

# *The Donald Taylor* Collection

## *Auction Catalog*



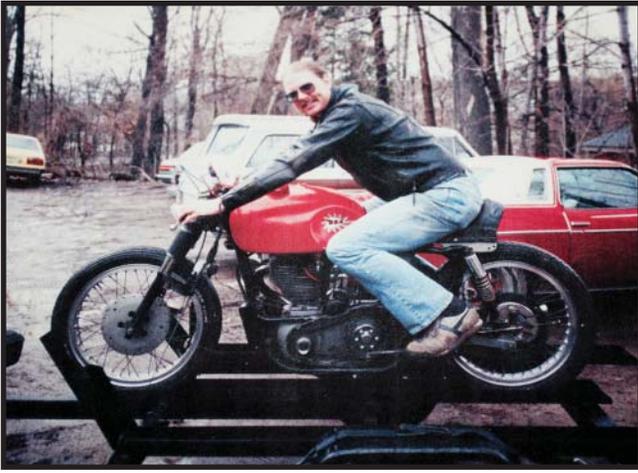
# *Motorcycles & Vehicles*

Saturday March 7th 2015 - 10:00 am

Washtenaw Farm Council Grounds  
5055 Saline - Ann Arbor Rd  
Ann Arbor, MI

**Braun & Helmer**  
Auction Service





Don Taylor is a life long motorcycle and car enthusiast. This impressive collection was put together over 40 years. The thrill of collecting and the joy of riding fueled his passion. He was known to ride out to anywhere in the United States to make a deal. Each motorcycle acquisition was a new member to the family. Some projects were finished while others were just dreamed about. But each addition was more than just a “new bike” ,it was a new friend or someone to check in on over the years. Don Taylor had a keen eye, enjoyed the art of the deal, and personified what it meant to be a true collector.

**Thanks for your attendance and your high bids!**

**We sincerely hope each item finds it way to a good home!**

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Announcements made the day of the auction take precedence over written material.

All of the information provided is believed to be accurate and reliable; however, Braun and Helmer Auction Service assumes no responsibility for any errors.

## 1935 Coventry-Eagle Silent Superb

Lot 100

This Coventry-Eagle "Silent Superb" is very original and very cute.



- 150 CC two-stroke single-cylinder
- Hand-shift 3-speed transmission
- Nice Miller headlight
- Paint weak
- Luggage rack
- 3 mufflers included (large cast w/ 2 fishtails)
- Piston ring missing
- Missing carb mount tube
- Carb float bowl damaged
- Cases welded
- Incorrect taillight, seat, footpegs
- No title

## 1941 Indian Four Cylinder Model 441

Lot 101



- Matching numbers—complete motorcycle with engine out of frame
- Ran great, but engine was removed and disassembled to correct low oil pressure
- No cracks or welds in crankcase
- Original stock muffler
- Magneto bike
- Fenders in good condition
- Front fork shroud partially removed for de-chroming
- Two luggage racks included
- Good title

## 1941 Indian Sport Scout Model 641

Lot 102

This is a great bike that needs a few parts, a little paint and some Indian love.



- Matching numbers on frame and engine
- Rolling basket case with engine and trans
- Reportedly off the road since 1966
- Rebuilt speedometer
- NOS handlebars
- Cylinder head fins restored
- Both left and right tanks in good condition
- Front fork in good condition
- Front fender and 2 rear fenders included
- Included: stroker motor kit (Harley Davidson Sportster 1000 connecting rods and crank pin to adapt to Indian flywheel)
- No exhaust system
- Includes old bill of sale
- No title

## (pre-1947) BSA M20 Classic Military 500

Lot 103

This unmolested survivor is very solid.



- 500 CC one-cylinder 12-hp
- Side valve
- Girder front fork
- Has speedometer
- Olive green military paint (dull)
- Luggage racks
- Probably does not have matching numbers
- Ancient tires
- Possible 1945
- No title

## 1947 Gilera Saturno Sport

Lot 104

This Saturno is a rare sporting example that ran great until it lost its spark, which may be due to slipped timing. Be sure to check out its very interesting rear suspension design.



- 500 CC single-cylinder
- Guy Webster restoration
- Excellent compression
- Believe it has matching numbers
- Incorrect muffler
- Front wheel chrome has some problems
- Good title

## 1948 Indian Chief Model 348

If you like the polished engine cases all you need to do is build the wheels, add some paint, assemble your Chief, and ride.



