

**SVRA Supplemental Regulations:**

(revised 1/2013)

**Triumph Spitfire Mk 1, 2, 3, IV (1962-1980)** as prepared for SVRA Group 1 or 3 competition

**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:

- Spitfire MK I -IV.....1432# 1500.....1584#

**SVRA approved options:**

**Safety modification: fit stronger rear axles to prevent failure at hub flange**

- Internal engine parts are free including roller rockers
- Accusump
- MSD type electronic ignition, must be triggered from distributor
- p/n 209257/8 or GT-6, 8" rear brakes
- 9.7" front disc brakes (GT-6), Dunlop 14P
- p/n 510467 vacuum brake servo
- p/n V170 camber compensator
- Removal of windscreen (a suitable racing screen must replace the standard unit)
- Removal of bumpers
- Removal of turn signals and parking lamps
- Springs, shocks, sway bars, axles, spindles, hubs, etc. are free as long as track remains correct
- Dual Weber carburetors & manifold (will result in reclassification to Group 3)
- Head and tail lights must remain in place, if no headlights, **add 20# to official weight**
- Substitution of any alternator for the standard generator; if no charging system, **add 25# to official weight**
- Removal of passenger seat, **add 20# to official weight**
- Any other option not already listed that appears on the FIA recognition form

**Specifically prohibited:**

- fiberglass bonnet or body parts
- removal of lower front valence panel (may be modified for oil cooler)