a 16-gallon (72-litre) rear tank is fed by an S.U. electric petrol pump to a Stromberg carburettor. A large-capacity 'L'-type air cleaner is fitted. **Lubrication System:** A pressure gear pump forces oil from a fin-cooled cast-aluminium sump to all main, big-end, and camshaft bearings. Each main bearing oil feed is supplied from a circular channel cut in the bearing housing, which provides a uniform feed of oil between the bearing surfaces. Big-end bearing lubrication, controlled by a special oil feed in the crankshaft, also provides for jet lubrication of the cylinder walls, while oil from the camshaft front bearings is guided by deflectors, fitted to the camshaft gear, onto the timing chain. The valve rocker shaft is fed by oil from the camshaft rear centre bearing. Oil capacity 15½ pints (8.996 litres) plus 2¾ pints (1.56 litres) for full-flow filter. **Ignition System:** Coil, and distributor with automatic advance and retard, assisted by vacuum control. **Cooling System:** Circulation is by a large-output centrifugal pump with a thermostat to assist rapid warming from cold. A 4-blade fan draws air through a patented radiator which prevents the loss of cooling water and anti-freeze either by splash or expansion. Cooling system capacity 28 pints (15.6 litres).

CHASSIS: Transmission: Clutch—the 10 in. (0.25 m.) diameter dry single-plate clutch has a spring cushion drive and specially compensated linkage for easy pedal control. Gearbox—provides 4 forward speeds and reverse with synchromesh on second, third, and top gears. The gears are engaged by a short movement of the control lever which has a special safety stop for reverse gear, and is mounted on the inner side of the steering-column. The gearbox mainshaft is extended in a housing which allows the use of a short propeller shaft and provides additional bearings to give firmer positioning for the gears. An automatic gearbox is available at extra cost. Rear axle—the semi-floating rear axle has hypoid final drive gears to permit the propeller shaft to be underslung, thus allowing a level floor for the coachwork. Preloaded taper-roller bearings are used for the pinion and wheel hubs, and the differential casing is welded to strong axle tubes to give exceptional rigidity.

Gear Ratios:	Gearbox	Axle	Overall	Road speeds at 1,000 r.p.m.
Reverse	4.09 : 1	—	16.70 : 1	—
1st	3.38 : 1	—	13.82 : 1	6.26 m.p.h.
2nd	2.31 : 1	—	9.41 : 1	9.2 m.p.h.
3rd	1.43 : 1	—	5.81 : 1	14.8 m.p.h.
Top	1.00 : 1	4.09 : 1	4.09 : 1	21.1 m.p.h.
Oil capacities	6½ pints (3.6 litres)	3 pints (1.71 litres)	—	—

N.B.—Automatic transmission can be supplied if specifically requested.

Automatic Transmission: Gearbox—fully automatic with fluid coupling; 4 speeds with epicyclic gear units hydraulically governed to operate at specific speed/load ratios. This gearbox has 3 forward speed ranges. Range 2—no changes above second gear. Range 3—changes through all gears are automatic, but up change to fourth gear is delayed for maximum performance. Range 4—changes through all gears are fully automatic.

Gear Ratios:	Gearbox	Axle	Overall	Road Speeds at 1,000 r.p.m.
Reverse	4.30 : 1	—	17.59 : 1	—
1st	3.82 : 1	—	15.62 : 1	5.54 m.p.h.
2nd	2.63 : 1	—	10.76 : 1	8.1 m.p.h.
3rd	1.45 : 1	—	5.93 : 1	14.6 m.p.h.
Top	1.00 : 1	4.09 : 1	4.09 : 1	21.1 m.p.h.
Oil capacities	20 pints (11.37 litres)	3 pints (1.71 litres)	—	—

