

GRANTURA Mk 3/Mk 3 1800

Manufactured:	Nov. 1962 to March 1964
Total built:	Approx. 90
Chassis:	Multi-tubular backbone; 1 1/2 in. diameter tubing
Suspension F and R:	Independent by coil springs and unequal length wishbones
Engine:	MGA 1622 c.c. until Sept. 1963; MGB 1798 c.c. thereafter
Power output:	1622 c.c.: 90 b.h.p.; 1798 c.c.: 94 b.h.p. at 5500 r.p.m.
Engine options:	Ford 109E 1340 c.c.; Climax FWE 1216 c.c.
Steering:	Rack and pinion
Brakes:	Girling 10 3/4 in. front discs; 9 in. x 1 3/4 in. rear drums
Wheels:	15 in. diameter steel disc
Wheelbase:	7 ft. 1 1/2 in.
Track:	Front 4 ft. 6 in.; rear 4 ft. 4 in.
Overall dimensions:	Length 11 ft. 6 in.; height 4 ft.; width 5 ft. 4 in.
Fuel tank capacity:	10 gallons
Kerb weight:	14 cwt.
Prices on introduction:	MG 1622 c.c. kit £862 (£1182 fully built); 1798 c.c. kit £872 (£1054)

Optional extras:

Close ratio gears, heater de-mister unit, screen washer, competition shock absorbers, wire wheels, anti-roll bar, brake booster, wood rim steering wheel, alloy wheels, leather upholstery, laminated windscreen, lightweight chassis with standard body and trim, fully lightweight body chassis unit, bonnet air scoop to take HRG crossflow head, large range of performance equipment.

Further notes:

The Mk 3 used John Thurner's new TVR chassis. Virtually all cars used MG power. The Mk 3 1800 was supplied with its bucket seats fitted with interchangeable cushions, one thick, one thin, to give driver a choice of seat height. Officially, the car was only offered in kit form for assembly by certain approved dealers.

Autocar magazine: 'A real bargain, a car for the person who drives for the sheer fun of it.'