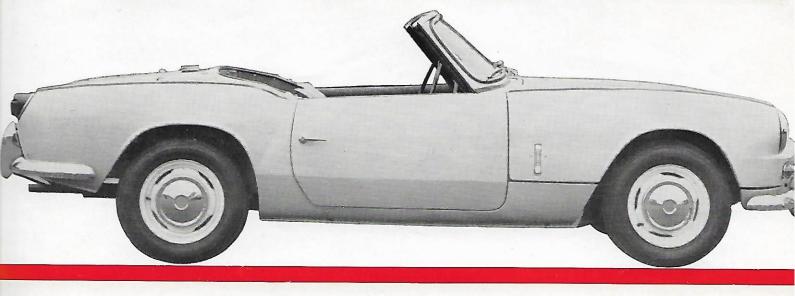
## "STAGE TWO" CONVERSION FOR TRIUMPH SPITFIRES



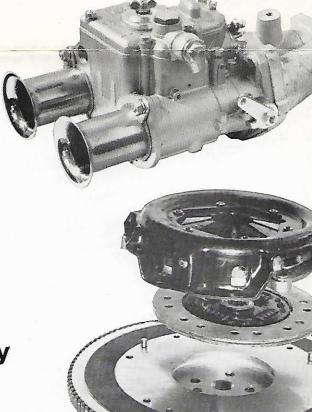
Available through your local Standard-Triumph Dealer



## STAGE TWO!

More power — more speed — more performance — more sports car fun! That's the magic of the Stage Two Conversion. Now this sporting luxury has been brought well within the reach of all pockets with these 4 conversion schemes:

- 1. A new Spitfire, complete with Stage Two conversion available through your local Standard-Triumph Dealer.
- 2. A Stage Two conversion fitted to your existing Spitfire.
- 3. A part exchange of your existing Spitfire engine for a Stage Two converted engine.
  - 1. The complete Aage Two conversion in kit form.





Whilst the full list of Stage Two parts is shown overleaf, he major changes for conversion comprise, 2 DCOE Weber Carburettors with special manifolds; 4 port cylinder head (10.5 to 1 compression ratio); stronger crankshaft, connecting rods and pistons; competition valves and valve springs; "racing" camshaft; special distributor; diaphragm clutch; special close ratio gears; 4 branch extractor type exhaust manifold; twin tail pipe silencer.

The following performance figures were attained by the "Motor" during a road test in April 1964 (normal Spitfire 4 Mk. 2 figures in brackets).

Acceleration: 0-30 m.p.h. 3.7 secs. (4.9). 0-40 m.p.h. 5.5 secs. (7.0). 0-50 m.p.h. 7.9 secs. (10.0). 0-60 m.p.h. 10.3 secs. (14.0). 0-70 m.p.h. 14.1 secs. (19.0).

The standing <sup>1</sup>/<sub>4</sub> mile 18.0 (19.5) secs. Maximum speed 106 (96) m.p.h.

(standard) conversion mentioned,

As well as the Stage Two

which develops approximately 90 B.H.P., there is available an "interim" stage of tuning which produces approximately 70 B.H.P. and consists of modified manifolds, Solex compound carburettor and compression ratio raised to 9.75:1. Further details and prices of Stage Two interim conversion or individual requirements are available through your local Standard-Triumph Dealer.



## SPITFIRES IN ACTION













