

CLASSIC DRIVER



1977 Triumph Motorcycles Other

Stafford, 18. Oktober

Lot sold	USD 10 055 - 15 082 GBP 8 000 - 12 000 (listed)	Zustand	Gebraucht
Baujahr	1977	Standort	
Motornummer	T160 NK06521	Motorradtyp	Straßenmaschine
		Farbe	Sonstige

Beschreibung

1977 Triumph 741cc Legend T160

Registration no. SYG 21R

Frame no. NK06521

Engine no. T160 NK06521

Built in 1989

Number '33' of the series

Only 4,750 miles since 1989

One of the consequences of the BSA-Triumph Group's collapse in the early 1970s was the end its three-cylinder models' development, though successor company Norton-Villiers-Triumph did make a somewhat half-hearted attempt with the T160. Clearly, the design had untapped potential, as evidenced by the existence of overhead-camshaft, four-cylinder and Isolastic-framed prototypes. When T160 production ceased at the end of 1975 it seemed that would be the end of the line for the BSA-Triumph triples, but one man determined to carry on, and who was also uniquely qualified to do so, was the factory race-shop foreman, Les Williams. Made redundant when NVT collapsed, he set up a spares business specialising in BSA-Triumph triples and also built a number of replicas of the most famous three-cylinder racing, 'Slippery Sam'. Les also developed the ultimate street triple: the Legend café racer, which was based on the T160 Trident and first appeared in the early 1980s. The Legend addressed many of the original design's shortcomings, incorporating electronic ignition,

modern switch-gear, Lockheed twin front disc brakes, alloy wheel rims, large-capacity fuel tank and a much improved riding position courtesy of rear-set footrests and adjustable handlebars. Hand built, the Legend was produced in small numbers into the early 1990s, one of the limiting factors being the decreasing availability of suitable T160 donor bikes. It is estimated that only 60 were made and today this ultra-rare 'classic superbike' is highly sought after.

This example comes with L P Williams Ltd's invoice dated December 1989 for its conversion to Legend specification for the then owner, Mr Peter Burgess of London SW3 (the current vendor's father-in-law) whose name is engraved on the top-yoke plaque. In addition to the aforementioned, its specification includes an oil pressure gauge, Bosch indicators, Triumph TSX front mudguard, centre-stand lifting handle, Bonneville front forks and an 18" rear wheel. 'SYG 21R' was given to the vendor in 2000 with only the delivery mileage recorded, having been kept garaged, un-ridden, since the build date. Since then the Legend has covered 4,750 fair-weather miles and has been on SORN since 2011. MoT'd to July 2016, the machine is described by the vendor as in generally good condition, having benefited from considerable expenditure while in his ownership. Accompanying documentation consists of a V5C document, a quantity of expired MoT certificates and numerous invoices, including one for an 'unleaded' conversion. A workshop manual and parts catalogue are included in the sale.

Bonhams 1793

The logo for Bonhams, featuring the word "Bonhams" in a large, bold, black serif font.

AUCTIONEERS SINCE 1793

Titel Herr

Vorname Jamie

Nachname Knight

101 New Bond Street

London

W1S 1SR

Vereinigtes Königreich

Telefonnummer +44-2089632817

Fax +44-2074477401

<https://www.bonhams.com/auctions/22727/>

<https://www.classicdriver.com/de/bike/triumph-motorcycles/other/1977/334734>

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