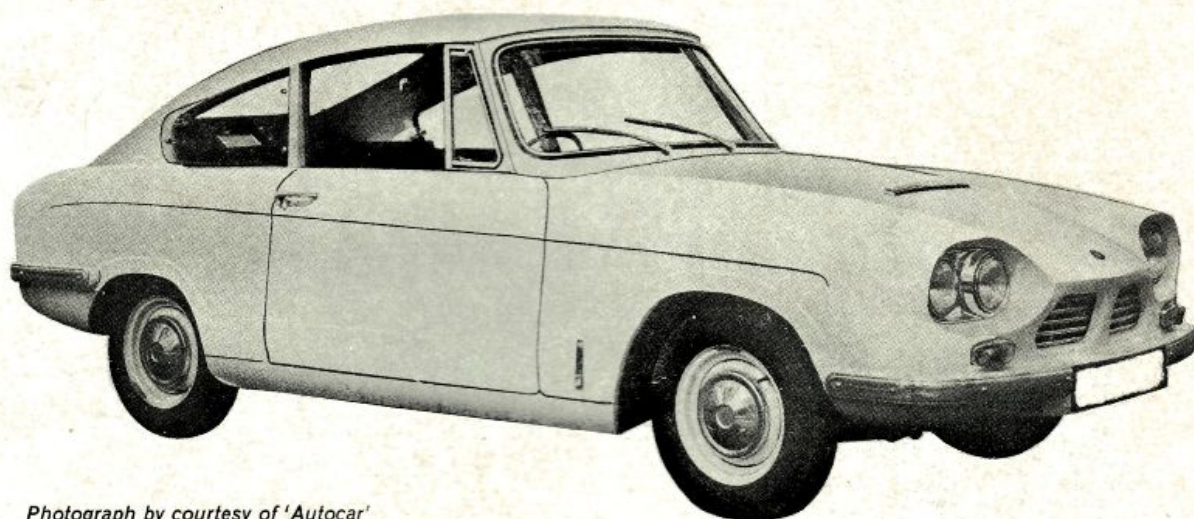


Bond Equipe GT4S

1300



Photograph by courtesy of 'Autocar'

*Increased power
and even better
Roadholding*

Is this the most talented car in Britain?

Man Handled?

The Bond Equipe G.T.4S is built the way cars used to be.

By hand.

The reinforced glass fibre body is hand moulded.

The doors are hung by hand.

The car is assembled and trimmed by hand.

The various accessories are all fixed by hand.

Skin Deep?

The Bond Equipe G.T.4S is a beautiful car.

Beautifully made. Beautiful to look at.

And beautifully functional.

The engine is the new 75 B.H.P. Triumph Mark III Spitfire giving the Equipe 12% increase in power.

The chassis is all steel: The famous Triumph Herald "Double Backbone" chassis.

There is independent suspension on all four wheels.

There are waterproof, fade resistant, self adjusting, powerful disc brakes on the front wheels with increased caliper area.

There is a tiny 25' turning circle which is even tighter than a London taxi and which means it'll park virtually in its own length.

Colour Card

For a small extra charge you can have your Bond Equipe G.T.4S

sprayed any colour you like.

Even tangerine.

But normally the car comes in

Winchester Blue

Signal Red

Prairie Beige

White

All very smart colours

The Body Beautiful

If you leave a conventional car outside all day and most nights, the rust gets it.

Rots the body.

Not so with the Bond Equipe G.T.4S

The glass fibre body can't rust. The steel doors and bulkhead are treated with a strong anti-corrosive.

Another thing.

The sort of minor accidents that dent steel body-work leave the Bond Equipe G.T.4S unmarked—glass fibre springs back to shape; you can touch up the paint yourself.

And if you do rip a hole, never fear, glass fibre can be built up again, then resprayed—at a fraction of the conventional repair cost.

Your Service

The Bond Equipe G.T.4S is built in association with Standard Triumph. A combination of Triumph Engineering and Bond Craftsmanship. You get a hand built car.

And one that's backed up by the full servicing facilities of the country-wide Standard Triumph dealer network.

And one on which you get a 12,000 mile/12 month warranty.

The best of both worlds, in fact.

Internal Affairs?

The front bucket seats are unique to the Bond Equipe G.T.4S. You sink into them, and they support your back and your shoulders and the backs of your legs as if they were just specially designed for humans. Which they were. Whichever of the 72 positions you care to adjust them to. The rear back seat is deep enough to lool in and is as deeply sprung as a club chair . . .

Interior trim is very smart.

Black seats. Deep grey carpet.

White roof trim. Polished walnut

facia panel.

Polished walnut window cappings.

Polished wood steering wheel.

More to boot

Last, but not least, the Bond Equipe G.T.4S has a very large boot.

And a deep glove box.

And a wide parcel shelf (44" x 12") above the back seat.

And a pair of deep pockets either side of the back seat.

AND THE CAR ITSELF WILL TAKE FOUR IN COMFORT (including two man-sized men in the rear seat)

Price includes:

Fresh air heater

Demisters

Windscreen washers

Twin reversing lights

Safety harness-anchor points

Vanity mirror

and, of course, full G.T. trim.



Specification Bond Equipe G.T.4S 1300

BODY Monotone finish. 2-door 4-light 4-seat. Steel and rustproof reinforced glass-fibre. Safety glass curved screen. Forward hinged doors, push button handles, winding windows, pivoting anti-draught ventilators. Hinged opening rear quarter lights.

