

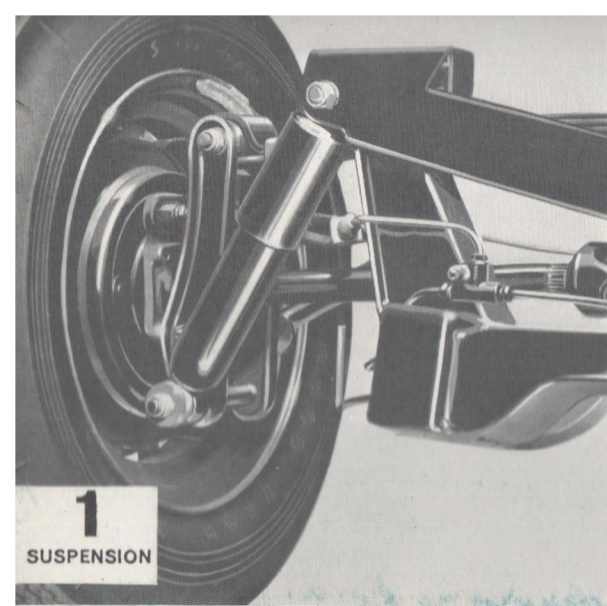
# TRIUMPH SPITFIRE

8750,-

# MK II



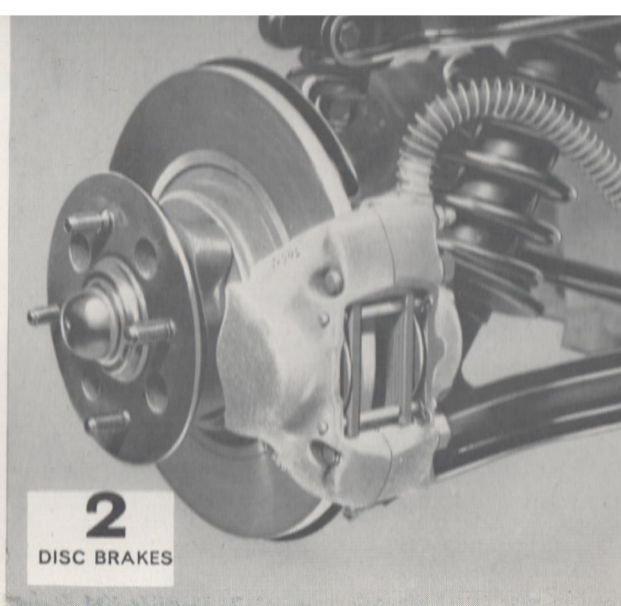




**1**

SUSPENSION

Each wheel of the Spitfire Mk. II is independently sprung. You'll appreciate this in two ways. It means safer, faster cornering. And on rough surfaces, the wheels alone (not you) soak up the bumps.



**2**

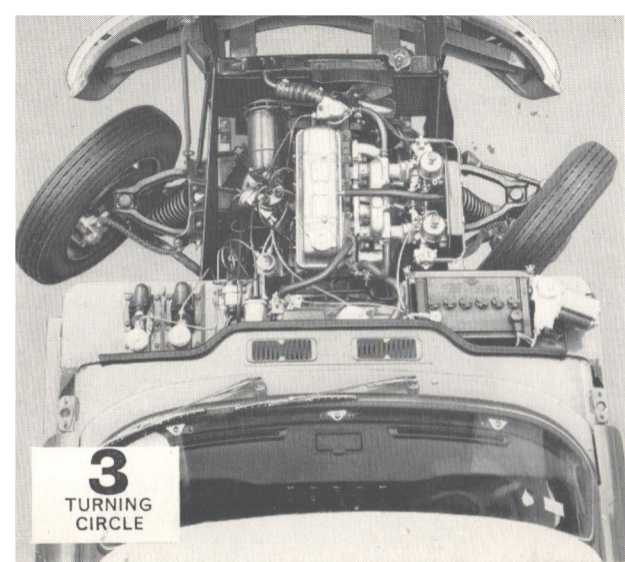
DISC BRAKES

Essential equipment on any sports car. The Spitfire's front disc brakes are fade-free, unaffected by rain, and self-adjusting. Maintenance is minimal: new pads can be fitted in minutes.



