

**HSR Supplemental Regulations (TRI-1):
Triumph Spitfire Mk 1, 2, 3, IV (1962-1980)**

(last revised 1/23/2014)

HSR Group 2

Vintage Production Category

The following cars are covered under these regulations:

- (1962-1967) Triumph Spitfire Mark 1 & 2 (1147cc)
- (1967-1970) Triumph Spitfire Mark 3 (1296cc)
- (1970-1974) Triumph Spitfire Mark IV (1296cc)
- (1974-1980) Triumph Spitfire 1500 (1493cc)



Engines: .047" (1.2mm) maximum overbore allowed, **stroke must remain standard**

- (1147cc) Bore x stroke.....2.729" x 3.00"
- (1296cc) Bore x stroke.....2.9" x 2.99"
Carburation.....Two 1.25" S.U. or Stromberg
- (1493cc) Bore x stroke.....2.9" x 3.445"
Carburation.....One Stromberg
Block material.....cast iron
Head material.....cast iron

Transmissions: Standard-Triumph 4-speed ratios free, Laycock overdrive optional



Chassis: Steel body 2-seat roadster on x-frame
Wheelbase.....83"
Track dimension, front.....50", +/- 2"
Track dimension, rear.....49", +/- 2"
Wheels.....6" x 13"
Brakes.....9" discs F, 7" drum R

Official weight, measured without fuel & driver, all tolerances included: 1147cc...1408/*1583# 1296cc...1416/*1591#
*Optional Including Driver 1500cc...1585/*1760# (1978 PCS)

Level 1: Period Correct Specifications and Options (1969 SCCA GCR/PCS)

- Stock crankshaft, connecting rods, rocker arms; may be lightened and balanced
- Stock cylinder head may be milled, ported and polished
- Camshaft, exhaust system free
- Single Weber DCOE carburetor & manifold (FIA)
- Substitution of any alternator for the standard generator, but not removal
- 9.7" front disc brakes (GT-6), Dunlop 14P
- p/n 209257/8 or GT-6, 8" rear brakes
- p/n 510467 vacuum brake servo
- Alfin brake drums
- p/n V170 camber compensator
- p/n V339 alternate grille assy.
- LeMans fender grilles
- Springs, sway bars, axles, spindles, hubs, etc. are free as long as track remains correct
- PCS listed gearbox and rear axle ratios
- Limited slip differential
- Removal of windscreen (a suitable racing screen must replace the standard unit)
- Removal of bumpers
- Removal of turn signals and parking lamps. Head and taillights must remain in place
- No spoilers or air dams
- Passenger seat in place
- Hardtop
- No flares or unlisted alternate body parts
- Lower front valence panel must be in place (may be modified for oil cooler)



Safety modifications: Fit stronger rear axles to prevent failure at hub flange
Re-arch rear leaf spring to induce negative camber

Spitfire: Page 2

Level 2: Additional Specifications and Options (HSR-Generally accepted for Vintage Racing)

- Internal engine parts are free including roller rockers
- Accusump, no dry sump
- MSD type electronic ignition, must be triggered from distributor
- Gearbox and rear axle ratios free
- Adjustable trailing link to adjust rear toe-in
- Alternate 4-speed production gearbox
- Removal headlights
- Removal of passenger seat
- *Dual Weber carburetors & manifold

Note: Items marked * subject to reclassifying

Specifically prohibited in level 1 & 2:

- Fabricated front control arms (A-frames)
- Remote reservoir shock absorbers
- After market brake systems
- Metal or hard tonneau cover
- Removal of lower valence panel
- Air dam type front spoiler
- Undocumented fiberglass body parts

Level 3: Additional Specifications and Options (post 1972 SCCA)

- Factory spec fiberglass body parts
- Flat plate spoiler or molded "air dam"
- Modified wheel arches (flares)

