

# 1974 Triumph Spitfire 1500

2dr Convertible . 4-cyl. 1493cc/57hp 2x1bbl

#1 Concours condition

**\$24,400**

▾ -0.8%

#2 Excellent condition

**\$15,900**

▾ -4.2%

#3 Good condition

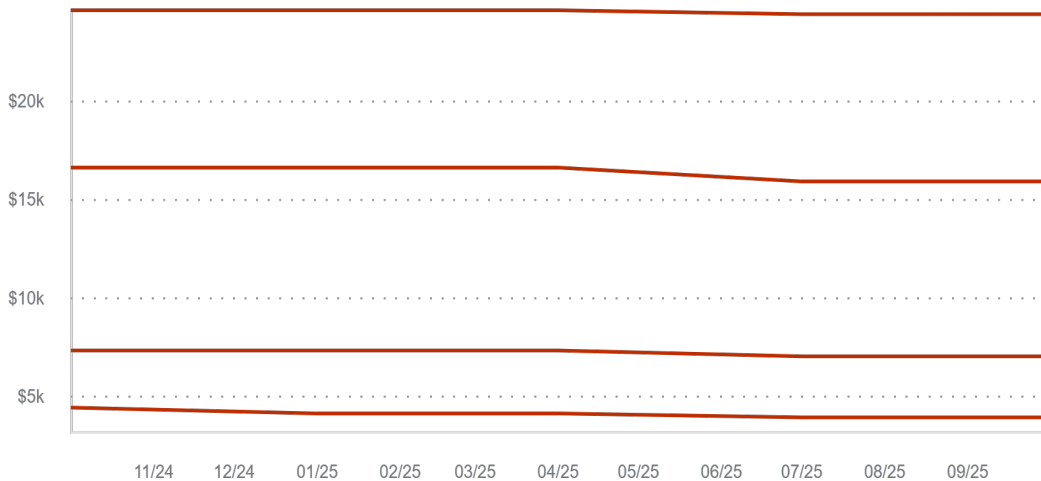
**\$7,000\***

▾ -4.1%

#4 Fair condition

**\$3,900**

▾ -11.4%



NOTE: The chart displays price changes for the last year.

## Value adjustments

**+\$500**  
for factory hard top.

## Model description

Faced with increasing U.S. emissions requirements and reduced compression ratios to deal with the upcoming lead-free gasoline, Triumph redesigned the Spitfire engine and increased the size to 1493 cc at the start of 1973. The diminutive roadster sold as the Triumph Spitfire 1500 from 1974 through the end of production.

The price rose to \$2995 but the new motor brought 100 mph back in reach. Even with a 7.5:1 compression ratio it developed 57 bhp at 5000 rpm and *Road & Track* noted it was "a marked improvement over the past model," recording 0-60 mph in 15.4 seconds and a top speed of 94 mph. "Of all the cars in the class, the Spitfire is probably the best," it said.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)<sup>®</sup> on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

The interior was redesigned with new seats and separate headrests, new instruments and walnut paneling on the dash. A smaller 3-spoke steering wheel improved knee room for the driver and inertia reel seatbelts were installed. A handsome steel hardtop was optional, but even bolt-on wire wheels were history. Radial tires were optional, as was overdrive on the all-synchro 4-speed.

Big rubber blocks came to the bumpers for 1974 along with a front spoiler. A new single-rail transmission was added with better chosen gear ratios, intended to eliminate the need to change to close-ratio gears for competition. The Spitfire received its own version of the MGB "rubber bumper" in 1975 to handle 5-mph impact regulations. Though it was hefty, it was cleaner than the rubber bumpers stuck onto the MGB and Midget. Radial tires were now a no-cost option and California cars had catalytic converters.

Outside California, the 1976 Spitfire was still available with a 9:1 compression ratio which meant 71 bhp, up to 37 mpg, and considerably more performance. Further efforts were made by Triumph in 1977 with a new carburetor, redesigned cylinder head and intake and exhaust manifolds. The dashboard switches were changed to column stalks the same year and the seats were redesigned with houndstooth inserts. The steering wheel shrank still more, to 13.5 inches and the ignition switch moved to the steering column. The price was now \$4500 and it would jump a further \$600 in 1978, to \$5150.

The last two years of production saw 5-inch wheels and a padded steering wheel, while the bumpers were moved away from the body and horsepower slipped again, to 52.5 bhp. By the time Triumph Spitfire production ended in August of 1980, 95,829 Spitfire 1500s had been built since 1973, with 62,471 of them sold in the U.S. The last Triumph Spitfire sold for an eye-watering \$7365.

**Body styles**

2dr Convertible

**Engine types**

4-cyl. 1493cc/57hp 2x1bbl

**1962-1980 Triumph Spitfire stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$84,700</b>	<b>\$1,454</b>	<b>\$5,565</b>	<b>370</b>

**Vehicle's condition classification**

**#1. Concours**

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

**#2. Excellent**

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

**#3. Good**

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

**#4. Fair**

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.