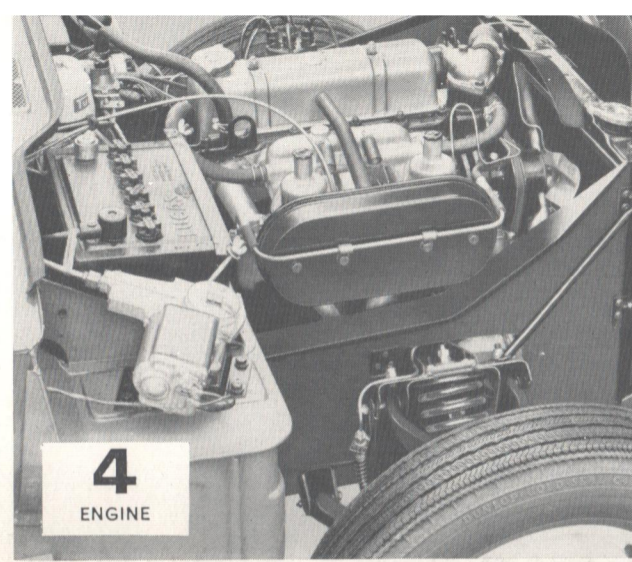






**3**  
TURNING  
CIRCLE

Still the tightest-turning car anywhere, the Spitfire will whip round in 24 feet (between kerbs). In town parking, you'll be able to squeeze in where others fear to try. On rally driving tests, you have an advantage over the competition that is positively unfair.



**4**  
ENGINE

1147 c.c., 4-cylinder, 67 brake horsepower. New features are described in the text, above. Also new: no-loss cooling system. Noise abatement note: the Spitfire's exhaust system is designed to purr rather than roar.





## MORE POWER UNDER THE BONNET: MORE LUXURY UNDER THE HOOD

The greatest achievement of the original Spitfire 4 was to prove that a light, inexpensive sports car could embody all the virtues of a large, expensive sports car—without material sacrifice in any department.

**Civilised.** It offered the civilised refinement of winding windows, all-round independent suspension, sophisticated styling. From its stablemate Herald, it borrowed a steel-girder chassis, safety steering wheel (collapses on severe impact), and hairpin turning circle.

On the road, the Spitfire made friends by its sweet-tempered handling and precocious performance. In the serious business of Le Mans and major-league rallies, it met and mastered international competition.

**Now, the Spitfire Mk. II makes an even bigger promise to the man who wants his motoring to stay young and vigorous—but comfortable.**

**Livelier.** Power output in the Mk. II is boosted by

giving the engine a new camshaft, new four-branch exhaust manifold, and new distributor. You now put your foot on 67 b.h.p.—good for a top speed of 95 m.p.h., with acceleration from 0 to 60 in 14 seconds.

**Softer.** Other changes are strictly for comfort. The bucket seats have been improved by deeper padding and a reshaped cushion basket. To hold you more securely, more softly.

Upholstery is in two-way stretch Ambla leathercloth—the supplest fabric on any car, at any price.

New moulded carpets span the car from door to door. Black trim adorns the door waist rails, facia and windscreen surround. (No annoying windscreen reflections at night).

Safety padding covers the passenger grab handle and parcel rails.

