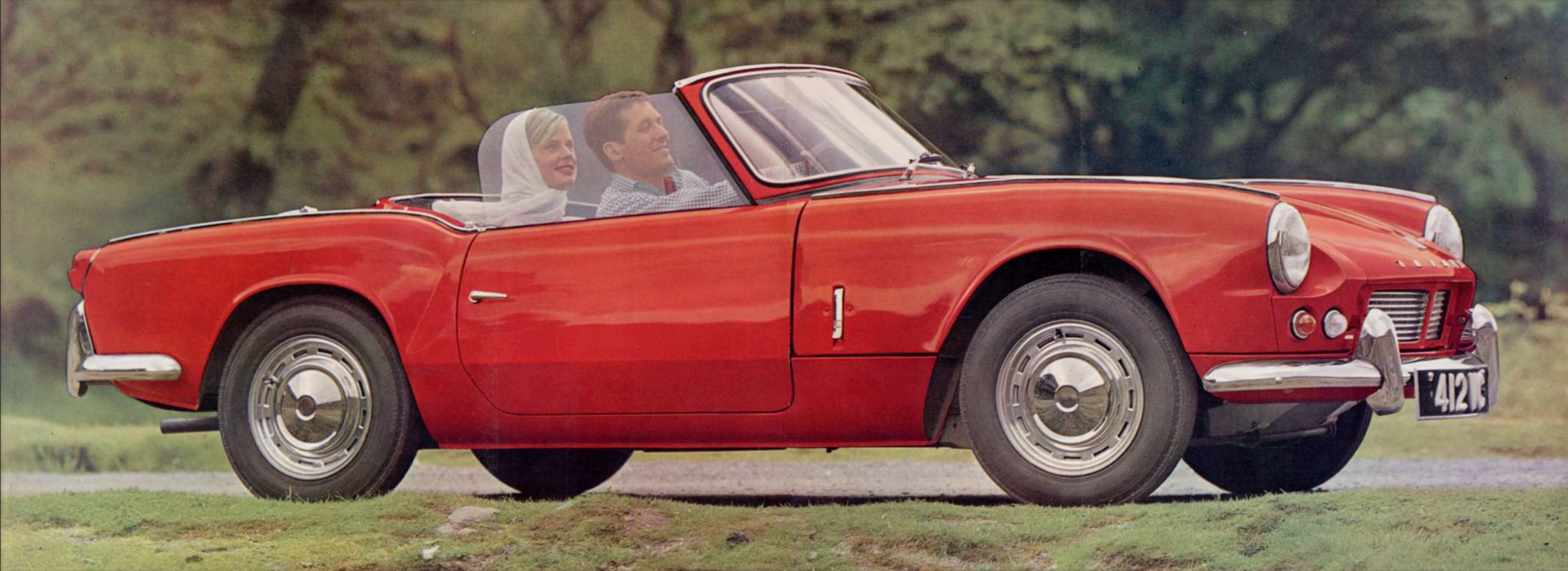
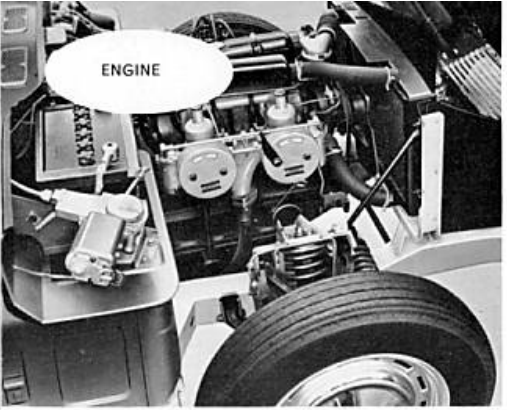
TRIUMPH SPITFIRE 4