- Matching numbers on frame and engine
- Completely disassembled except engine and trans
- Disassembled to correct erroneously polished engine cases
- Engine was in good running condition when bike was disassembled
- Original front fender plus reproduction front and rear fenders included

- Buyer can choose repro black or repro chrome rims (unchosen set to be auctioned separately)
- Good title

**Lot 105**

## 1949 Indian Scout



- Indian vertical rigid frame and front forks only
- No title

**Lot 105A**

## 1951 Sunbeam S-7

The Sunbeam was known as the classic gentleman's motorcycle



- 500 CC two-cylinder
- Long-term basket case, but carefully organized and stored
- Very complete, except for missing toolbox
- Included new rear-end gears
- Good title

**Lot 106**

## 1952 Vincent Series "C" Rapide

Current owner purchased this Vincent Rapide with non-matching numbers in 1972, sold it in 1974, and repurchased it in 1985 after a new bottom end was installed. It is likely that this Vincent Rapide was enhanced with Black Shadow parts before it made the journey from England to the US. Crankcase will require drain-plug helicoil before riding. Front brake balance-beam adjuster is stripped. The front wheel has one Shadow front drum and one Rapide rear drum—a quality new front Shadow drum is included to complete the Rapide-to-Shadow brake conversion. Also included, a set of NOS AM4 brake linings. Probably needs a new wiring harness, but runs with current wiring harness and magneto. Horn will require disassembly and adjustment to be operational. Front tire OK, but ancient rear tire requires replacement. All the hard work has been done. After a few mechanical touches and a new rear tire, this Vincent will be a great ride for its next owner. BTW, this bike's name is Gladstone.



- 1,000 CC two-cylinder
- Excellent motor, 9:1 compression pistons (0.020 oversize)
- Black Lightning cams (not too hairy for the street—idles well)
- Amal 930 carbs
- Low-restriction Burgess muffler
- Alpha main bearings installed approximately 2,500 miles ago
- Eddie Stevens crankcase breathers work great
- Black Shadow cylinder heads have new valves, guides, bushings, and springs. All cylinder-head work performed by Mike

- Urschel of Chicago 250 miles ago
- V3 clutch installed
- Non-original Triumph headlight currently installed on bike
- Correct Miller headlight bucket (minus lens), switch, and a new ammeter included
- Non-stock stainless steel fenders on bike
- Stock-appearance home-made seat by Burt Wiesz of Windsor, Ont. with strong stainless steel base
- Due to backfiring, new exhaust port gaskets will be needed before running
- Good title

**Lot 107**

## 1955 BSA C10L

Very rare—not many of these bikes survived the abuse by the youths who owned them.

This BSA was adult-owned. This is a very cute BSA.



- 250 CC single-cylinder 8-hp
- Side valve
- 3-speed transmission
- 3,500 miles from new
- Original paint except rear fender
- Some chrome weak
- 50 mph top speed

- Leaky petcock
- Motor sump plate requires helicoils
- Incorrect front brake cable
- Original tires (front tube is bad)
- Good title

**Lot 108**

## 1955 Moto-Confort Scooter

The original Swiss owner imported this rare Moto-Confort scooter in 1960, but parked it in 1967 rather than submit to the compulsory helmet law. The current (second) owner of this scooter acquired it in 2005. Its top speed was claimed to be 43 mph.



- 125 CC two-stroke single-cylinder
- Ugly paint
- Unique front luggage rack
- Two solo seats
- Taillight extends from tail-mounted spare tire
- Good title

**Lot 109**

## 1956 Panther Model 100

This Panther has actually been ridden on the Isle of Man. A big, heavy, stable road bike, the strong engine will propel it at 75 mph solo or while dragging a dead horse. With a good shining, this would be a beautiful addition to any British motor-cycle collection.



- 600 CC single-cylinder
- Twin exhaust port
- Chronometric speedometer
- Thousand-mile Solo saddle installed
- Original dual seat included
- Swing-arm model
- Owned since 1990

- Motor and gearbox worked when parked in '90s
- Tool box from left side missing
- No title but English logbook included

**Lot 110**

## 1957 BMW R60

This R60 offers way more than you need to begin restoration—needs more labor than parts to make a nice classic BMW. This unmolested survivor is very solid.