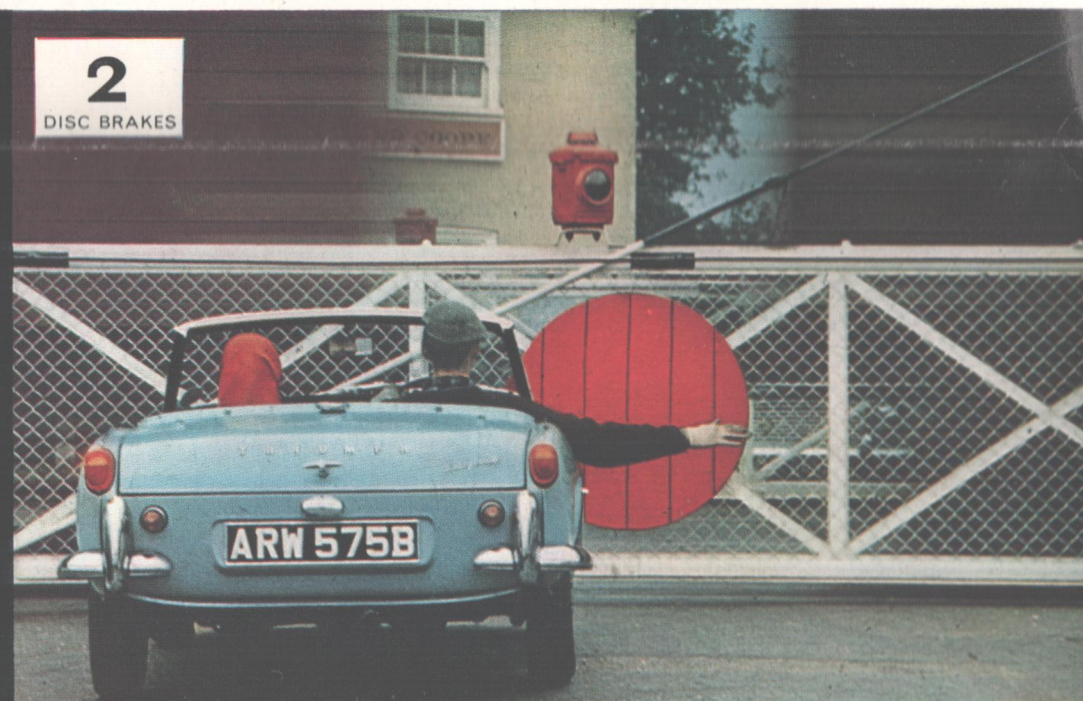
**Solid.** Structurally, it's the same solid Spitfire that's been winning laurels since it was first launched. For a closer definition of 'solid', check the facts on the flap

below. But don't let it end there. Ask your Standard-Triumph dealer to arrange a test-drive (he understands; there's no kind of obligation). Twenty minutes at the wheel of a Spitfire Mk. II will tell you all.

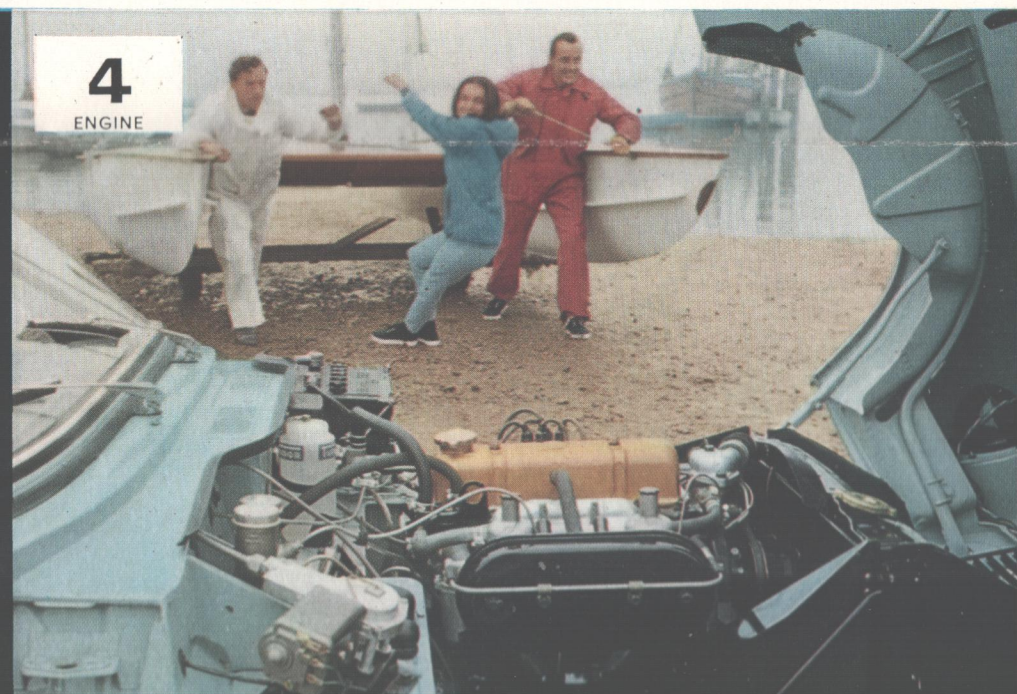
### RACE AND RALLY SUCCESSES

Among many rally successes stock Spitfires have won the GT class in the Tour de France; come 1st and second in the GT category in the Geneva Rally, and taken 2nd, 3rd and 4th place in class in the most punishing Monte Carlo Rally since the war, when out of 237 starters only 35 cars finished.

