

GRANTURA Mk 2/2A

Manufactured:	Mk 2: June 1960 to early 1961; Mk 2A: early 1961 to Sept. 1962
Total built:	Approx. 400 (of which 150 exported)
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:	MGA 1588 c.c./MGA 1622 c.c. with MG gearbox
Power output:	1588 c.c.: 79 b.h.p. at 5600 r.p.m.; 1622 c.c.: 90 b.h.p.
Engine options:	Ford 105E 997 c.c.; MGA 1489 c.c. (early cars); Ford 109E 1340 c.c.; Coventry Climax 1216 c.c.
Steering:	Worm and sector
Brakes:	Mk 2: 11 in. x 1 3/4 in. drums all round; Mk 2A: 10 3/4 in. front discs with 11 in. rear drums
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:	14 cwt. approx.
Prices on introduction:	MG 1588 c.c. kit £880 (£1253 fully built); Ford 109E kit £795 (£1078); Climax 1216 c.c. kit £1045 (£1501)

Optional extras:

ZF close ratio gearbox, heater de-mister unit, screen washer, woodrim steering wheel, external spare wheel mounting, hide upholstery and laminated windscreen for Ford/MG cars, alloy wheels, various performance equipment, rack and pinion steering for Climax cars

Further notes:

Specifications and performance varied enormously. Lightweight body chassis units available for racing. As with the Mk 1, Ford powered cars could be distinguished by their twin nose vents, but only until MG powered cars began to use them too.

Motor magazine:

'It was once said of Winston Churchill that the first time a person met him, they saw all his faults, but thereafter they would spend the rest of their lives discovering his many virtues. The same would appear to be true of the TVR Mk 2A.'