- 600 CC
- Number 118 off the line
- Basket case
- Believe crank redone
- Nice sheet metal
- Big Seat

- Steel wheels
- Non-original exhaust
- Good title

**Lot 111**

## 1958 NSU Lux



- 200 CC two-stroke single-cylinder
- Motor turns over; has compression
- Gearbox shifts
- Brakes operational
- Believed to have original paint

- Weak chrome
- Very complete
- Good title

**Lot 112**

## 1958 Zundapp Challenger

This rare Zundapp is a real survivor; most of them were trashed by the youths who wished they could have a bigger bike.



- 200 CC two-stroke single-cylinder
- Motor turns over; has compression
- Gearbox shifts
- Brakes operational
- Repainted red tank and rims
- Nice cast alloy taillight assembly
- Good title

**Lot 113**

## 196? Triumph Bonneville



- 650 CC two-cylinder
- Bare frame, swing-arm, and motor only
- Chromed cylinder barrel
- Non-matching numbers

- Have not attempted to turn over motor or select gears
- No title

**Lot 114**

## 1963 Norton Atlas 750

This Norton requires a complete restoration.



- 750 CC two-cylinder
- Matching numbers
- Motor out and disassembled
- Chronometric speedometer in headlight

- No mufflers
- Good title

**Lot 115**

## 1962 BMW R27

This is a beautiful example of BMW's final single. Known as a classy, quiet, and extremely civilized motorcycle, only about 900 examples were manufactured during this model year, making it a rare BMW, indeed. On one of their shows, the American Pickers paid \$8,000 for an R27 not as nice as this one. Note: This R27 ran great after a fresh top-end job, but then the timing chain got very noisy. The bike should not be started until the included new timing chain and new tensioner are installed.



- 250CC single-cylinder
- Original paint (except rear of frame)
- Completely stock
- Solo seat
- USA handlebars
- Alloy wheel rims
- New big alloy oil pan

- New motor-mount rubbers
- Around 18K miles
- Charging system not working
- Does not use oil
- Good title

**Lot 116**

## 1962 Matchless G80S

This cherry Matchless is an incredible find.

**Lot 117**



- 500 CC single-cylinder
- Less than 3,000 miles since new
- Original black paint, tires, cables, etc.
- Runs sweetly as only a factory motor can
- Everything works
- Very quiet
- Valenced fenders
- Small tear in seat
- Good title—retitled in 1972 as “Michigan assembled”

## 1964 BMW R50/2

**Lot 118**

The current owner has ridden this motorcycle at least 50 miles every year since 1980. It has been the soul of reliability—it just will not quit. Even though not all its parts are correct, they all work well together, if not the most powerful R50/2 on the block. The bike starts on first or second kick. The name of this bike is Moose because the Hoske tank and USA bars give him a big-shoulders, wide antlers look.



- 500 CC two-cylinder
- 7-gallon Hoske gas tank
- 2 Karcoma petcocks
- Full toolkit
- Cast alloy oil pan
- USA handlebars
- Chrome aircleaner
- Chrome footpegs
- Magnetic drain plugs
- Alloy wheel rims
- Solo seat
- Pre-1955 headlight lens
- Custom crankcase breather
- MCM mufflers
- 27/8 rear gear is perfect for the road
- Mostly original paint is a bit weak
- Normal drive train sound (engine, clutch, transmission, rear gears)
- Motor tired, but willing
- Speedometer not original but believe 80K mileage is close to accurate
- Good title

## 1964 Harley-Davidson Sprint

The Norton gas tank mounting legs were cut off by previous owner so it would be difficult to again mount it on a Norton. Current owner decorated it with the “Bicentennial Sportster” look. Ran (with a bit of smoke) when parked due to a broken chain adjuster—it needs a small weld in order to properly locate the rear wheel.