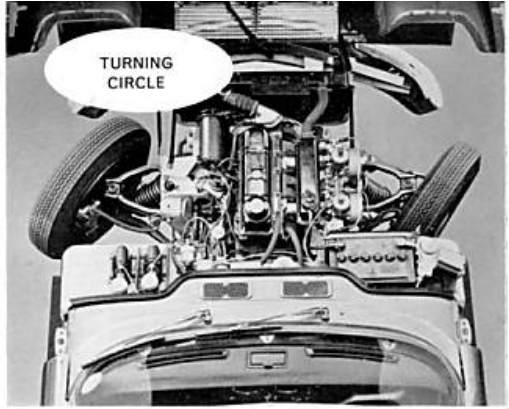


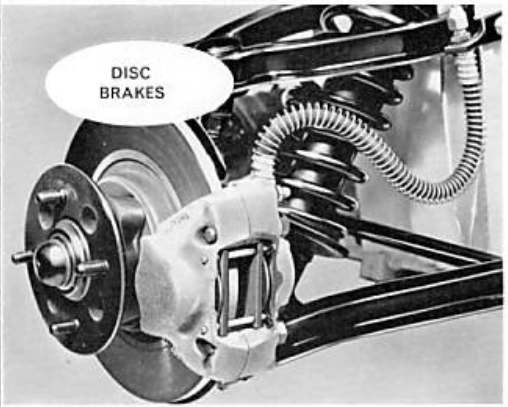
STANDARD TRIUMPH

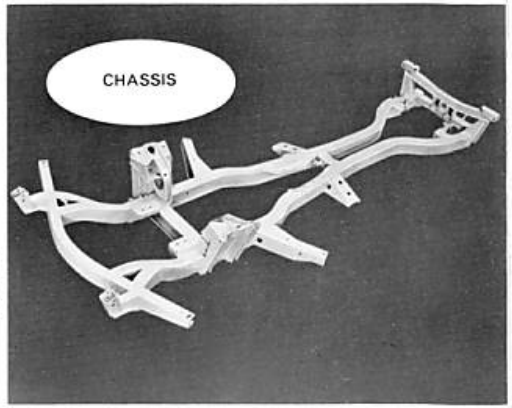
A member of the Leyland Motors Group

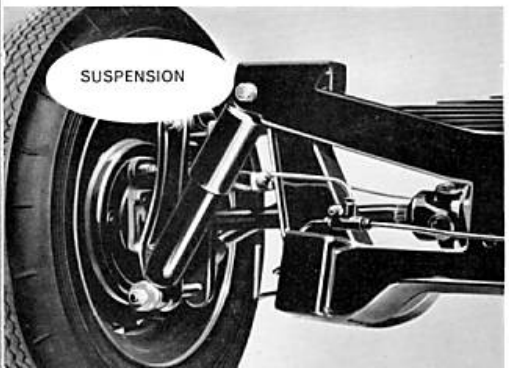

'412'













ENGINE

1147 c.c., 4-cylinder, 63 brake horse power engine and 4-speed gearbox are developed from the very successful Herald 1200 unit. Another feature in common : complete ease of access. These are the cold facts. On the open road, they come to life in terms of a top speed of well over 90 m.p.h. and a 0-60 m.p.h. acceleration figure of 16·5 seconds.

TURNING CIRCLE

The Spitfire shares the Herald's facility for turning in a fantastically tight circle. In fact, it turns in even less space (24 ft. between kerbs). In town parking, it's the greatest boon a driver can have. On rally driving tests, it makes the Spitfire a certain prize-winner. The Spitfire will whip round in one go, where other cars (no bigger) have to make a 3-point turn.

DISC BRAKES

The greatest development in road safety in the last 10 years is on the front wheels of the Spitfire. Disc brakes banish all risk of brake fade—however hard or frequently they are used. They are unaffected by rain, and self-adjusting. Easier from the maintenance viewpoint, too. They never need re-lining ; new pads can be fitted in a matter of minutes.

CHASSIS

The Spitfire chassis is in the great tradition of sports car design. Light, but incredibly strong, and braced at every stress-point to keep the Spitfire in shape throughout the hard life a sports car should be built for. This chassis is a very strong reason why Spitfire drivers feel safe at the wheel. (And that bumper is built to take bumps—look at the crash bar).

SUSPENSION

Each wheel of the Spitfire is independently sprung. That's why the Spitfire will corner at speed with a sureness most cars only give on the straight. (And why bad roads suddenly seem a great deal better). All-round independent suspension is a good thing on **any** car. On the Spitfire it's the greatest boon the sporting motorist has ever been offered.

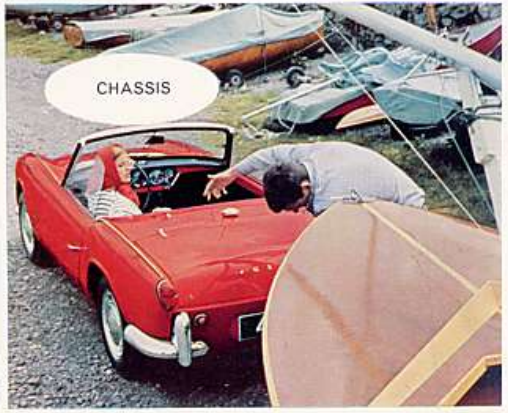
FOR LUXURY LOVERS

The cockpit of the Spitfire is a place for spacious living. The deeply-upholstered seats cushion you in luxury. Wind-up windows leave the rushing wind strictly on the outside. The tailored hood (completely out of sight when down) stops the rudest weather intruding. And gives you a commanding view of the road — **all round.** The comfort of the Spitfire makes you wonder why sports cars ever had to be spartan!













