

GRANTURA Mk 1

Manufactured:	Early 1958 until mid-1960
Total built:	100 (many of these exported to U.S.A.)
Chassis:	Multi-tubular backbone, 1 1/2 in. diameter 16G round tubing
Suspension F and R:	Independent by trailing arms and transverse torsion bars
Engine:	Coventry Climax FWE 1216 c.c. with MG gearbox
Power output:	83 b.h.p. at 6000 r.p.m.
Engine options:	Climax 1098 c.c.; MGA 1489 c.c.; Ford 100E 1172 c.c.; Ford 105E 997 c.c.
Steering:	Worm and sector
Brakes F and R:	Girling drums 11 in. x 1 3/4 in.
Wheels:	15 in. diameter Dunlop 48 spoke wires
Wheelbase:	7 ft.
Track F and R:	4 ft. 4 in.
Overall dimensions:	Length 11 ft. 6 in.; width 5 ft. 4 in.; height 4 ft.
Fuel tank capacity:	8 3/4 gallons
Kerb weight:	13 cwt.
Approx. performance:	110 m.p.h. maximum
Prices on introduction:	Climax 1216 c.c. kit £950 (£1358 fully built); MG kit approx. £800; Ford 100E kit £660 (£965); Ford 105E kit £695 (£1003)

Optional extras:

ZF close ratio gearbox, disc front brakes, heater de-mister unit, screen washer, hide upholstery for MG/Ford cars, stages 2/3 engine mods for Climax cars, racing clutch, laminated windscreen for MG/Ford cars, alloy wheels.

Further notes:

Mechanical specifications, and therefore performance, varied a great deal according to customers' preferences. Ford engines could be boosted with a Shorrock supercharger (from 35 b.h.p. at 4600 r.p.m. to 56 b.h.p. at 4600 r.p.m. on 100E unit). Hide upholstery and laminated screens standard on Climax cars. A few lightweight Mk 1 racers were built, weighing about 10 cwt.