**Lot 119**



- 250 CC single-cylinder
  - Norton N-15 gas tank and headlight
  - Triumph 500 muffler
  - Funky handlebar mount
  - Good title
- 21

## 1964/1965 BSA A65D Lightning [sold together with 1965 BSA A65D]



- 650 CC two-cylinder
- Missing barrel and cylinder head removed long ago
- Included cylinder and head could go on either A65D
- Included tank could go on either A65D
- Seat appears to be 1964 vintage
- No title

**Lot 120**

## 1965 BSA A65D Lightning [sold together with 1964/1965 BSA A65D]



- 650 CC two cylinder
- Missing barrel and cylinder head removed long ago
- Included cylinder and head could go on either A65D
- Included tank could go on either A65D
- Seat appears to be 1965 vintage
- No title

**Lot 120**

## 1965 Honda Hawk



- 250 CC two-cylinder
- Engine turns over; has compression; gears select
- Ace handlebars
- Odometer displays a believable 3,200

- miles
- Missing tank and seat
- Incorrect mufflers
- No title

**Lot 121**

## 1965 Marusho Magnum

The Japanese Marusho Magnum is sort of a cross between a BMW R50 and a Honda Super Hawk. No BMW collector should be without one.



- 500 CC opposed two-cylinder
- Blown right head gasket (BMW gasket-compatible)
- Unique 4-speed transmission (neutral at top)
- Even more unique yellow 3rd-gear indicator light

- Chrome weak
- Original mufflers have tips trimmed off
- Shaft drive
- Telescopic front forks
- Battery-and-coil ignition

**Lot 122**

## 1965 Velocette Venom

Absolutely solid machine with Norton Atlas fenders since 1972. These fenders have been on too long to change. This bike has not been used since 1981. The 1965 model offers improved oiling. With minor work (clutch adjustment and minor fettling), you will have one mellow Velo.



- 500 CC single-cylinder
- Correct gas tank, but missing trim and emblems
- Speedometer/odometer calibrated in kilometers
- Classic Velocette black and gold paint
- Thruxton exhaust pipe

- Included refurbished magneto requires installation
- Believed to be mechanically sound
- Extra new wiring harness included
- Extra new seat included
- Extra handlebars included
- Good title

**Lot 123**

## 1968 Triumph T100C 500



- 500 CC two-cylinder
- Rolling basket case
- Missing exhaust and other items
- matching numbers
- No title

**Lot 124**

## 1966? BSA B25



- 250 CC single-cylinder
- No tank
- Non-matching numbers
- Poor condition
- No title

**Lot 125**

## 1967 Norton Atlas 750

This Norton Atlas roller is fairly complete but needs restoration



- 750 CC two-cylinder
- Matching numbers
- Good title

**Lot 126**

## 1967 Norton P11 750

This P11 would be a very easy restoration candidate.



- 750 CC two-cylinder
- Disassembled to paint and repair oil tank
- Matchless hubs
- Motor turns over and gearbox shifts

- No rear fender or taillight
- Matching numbers
- Good title

**Lot 127**

## 1967 Norton P11 750

This P11 Norton is completely disassembled, but it offers plenty to start with.



- 750 CC two-cylinder
- Basket-case: motor out of frame and disassembled
- Includes Matchless hubs
- No exhaust
- No seat
- No taillight

- Good title

**Lot 128**

## 1968 Norton P11 750

Due to its tires and lightened configuration, this Norton P11 appears to have been raced. It would be a good candidate for restoration.



- 750 CC two-cylinder
- Motor stuck
- Amal concentric carbs
- Matchless hubs
- Big knobby tires
- No fenders, headlight, or instruments
- Good title

**Lot 129**

## 1969 BMW R60/2



- 600 CC
- Rolling mess that was in a fire, then stripped and neglected
- Includes frame, front forks, transmission, and rear end
- No gas tank

- No generator
- No auto-advance unit
- No cylinders, heads, or carbs
- Good title

**Lot 130**

## 1969 BSA A50 Royal Star

BSA 500 Twins, while just as pretty as the 650s, are very underrated. They perform well and have good longevity. The 500 and 650 engines are the same except for the bigger bore/pistons of the 650.



- 500 CC two cylinder
- Motor turns over and gearbox shifts
- Speedometer glass cracked

- New front fork legs require assembly
- Incorrect mufflers
- No title

**Lot 131**

## 1969 Triumph Trident

This Trident ran great until the right-hand piston acquired a hole—the engine was shut off immediately and it hasn't been started since this unfortunate incident. Stray metal circulation should be minimal or non-existent. This survivor is a really clean example of "Flash Gordon's" model, except for the stated engine problem.