UPHOLSTERY Super quality Ambla leather-cloth. Separate bucket type front seats adjustable for height, rake and leg-length. Full sized rear seat.

GENERAL EQUIPMENT Walnut veneered fascia with lockable compartment. Padded leathercloth surround for protection and safety. Two sun visors, (vanity mirror on passenger visor). Facia ash tray. Fitted carpets. Chrome plated door pulls. Anchor points for safety harness. Ash trays. Pockets in rear quarter panels and in both door trim panels. Fresh air heater and demister are standard equipment.

ELECTRICAL EQUIPMENT

INTERNAL Facia courtesy light with integral switch and courtesy switch on both doors. Horn button on steering wheel boss. Full instrument illumination. Oil pressure, head-lamp main beam and direction indicator warning lamps. Combined ignition lock and starter switch. Steering column lever control of head and side lamps. Dip switch main beam flasher and self cancelling direction indicators. Twin windscreen wipers, self parking.

BATTERY : 12-volt large capacity.

EXTERNAL Four flush sealed beam head-lamps in pairs. Separate side-lamps incorporating direction indicators. Twin automatic reversing lights, rear number plate light, twin stop lights. Separate rear direction indicators and reflectors.

CONTROLS AND SWITCHES 3-spoke wood rimmed steering wheel. Centrally grouped buttons for choke, heater, screen wipers and head and side lamp master switch incorporating a position for instrument panel-illumination. (Electrical control—see above). Screen washer, push-button action. Short, centrally-located floor-mounted gear lever.

INSTRUMENTS Speedometer (110 m.p.h.-180 k.p.h.) with trip mileometer; tachometer; temperature gauge and fuel gauge.

LUGGAGE AND PARCEL ACCOMMODATION

Large luggage boot. Rear parcel shelf. Pockets in rear seat side panels and in door trim panels.

CAPACITIES

Fuel Tank	10 galls.	(45.5 litres)
Engine Sump	7 pints	(4.0 litres)
Cooling system (with heater)	9½ pints	(4.8 litres)
Gear box	1½ pints	(0.85 litres)
Rear axle	1 pint	(0.53 litres)

WEIGHT Dry, excluding extra equipment—14½ cwt.

CHASSIS Double backbone of channel section with side members forming rigid structure.

ENGINE

4-cylinder, 1296 c.c. Bore 73.7 mm. Stroke 76 mm. Compression ratio 9: 1. Aluminium alloy, solid skirt pistons. Push rod operated overhead valves.

3 main bearing crankshaft with lead indium bearings.

4 bearing, chain driven camshaft.

4 blade steel fan.

Water heated cast aluminium inlet manifold. Pressure lubrication by high capacity eccentric lobe type oil pump to main bearings, big end and all camshaft bearings.

Full flow oil filter. Twin HS2 SU carburettors. Positive crankcase ventilation via emission valve between inlet manifold and rocker cover.

CLUTCH

Hydraulically operated diaphragm type. 6½ in. diameter.

GEAR BOX 4 forward speeds and reverse. Synchromesh on 2nd, 3rd and top. Silent helical gears.

	Top	3rd	2nd	1st & reverse
Ratios	1	1.39	2.16	3.75
Overall ratios	4.11	5.73	8.87	15.40

Propellor shaft with needle roller bearings. Swing shaft rear axle. Hypoid bevel gears.

PERFORMANCE

Engine : 75 b.h.p. at 6,000 r.p.m. Maximum torque 900 lb./ins. at 4,000 r.p.m. (equivalent to a B.M.E.P. of 144 lbs./p.s.i.). Piston speed of 2,500 ft./min. : equals a road speed of 81 m.p.h. in top gear.

	Top	3rd	2nd	1st
Engine speeds at a road speed of 10 m.p.h. (16 k.p.h.)	635	890	1375	2385
Road speed at 1000 r.p.m. in top gear 15.75 m.p.h. (25 k.p.h.)				

	3rd	2nd	1st
Maximum permissible speeds in intermediate gears	67 m.p.h.	43 m.p.h.	25 m.p.h.
	107 k.p.h.	69 k.p.h.	40 k.p.h.

SUSPENSION

Front : Independent low periodicity system. Wishbone pivots, rubber bushed. Patented screwed bottom bush and top ball joint swivels. Coil springs controlled by telescopic direct-acting hydraulic dampers. Anti-roll bar. Taper roller bearings in hubs.

Rear : Swing axle independent system, transverse leaf spring and radius rods. Ball and needle roller bearings in hubs.

BRAKES

Front : Girling Caliper disc brakes 9" diameter. Rear : Drum brakes 7" x 1½" one leading, one trailing shoe.

Pedal operates all brakes hydraulically. Handbrake operates rear brakes mechanically. Total swept area 205 sq. ins.

WHEELS Steel discs with chrome-plated nave plates taking 5.20 x 13 Dunlop Tubeless tyres.

STEERING Rack and pinion type, 3¼ turns lock to lock, 25 ft. turning circle. Adjustable steering wheel collapses on serious impact.

MANUFACTURERS

BOND CARS LIMITED—PRESTON
LANCASHIRE Tel. : Preston 54002-5

Bond policy is one of continuous improvement : the right to change prices, specifications and equipment, at any time, without notice, is reserved.

Built by Bond in association with Standard-Triumph.

