

Built by Bond in association with Standard Triumph and available from Standard Triumph Dealers.

TSSC Buyers Guide

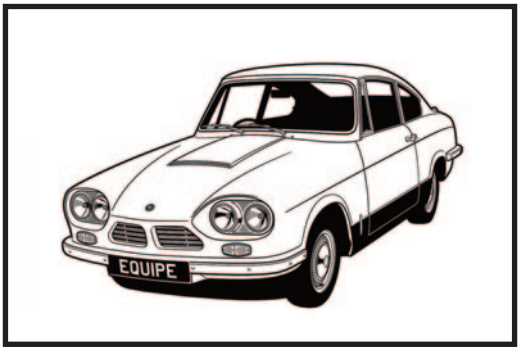
Bond Equipe GT, GT 2 Litre, GT 4S, GT 4S 1300, GT MkII 2 Litre

BOND Equipe

THE RANGE

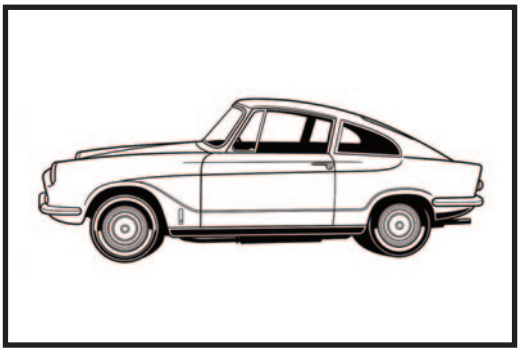
Bond Equipe GT May 1963 - Oct 1964 Number built: 444
Serial Number Range: O/5/101 to P/10/544

The first of the range, the Bond Equipe GT (retrospectively known as the 2+2) was introduced in May 1963. In practical terms this was a Bond designed, fibreglass body, fitted to a Herald Chassis with Herald doors and a Spitfire 1147cc engine. Specific trim details, including seats & steering wheel gave it its distinctive styling. The RRP at the time was £722.



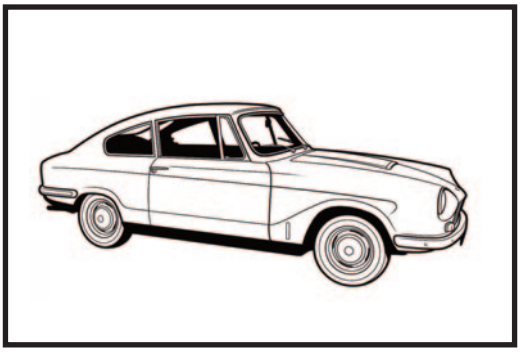
Bond Equipe GT, 2 Litre 1968-1970 Number built: 591
Serial Number Range: S/84000 to T/9/4590

August 1967 saw the next version of the Equipe, based on the (Mk 1) Vitesse chassis and using the 2 litre Vitesse engine. The body shape being revised and the windscreen, whilst still based on the Triumph Bulkhead was more raked, and the doors modified to accept the new door skins. The windscreens are unique to the model.



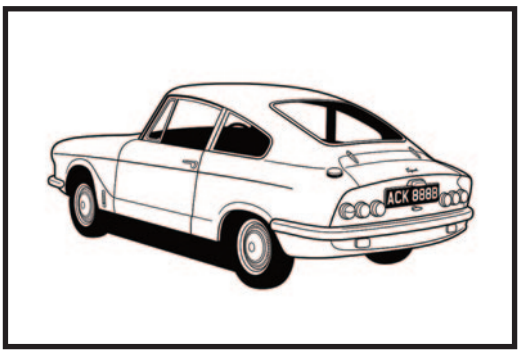
Bond Equipe GT4S 1964-1967 Number built: 1,934
Serial Number Range: P/9/1001 to S/1/2934

This had been redesigned from its predecessor to incorporate more headroom at the back making it a slightly more comfortable fit for two adults as opposed to the 2+2 designation of the earlier car which was only really practical for two adults with two children in the rear. It also now had an opening boot lid rather than having to reach the luggage compartment via a drop down back seat and twin headlights rather than the single ones sported by the 2+2.



Bond Equipe GT4S 1300 1967 – 70 Number built: 570
Serial Number Range: S/2/2935 to V/8/3505

Mk3 Spitfire 1296cc engine was fitted and "1300" badges were added to the front wings.

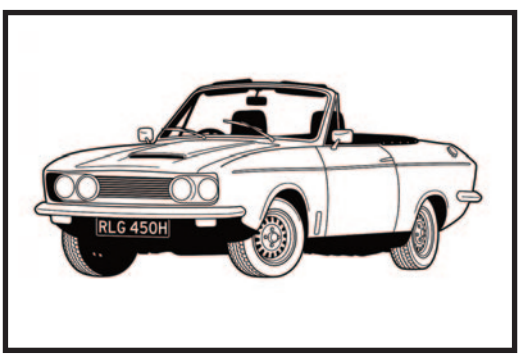


Bond Equipe GT MkII, 2 Litre 1968-1970 No. built: 841
Chassis Number Range: T/9/4591 to V/8/5431

The 2 Litre MkII was the last incarnation of the Bond Equipe.

The car is based on the chassis and running gear of a Mk 2 Triumph Vitesse with a fibreglass bonnet and rear tub, the windscreen surround and door skins being modified to produce a very different looking car to the Vitesse.

Of the 841 MkII Cars built there is no record of how many were Coupes or Convertibles, it is estimated that about half were Convertibles.