- 750 CC three-cylinder
- Bad piston has holed out
- Matching numbers
- Approximately 9,000 miles
- Original paint
- Nice seat

- Good exhaust
- Stock except for handlebars and air filters
- Good title

**Lot 132**

## 196? Triumph Bonneville



- 650 CC two-cylinder
- Ugly mild custom—not actually molested, but distasteful
- Motor and gearbox both stuck
- Cobra replacement seat (will include

- original seat if found)
- Front fender clipped
- Extremely incorrect headlight
- No title

**Lot 133**

## 1970 BSA A50 Royal Star

It's unclear what went wrong with the motor, but it didn't blow up so it would be rebuildable for an "easy restoration."



- 500 CC two-cylinder
- Lightning motor
- Swing-arm separated from frame
- 3766 miles showing on odometer

- Very complete and stock except handlebars
- Original blue paint
- Good title

**Lot 134**

## 1970 Triumph TR25 250

This entry-level British bike is very clean, believed to run.



- 250 CC single-cylinder
- Square tank
- Stock exhaust with high-pipe

- Stock handlebars
- Matching numbers
- Good title

**Lot 135**

## 1970? Triumph T100C 500



- 500 CC two-cylinder
- Basket case
- Custom black-with-flames paint
- No title

- Stock except for handlebars and air filters

**Lot 136**

## 1971 BSA B25 SS Victor



- 250 CC single-cylinder
- Missing carb
- Motor turns over, has compression,

- but condition unknown
- Believed to be original paint
- No title

**Lot 137**

## 1971 BSA B25T Victor



- 250 CC single-cylinder
- Less than 2,800 miles—runs great
- Original paint
- Nice tank, just needs a bit of polishing
- Large rear sprocket

- Full knobby rear tire
- Bad spot on rear rim
- Good title

**Lot 138**

## 1971 Kawasaki H1 500

This Kawasaki has plenty to start your restoration project.

**Lot 139**



- 500 CC three-cylinder
- Disk brake model
- Decent exhaust system
- Ugly repaint
- Left cylinder head off
- Headlight missing (may be located

- before auction)
- Broken taillight
- No title

## 1972 BSA A65L Lightning

This is a BSA from the last year of that marque's long production run

**Lot 140**



- 650 CC two-cylinder
- Motor does not turn over
- Fork does not turn
- Black frame
- Good title
- Stock--missing a few small parts

- Believed to have original paint

## 1972 BSA B50 SS Gold Star

This low-mileage road-oriented BSA ran well when it was parked in the late 1980's. The 650 front forks and headlight give this 500 the bigger-bike's look and feel. The first owner repainted the frame, tank, and side covers black. The current (second) owner acquired this BSA in 1978.



- 500 CC one-cylinder
- Matching numbers
- Alloy tank
- Has period-correct front forks from BSA 650
- Big flat-back headlight from 650
- Ancient tires

- Good title

**Lot 141**

## 1972 Harley-Davidson Rapido

**Lot 142**



- 65 CC single-cylinder
- Motor seized
- Good title (the only good thing about

this bike)

## 1973 Norton Combat Commando Roadster 750

This is a straight, clean, unmolested example of a small-tank Norton Commando.

**Lot 143**



- 750 CC two-cylinder
- Under 9,000 miles
- Ran great when parked 30 years ago
- Repainted white—otherwise bone stock
- 932 Amal concentric carb

- High-compression pistons
- Combat camshaft
- Front disc brake
- Right-foot shifter
- Good title

## 1973 Triumph TR5T Trophy Trail 500 Custom

This “in progress” pet project to create the perfect 500 twin involved the addition of BSA parts and Triumph parts from other models. The favorite riding bike in my collection, it is an absolutely delightful machine!



- 500 CC two-cylinder
- Only 2100 made
- Daytona head
- 626 twin carbs
- Newly installed valves and guides will require break-in period
- Desirable T100C staggered dual exhaust pipes
- Improved with 1971-72 front conical brake and 19-inch rim
- Matching numbers
- 47-tooth rear sprocket
- Added oil filter and oil-pressure gauge
- Boyer-Bransdon electronic ignition system
- Needs new battery
- Good title

## 1975 Honda Twin

This Honda is the last of the “Black Bomber” engine family.