How Triumph create a new type of sports car

Take all the refinements that usually go only with high-priced sports cars. The winding windows. The luxury of deep upholstery. The confidence of disc brakes. The thrust of instant acceleration. The elegance of Italian-inspired coachwork. The full instrumentation, including rev. counter. The detachable windscreen (for sportsmen).

Put them in a nimble little car with the power to outpace its closest rivals. Add the mechanical brilliance of the famous Triumph Herald—all-round independent suspension, steel girder chassis, hairpin turning circle, steering wheel and facia designed to yield on serious impact.

Assemble the whole with care and attention to detail and quality of work on which the good name of the Leyland Motors Group is built.

The result is the Triumph Spitfire 4, a unique new British sports car. Outstanding performance, luxurious comfort and extreme safety—the Spitfire, in the true Triumph sporting tradition, has it all.

Measure the Spitfire by any yardstick you choose. There's not a sports car in the world like it. They may come bigger and faster (and a lot dearer). Or they may come smaller and cheaper (and a lot less lively). There's only one Spitfire. And once you've driven one, it'll be the only sports car for you.

All the facts the enthusiast ought to know

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

Upholstery P.V.C. leathercloth. Separate adjustable seats tilt forward for access to rear.

General equipment Driving mirror, passenger's grab handle, ash tray, safety harness attachments. Self-parking twin electric screen-wipers. 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.

Lights Flush-fitting sealed 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 facia 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 facia, 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. 8¼ 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. 5 in.	(430 mm.)
Seat width between doors	3 ft. 10½ in.	(1180 mm.)
Headroom from seat cushion	2 ft. 11 in.	(890 mm.)
Steering wheel clearance	1 ft. 6¼ 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	U.S.A.
Fuel tank	9 galls.	41 litres	10·8 galls.
Engine	7 pints	4 litres	8·4 pints
Gearbox	1¾ pints	·85 litre	1·8 pints
Cooling system (with heater)	9¼ pints	5·4 litres	11·4 pints
Rear axle (drain and refill)	1 pint	·57 litre	1·2 pints

Weight		
Dry	13¼ cwt.	(675 kg.)
Complete (fuel, oil, water, etc.)	14 cwt.	(710 kg.)
Gross weight	17¾ cwt.	(900 kg.)

Chassis Double backbone, channel section, with outriggers.

Engine 4-cylinder, 1147 c.c., bore 69·3 mm., stroke 76 mm. Compression ratio 9 or 7·5. 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. Single dry-plate 6¼-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 : 63 BHP at 5750 r.p.m. Torque 804 lb/ins. at 3500 r.p.m. (equivalent to 144 lb/sq. in. b.m.e.p.). Piston speed at 81 m.p.h. in top gear, 2500 ft/min.

	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. Coiled springs controlled by telescopic hydraulic dampers and anti-roll bar. **Rear :** Swing axle independent system, transverse leaf springs and radius rods. Ball and needle roller bearings in hubs.

Brakes **Front :** Caliper disc brakes, 9" dia. **Rear :** Drum brakes 7" x 1¼", 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 in. Dunlop tubeless tyres.

Acceleration Top gear	Seconds
20 - 40 m.p.h. (32 - 64 k.p.h.)	11·5
30 - 50 m.p.h. (48 - 80 k.p.h.)	11
40 - 60 m.p.h. (64 - 97 k.p.h.)	12
Through gears	
0 - 50 m.p.h. (0 - 80 k.p.h.)	12
0 - 60 m.p.h. (0 - 97 k.p.h.)	16·5
Standing ¼-mile (approx. 400 m.)	19·5

Maximum speed 92 m.p.h. (148 k.p.h.).

Maximum braking retardation 0·98 g. (equivalent to stopping from 30 m.p.h. in 31 ft.).

Optional extras Heater-demister, Tonneau cover, 4-ply rated whitewall tyres, Laminated windscreen.

A wide range of "Stanpart" accessories (including the wheel trims illustrated) is available from your Standard-Triumph dealer.

GENEROUS GUARANTEE

STANPART SERVICE ALL OVER THE WORLD

CONDITIONS OF SALE

The goods manufactured by the Standard-Triumph Group are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute and otherwise. The Manufacturer reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery, ex-works. The Manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice any alterations to or departures from the specification, design or equipment detailed in its various publications.

Every precaution has been taken to ensure the accuracy of this publication, but the Manufacturer accepts no liability for errors or omissions.

STANDARD TRIUMPH

A MEMBER OF THE LEYLAND MOTORS GROUP

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