Le Mans, 1964: a Spitfire ran faultlessly for 24 hours to cover 2250 miles in this full-throttle race.











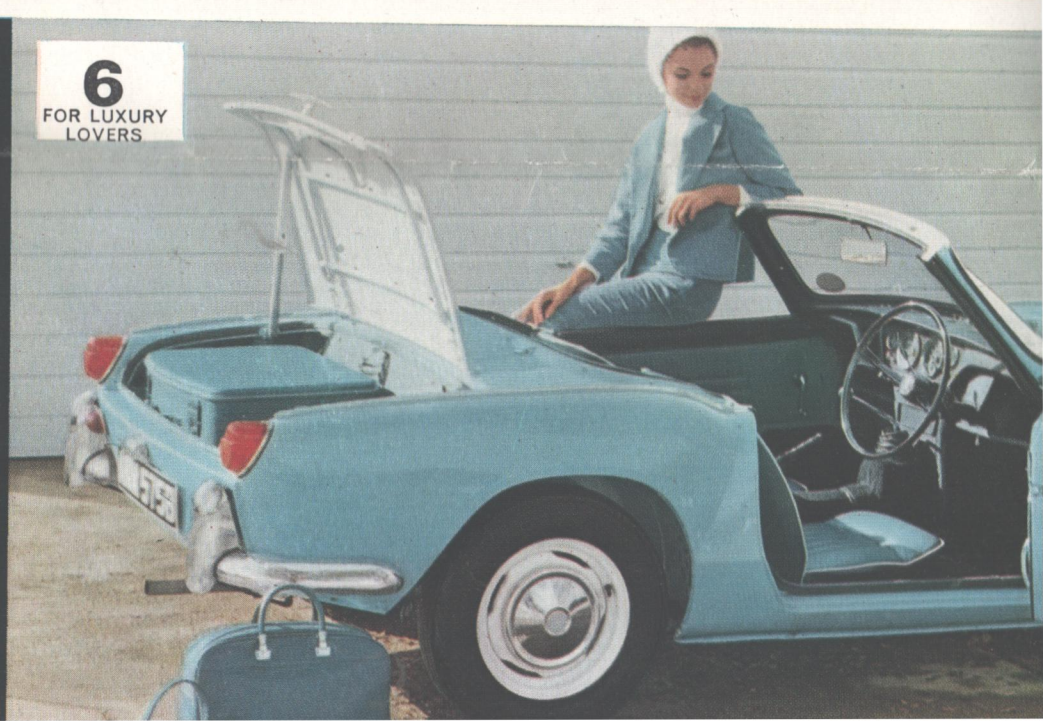
**5**

CHASSIS

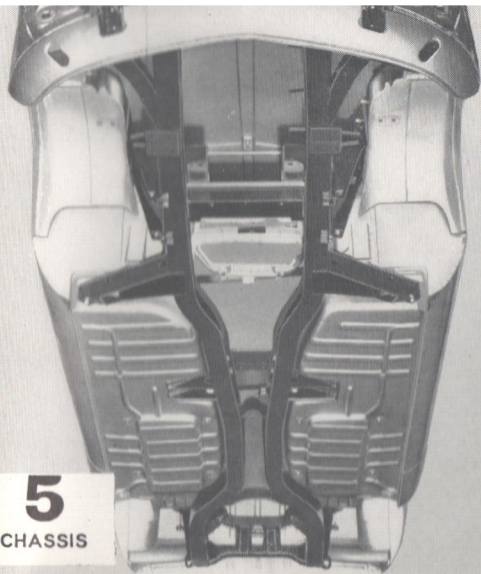


**6**

FOR LUXURY  
LOVERS







**5**  
CHASSIS

The Spitfire chassis is in the great tradition of sports car design. Light, but incredibly strong, and braced at every point to keep the Spitfire in shape throughout the hard life a sports car should be built for. (The front bumper is built to take bumps—it's mounted directly on to the chassis).