NO PHOTO

- 500 CC two-cylinder
- Long-term basket case—parts likely missing
- Good title

## 1978 Yamaha SR 500

The first year edition of Yamaha’s homage to the 500 British single, this bike has inspired many a café-racer conversion. There are loads of aftermarket parts designed to fit this motorcycle. Also, it’s old enough to qualify as an AMC Classic bike.



- 500 CC single-cylinder OHC
- Disc brakes front and rear
- Alloy wheels
- 5-speed gearbox
- Includes both stands
- Only 14,000 miles
- Ran when parked in the 90’s
- Incorrect exhaust
- Missing left side cover
- Good title

## 1979 Triumph Bonneville T140V 750

This bone-stock big twin was always adult owned. The stuck clutch is a common Triumph problem—a problem that often goes away after the clutch is freed. This Triumph is a good potential rider.



- 750 CC two-cylinder
- Good compression
- 5-speed transmission
- Bad detent spring makes neutral difficult to find
- Front and rear disc brakes
- 14,000 miles
- Original paint
- One muffler rusting at tip, other muffler has scratches
- Clutch stuck in engaged position from sitting too long
- Good title

## 197? Suzuki GS 350

Lot 147A

NO PHOTO

- 350 CC two-cylinder
- Neglected stepsister came in a package with other motorcycles
- No title

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## 1992 Tomos Golden Bullet Moped

Current owner put more than 6,000 miles on this moped until the spark got weak and the engine refused to start. A new condenser did not cure the problem. Suspect the timing is not correct. When this fun moped was running, it was able to ruiuse at 30 mph (on level ground)— excellent for around-town use.

Lot 148



- Extra 1992 Tomos moped included for parts
- Adapted saddlebags included
- No titles (hey, they're just mopeds)



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## Two A10 BSA Big Twin Frames (vintage unknown)

Lot 148A



- Two frames only
  - Two engines
  - fork
  - No titles
-

## 1958 Bentley S-1 Drophead Conversion

Lot 149



Right-hand drive chassis B471EK. New Claret paint with a tan convertible top and a brown/tan real leather interior. Most of the chrome has been rechromed. The wood on the dash, door, and picnic tables has been magnificently refinished. This Bentley has power front windows and the stylishly tiny Jaguar roadster rear window in the conversion convertible top adds to the privacy befitting this expensive car. Lucas repop tri-bar headlights add to this car's distinguished appearance, as do the wide white-wall tires.

The car drives well, but the power steering pump is broken and cylinder 1 runs a little oily. A malfunctioning Temperature gauge reads high, but a remote-sensing laser thermometer shows the engine is NOT overheating. The cooling system works fine, although the belts are getting old and ought to be replaced.

The brakes were rebuilt less than 300 miles ago. The driver's door does not open.

Original Park Ward dropheads often sell for more than \$250K. Here is your chance to own a beautiful car with a rare body style. Automobile DNA doesn't get much higher-bred than a Bentley Drophead.

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## 1967 Daimler 2.5 Liter V-8 Saloon

Lot 150



This right-hand drive car was sold new in Australia and came to the USA in 1984. About 2 years later it holed a piston due to retarded ignition. The current owner purchased the car in 1988 and found another motor. The two motors were combined to produce one with nice standard bores and bearings. Unfortunately, excessive clearance on the front crank journal is causing low oil pressure at idle. Correcting this problem will require the labor-intensive task of pulling the engine. Despite the low oil pressure at idle, this car drove well and its little V-8 produced a killer exhaust note. It has a solid body, but the interior will require restoration. The car comes with many extra motor parts, including 2 complete cylinder heads with valve covers, oil pan (sump), and more. The brakes worked well until the master cylinder atrophied. This fine British saloon deserves to be saved.

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## 1988 Jaguar XJS 5.3 Liter V-12 Convertible

Lot 151



This car has power everything, including steering, brakes, seats, windows, side mirrors, and antenna. Its stainless steel exhaust is almost too good at muffling the sound of this sweet V-12 engine. This Jag's 16-inch wheels are shod with low-profile tires. The speedometer was replaced at 58K miles; combined with the 3K miles showing on the replacement odometer, the car has been driven about 61K miles. Although the engine can power the car, the brakes have gone bad and wiring problems have disabled some of the instruments. The engine runs great with great oil pressure, no smoke, and lots of power.