Steering: The cam gear steering has a ratio of 20 : 1 and provision for taking up wear. The steering linkage is of very sturdy construction and has patent Thompson tie-rod connections. The 18 in. (.46 m.) diameter steering-wheel, which is adjustable for height, has a cellulose-acetate covering. Power-assisted steering is available at extra cost. **Suspension:** Front—independent wishbone construction controlled by helical coil springs and double-acting hydraulic shock absorbers. Metalastic bonded rubber bushes for all wishbone arm bearings except lower outer bearings. Rear—long, semi-elliptic springs fitted with zinc interleaves arranged for direct lubrication. The springs are mounted on rubber bushes and are controlled by double-acting hydraulic shock absorbers interconnected by an anti-roll torsion bar. **Brakes:** Power-assisted Lockheed hydraulic front and rear operated by pedal, with 2-leading-shoe brakes at the front. Pistol-grip hand brake, mounted under the instrument panel, operates mechanically on the rear wheels only. **Road wheels:** The easy-clean pressed-steel wheels have large chromium-plated centres. The spare wheel is housed in a separate compartment behind the rear number-plate panel. 7.00—16 Dunlop tubeless tyres. **Jacking:** Built-in power-operated 4-wheel hydraulic jacks. **Frame:** Pressed-steel cross-braced chassis frame of great torsional and diagonal stiffness, having full-length side-members of deep box-section.

ELECTRICAL: 12-volt lighting and starting with the two 6-volt batteries carried in the frame beneath the rear seat floorboards; battery capacity 70 amp.-hr. at 10-hr. rate; convenient connections for trickle-charging; positive earth; built-in headlamps; foot operated dip switch for headlamps; separate sidelamps and built-in amber flashing direction indicators; dual fog lamps with combined switch; twin built-in tail lamps and stop lamps; dual reading lamps at the rear, map-reading lamp at the front; concealed instrument lighting; dual windscreen wipers; provision for radio with speakers front and rear; built-in interior heating and ventilation system; demister and defroster; reversing lamp; screen washer.

INSTRUMENTS: Oil pressure, water temperature, and fuel gauges; ammeter; speedometer with trip and total readings; electric clock.

COACHWORK: Seven/eight-seater limousine, composite construction of timber and metal with separate chassis frame. Fitted with burr walnut fascia panel with ashtray recessed in top surface. Two cubby-boxes are fitted in the fascia, one with lid on passenger's side and one open on driver's side. Provision is made for radio to be fitted in the fascia or in the rear seat arm-rest with twin speakers, one under rear parcel shelf and the other under fascia panel. A bench-type, non-adjustable seat is fitted to the front compartment, with a sliding glass division attached to it, giving complete privacy to the rear compartment. The front seat cushion and squab are of good-quality leather on moulded latex foam; the cushion has a spring case. In the rear compartment the rear seats are good-quality leather or first-grade West of England cloth on full-depth latex foam cushion, and latex foam and spring case squab; a wide centre arm-rest is fitted together with side arm-rests. Close-fitting, folding, occasional seats are fitted covered with leather or cloth on latex foam. Ashtrays are fitted to the rear quarters above arm-rests. Fitted carpets to the complete floor with thick felt underlays. All windows are of toughened glass and have polished walnut finishers all round. The front doors are trimmed in leather and have arm-rests attached. Ventilating louvres are fitted to front doors. Driver's door has lever-operated full-drop window. All other doors have full-drop wind-down windows. Rear doors trimmed with leather or cloth and have flush-fitting pockets. Concealed hinges on all doors. Push-button handles with private locks incorporated are used on both front doors and near-side rear door. Children's safety catches are fitted to rear doors. The windscreen is a 'V'-type toughened glass in a chromium-plated brass frame; the rear window is curved toughened glass. Lockable luggage compartment of 15 cu. ft. (0.43 m.³) capacity with interior light. The boot lid is hinged at the bottom edge and in the open position is a luggage carrier—1 cwt. (51 kg.) load. The luggage compartment floor and boot lid lining panel are rubber-covered and also have protective moulded rubber strips. Spare wheel carried beneath boot floor with access panel below boot lid. Centre hinged bonnet with prop stays; lock release from inside car for each side. Chromium-plated bumpers and over-riders, front and rear. Windscreen washers fitted. Twin sun visors, driver's interior mirror, heater, demisters, and fresh-air circulation. Separate heater is fitted to rear compartment with its own control. Saloon coachwork is also available, which excludes rear door private lock, centre glass partition and occasional seats. The front seats are split bench-type with folding centre arm-rests, each seat being adjustable on slides. Pockets are also included in the backs of the front seats.

OPTIONAL EXTRAS: Price list available on application.

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