**6**  
FOR LUXURY  
LOVERS

The cockpit of the Mk. II Spitfire is built to make the business of driving 100% pleasure. Wall-to-wall carpet, roll-padded seats and vynide-covered fascia soften the business of hard driving. The tailored hood stows completely out of sight when down.



## SPECIFICATION

**Body** 2-door, two seater open sports. Steel-panelled coachwork, curved screen, forward hinged doors. Winding windows. Detachable soft top hood.

**Upholstery** Ambla. Separate adjustable seats tilt forward for access to rear.

**General equipment** Driving mirror, padded passenger's grab handle, ash tray, safety harness attachments. Self-parking twin electric screenwipers. Screen washer. Twin windtone horns. Front and rear bumpers with chrome-plated over-riders. Stainless steel wing beadings. Chrome-plated nave plates. Tool roll, wheelbrace and jack. Spare wheel and tyre. 12-volt battery. Moulded carpets.

**Lights** Flush-fitting sealed beam headlamps with pre-focus bulbs. Separate parking lamps and direction indicator flashers. Integral rear lights, braking lamps and reflectors. Number plate illuminator.

**Instruments** Speedometer, tachometer, temperature gauge, fuel gauge, warning lights for main headlamp beam, oil pressure, ignition and direction indicators.

**Controls** 2-spoke 16" steering wheel (rack and pinion), with 4" telescopic adjustment. Ignition lock, choke pull, screen wiper switch, screenwasher push and lamps master switch on fascia below instruments. Headlamp beam selection by steering column lever, with daylight flasher switch. Self-cancelling direction indicator control by steering column lever. Horn button on steering wheel boss.

**Luggage accommodation** Large lockable boot. Parcel tray below fascia, and further space behind seats.

### Dimensions

Length . . . . .	12 ft. 1 in.	(3685 mm.)
Width . . . . .	4 ft. 9 in.	(1450 mm.)
Height with hood (unladen) . . . . .	3 ft. 11½ in.	(1205 mm.)
without hood (unladen) . . . . .	3 ft. 8½ in.	(1125 mm.)
Wheelbase . . . . .	6 ft. 11 in.	(2110 mm.)
Track—front . . . . .	4 ft. 1 in.	(1245 mm.)
—rear . . . . .	4 ft. 0 in.	(1220 mm.)
Ground clearance (laden) . . . . .	5 in.	(125 mm.)
Turning circle . . . . .	24 ft.	(7.3 m.)
Seat width (each) . . . . .	1 ft. 6 in.	(457 mm.)
Seat width between doors . . . . .	3 ft. 10½ in.	(1180 mm.)
Headroom from seat cushion . . . . .	2 ft. 10½ in.	(875 mm.)
Steering wheel clearance (from seat squab) . . . . .	1 ft. 6½ in.	(465 mm.)
Maximum interior height . . . . .	3 ft. 4 in.	(1015 mm.)
Capacity of boot . . . . .	6.7 cu. ft.	(0.19 cu. m.)

### Capacities

	Imp.	Metric
Fuel tank . . . . .	8½ galls.	37.6 litres
Engine . . . . .	7½ pints	4.3 litres
Gearbox . . . . .	1½ pints	.85 litre
Rear axle . . . . .	1 pint	.57 litre
Cooling system . . . . .	8½ pints	4.8 litres
Cooling system with heater . . . . .	9½ pints	5.4 litres

### Weight

Dry . . . . .	13½ cwt.	(700 kg.)
Complete (fuel, oil, water, etc.) . . . . .	14½ cwt.	(735 kg.)
Gross weight . . . . .	17½ cwt.	(905 kg.)

**Chassis** Double backbone, channel section, with outriggers.

**Engine** 4-cylinder, 1147 c.c., bore 69.3 mm., stroke 76 mm. Compression ratio 9. Aluminium alloy pistons. Push-rod operated overhead valves. 3-bearing crankshaft, lead indium bearings. 2-blade 12½-in. fan. Pressure lubrication from sump to main bearings, big end and all camshaft bearings. Full flow oil filter. Twin SU carburettors. Diaphragm-type 6½-in. clutch, hydraulic.

**Gearbox** 4 forward speeds and reverse. Synchromesh on 2nd, 3rd and top. Silent helical gears.

	Top	3rd	2nd	1st&rev.
Ratios . . . . .	1	1.39	2.16	3.75
Overall ratios . . . . .	4.11	5.73	8.87	15.40

Propeller shaft with needle roller bearings. Swing shaft rear axle. Hypoid bevel gears.