BUYING A BOND EQUIPE? WHAT TO LOOK FOR

CHASSIS & BODYWORK

The Bond Equipe uses a separate chassis taken from the Triumph Herald/Vitesse, which makes the car very simple to work on. As this chassis provides the backbone of the car, it is important that it is in good condition and free from accident damage. Check the main chassis members where the suspension is attached for kinks, cracks and distortion, which will be the result of crash damage. If you find this, the car is best avoided. Check the two side rails of the chassis for corrosion, especially where they meet the main rails and outriggers; also check the main chassis rails around the differential and the two rear outrigger legs that the rear body tub sits on - these are well-known rust traps.

Check the two front outriggers that the bulkhead attaches to. If possible, have a good poke around with a screwdriver, particularly where they are bolted on to the bulkhead. Chassis sections can be replaced but body corrosion here is difficult to repair properly. Have a look at the remainder of the chassis along the centre of the car as this is worth checking but hardly ever rusts badly.

A good initial guide to the overall condition of the car can be ascertained by the quality of the panel fit and alignment. The door caps should be even, and the door should sit squarely between the 'A' and 'B' posts.

Check bonnet fitment against the bulkhead. There is scope for adjustment on the bonnet, so don't worry too much. Incorrectly replaced front wings can pull the bonnet out of shape.

Other places to check are: front footwells, wheel arch lips, rear inner wings and boot floor.

The bodywork is fibreglass and can suffer from cracking or crazing around stress points.

MECHANICAL

The big advantage with checking the mechanical parts is that they are all easily accessible. Start the engine but don't rev it. Listen for initial crankshaft rumble, which should only last for a few seconds until the oil pressure has built up. Also listen for tappet and timing chain rattle. There should be no excessive oil leaks, but check the head gasket, sump gasket and the rocker cover gasket for any signs of leaks.

Check the suspension by bouncing each corner and allowing it to spring up and back down once. More than one cycle indicates defective shock absorbers.

Check that the brakes are not binding and that the handbrake is working efficiently.

Check the steering column and rack for excessive movement by rocking the steering wheel up and down, and check that there is no play between moving the steering wheel and the road wheels moving.

ROAD TEST

Make sure you are insured to drive the vehicle on the road!!

Move off in first gear and listen for rear end knocks or clonks, which point to worn rear axle or propshaft universal joints.

Increase speed and move up and down the gears, ensuring that all gears select correctly with minimum effort. If an overdrive gearbox is fitted, check that it engages and disengages correctly in third and fourth gears. Cruise at around 50 mph and gently lift off on the accelerator, listening for rear-end noises. A regular knocking is likely to be a universal joint; a rumble is usually a differential problem.

Still at 50mph, slip the clutch, build up the revs and re-engage the clutch; it should bite cleanly with no slip.

Check for front wheel vibration and positivity of the steering. Vibration is usually caused by worn wheel bearings, a worn steering rack or incorrect wheel balance.

On a straight road, apply the footbrake with increasing pressure. The car should stop evenly without pulling to one side. Check the temperature gauge for overheating problems.

The points mentioned above are some of the main things to look for, but remember all cars are different, so take each one on its merits.

If you have any particular queries or questions, feel free to contact TSSC H.Q.

We will be happy to answer them for you.

WHY THE TSSC IS THE CLUB FOR YOU...

Monthly Magazine, The Courier: The monthly magazine of the Triumph Sports Six Club. Perfect bound and full colour A4, The Courier has 68 pages packed with advice; events information; general interest and informed technical articles covering simple tips to full restorations; and spares information from all the major trade houses.

The Courier also incorporates the Area News Review packed with local news and events information. Furthermore, The Courier contains the most comprehensive Triumph Classified Adverts likely to be found anywhere, with sections covering both cars and parts for sale.

Insurance: As a member of the Triumph Sports Six Club you have access to 'TSSC Insurance', an insurance scheme provided by Peter James Insurance which is exclusive to our club members and offers a range of benefits – check out www.tssc.org.uk for full details.

Spares: Availability for Triumphs is excellent with numerous specialists throughout the country giving discounts to Club members.

TSSC Club Shop: The Club's own after-market spares department, run by volunteers, specialises in basic servicing items, hoods, interior trim, colour-matched paint plus much, much more with special savings for Club members.

Technical Help & Hints: If this is your first Triumph, you will be pleased to know that they are generally very easy to work on. But if you are unsure, please contact the appropriate Register Secretary or the Club office. Whether you need to know the procedures or methods, parts required, prices or just a shoulder to lean on, we are here to help.

Events & Social Meetings: Over 50 local Areas across the country organise meetings at least once a month. The TSSC also has wide-ranging contacts across Europe and even further afield. This can be one of the most rewarding ways of enjoying your Club membership. Many Areas organise Treasure Hunts, Camping Weekends, and drives in the country.

TSSC Headquarters: A must-visit for all Triumph enthusiasts. Open on various open days throughout the year and by appointment for groups. See the great selection of Club cars permanently on show. Cars include the Earls Court Herald launch chassis, prototype 4-door Herald, Courier Van, Concours Vitesse Mk1, Vitesse Mk2 Convertible and GT6 Mk3, Bond Equipe, Herald Coupe and 13/60 Estate, rally Vitesse, and a Spitfire Mk2 plus 'Guest Cars'. Relax over a coffee in the members' coffee bar or video room, or look up those technical details in the TSSC library. Products from the TSSC Club Shop, Regalia and books are also available over the counter.

Thinking of Buying a Triumph? Join the TSSC first and get expert advice, find the best cars, and avoid costly mistakes before you buy!

- Chat to local members. • Browse member-only cars for sale
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Join today at www. tssc.org.uk and start your Triumph journey!

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Telephone: 01858 434424 E-mail: info@tssc.org.uk
Website: www.tssc.org.uk

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