**Performance** Engine: 67 BHP at 6000 r.p.m. Torque 804 lbs/in. at 3760 r.p.m. (equivalent to 144 lb/sq. in. b.m.e.p.).

	Top	3rd	2nd	1st
Engine speeds at a road speed of 10 m.p.h. (16 k.p.h.) . . . . .	635	890	1375	2385
Road speed at 1000 r.p.m. in top gear . . . . .	15.75 m.p.h. (25 k.p.h.)			
	3rd	2nd	1st	
Maximum permissible speeds in intermediate gears . . . . .	67 m.p.h. 107 k.p.h.	43 m.p.h. 69 k.p.h.	25 m.p.h. 40 k.p.h.	

**Suspension Front:** Independent suspension system. Wishbone pivots, rubber bushed. Coil springs controlled by telescopic hydraulic dampers, and anti-roll bar. **Rear:** Swing axle independent system, transverse leaf spring and radius rods. Ball and needle roller bearings in hubs.

**Brakes Front:** Caliper disc brakes, 9" dia. **Rear:** Drum brakes 7" x 1½", one leading, one trailing shoe. Pedal operates all brakes hydraulically, handbrake operates rear brakes mechanically. Total swept area 199 sq. in.

**Wheels** Steel disc with chrome-plated nave plates. 5.20 x 13 tubeless tyres.

### Acceleration

Top gear . . . . .	Secs.
20-40 m.p.h. (32-64 k.p.h.) . . . . .	11.0
30-50 m.p.h. (48-80 k.p.h.) . . . . .	10.5
40-60 m.p.h. (64-97 k.p.h.) . . . . .	10.5
Through gears . . . . .	
0-50 m.p.h. (0-80 k.p.h.) . . . . .	10.0
0-60 m.p.h. (0-97 k.p.h.) . . . . .	14.0
Standing ¼-mile (approx. 400 m.) . . . . .	19.5

Maximum speed 94/96 m.p.h., depending upon conditions.

Maximum braking retardation 0.98 g. (equivalent to stopping from 30 m.p.h. in 31 ft.).

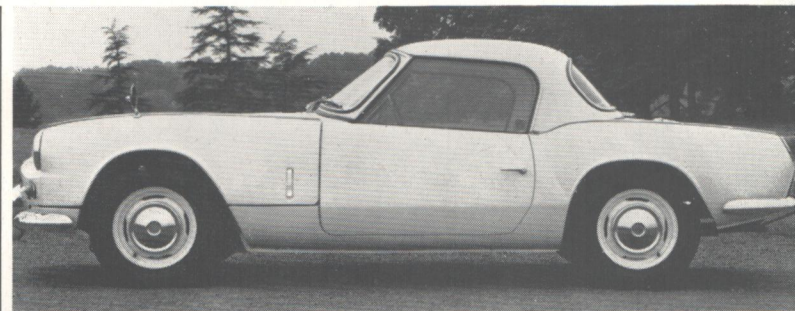
**Optional extras** Hardtop. Overdrive. Heater-demister. Tonneau cover. 4-ply rated whitewall tyres. S.P. tyres. Laminated windscreen. Wire wheels. Sun visors (pair).

### GENEROUS GUARANTEE

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**Hard top option** A detachable steel hard top, available at modest extra cost, adds a snug, sleek Coupé to the exciting Spitfire range. It can be fitted or removed in minutes. Just six bolts are employed (two of which locate through the hood stick sockets for soft top use) so that adding or detaching the hard top is an easy, speedy one-man operation.

Complete headlining is provided in Spitfire luxury style, while the large wrap-round rear window gives a panoramic view of the cars you've left behind.

### CONDITIONS OF SALE

The Standard-Triumph Group reserves the right to vary the ex-works price of all products manufactured by it at any time and all goods are invoiced from the factory at the ex-works price current on the day of delivery.

The Manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice alterations to and departures from the specification, design and equipment detailed in its various publications.

The technical data and other information contained in this publication have been obtained from authoritative sources and while intended to give a fair description of the vehicle and its capabilities, its accuracy is not guaranteed, nor does the Manufacturer accept any liability for any errors or omissions.



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