## Motorcycle Sidecar

Lot 152



This home-made chassis carries a “hitchhiker” body (believed to be a Californian product) and is set up for a 1955-69 BMW motorcycle, utilizing a BMW wheel and brake assembly. It also uses a BMW “coffee can” taillight. It tracked well when attached to a BMW R60/2.

## 1949 Chevrolet “Junior” School Bus

Lot 153



Under 19 feet in length, this 3800 series Chevrolet “Dinkybus” has a 1962 235 c.i.d 6-cylinder engine. It has a nominal 1-ton rating, a 3,000-lb capacity, and an 8,800-lb gross vehicle weight. Built on Chevy’s smallest wheelbase (137 inches) chassis with the available dual rear wheels, this school bus was originally equipped to carry 16 passenger. This chassis is the largest that does not require air brakes and the hydraulic brakes were overhauled less than 200 miles ago with “modern” 1970’s dual master cylinder, rebuilt wheel cylinders, new brake linings, and new silicone brake fluid. When the brakes were overhauled, the rear axle oil seals were replaced, but something is leaking on the right side--either oil or brake fluid--which should be checked.

This bus has not been driven since 1997. The 18” tires, although they exhibit terminal dry-rot, still hold air well enough to move the bus a short distance. One new tire is included that could be used for a spare.

The engine runs well, but has one noisy lifter and a leaky water pump gasket (the pump flange is broken on one side). Except for its 12-volt replacement starter, the 6-volt electrical system is still in place, so two different batteries are required. An ill-advised 12-volt “experiment” caused the 6-volt taillight bulbs to burn out. Partially converted to 2-carbs and dual exhaust (has Fenton C.I. headers). The 2 intended carbs that are included are 1-1/2” Carters with no internal vacuum controls. Exhaust sounds terrific, but not too loud.

Former owner’s camper conversion interior was removed, creating a blank canvas for your design. A hole in the roof caused some water damage inside, but most of the body is in good shape except for a bit of Michigan rust. Many new/used parts are included, such as a 2nd taillight, chrome engine parts, oil filter set up, speedo cable, foglights, folding foot steps, second air cleaner, stainless steel headlight rims, engine bearings and blue dot lenses.

It is so remarkable how beautifully Chevy’s 1949 truck styling blends with the design of this school bus body. Its attractive rear fenders are unusual on a school bus of any size. The good looks extend to the very rear of the bus where a slight flair of the body creates a unique “beaver tail” design--something seen on cars from the 1930’s. This bus was built to look good with a few art deco touches, such as its roof lights. Many consider this to be the cutest little school bus ever made.

## 2003 Volkswagen Passat 4-liter W-8 A.W.D. 4-door Sedan

Lot 154



This Passat includes the very rare 6-speed manual transmission and the factory sport package, which includes 17" wheel rims. Fewer than 6,000 examples were imported to the U.S. Only 5% of these Passats have manual transmissions.

In excellent condition with about 92K miles on the odometer. Its Custom replacement taillights are much brighter than stock. Comes with 4 new brake rotors and pads that have yet to be installed. The current brakes still work but the parking brake is at the end of its adjustment.

Mobil 1 synthetic oil was changed less than 400 miles ago. A new serpentine belt was installed less than 3K miles ago. The horn doesn't work, but 2 aftermarket horns are included for installation. A couple of the tires have slow leaks-- probably need a rim clean-up.

This Passat is a strong-running, fun car to drive. It's excellent on the highway and can achieve 18.5 mpg in everyday driving. Has title.

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## 2002 Ford E150 Econoline Traveler Van

Lot 155



Loaded with 4 captain's chairs, 5.4-liter Triton V8 engine, power steering, power brakes, automatic transmission with overdrive, climate controlled air-conditioning (front and rear), power mirrors (not working), AM/FM radio with CD player, rear VCR with two screens that fold down from the roof. Includes a receiver hitch for towing. 108K miles with less than 500 miles on a rebuilt transmission. A 36-gallon tank increases driving range. This nice driving vehicle has a title.

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## 1996 GMC Sonoma Pickup Truck

Lot 156



Purchased new by current owner's father. Only 37K miles. Includes power steering, power brakes, power windows, automatic transmission with overdrive, power locks, power mirrors, climate controlled air-conditioning, AM/FM/cassette deck, and a flat cap for the pickup bed. Positraction works great in snow. This pickup has SLS package with 3rd door (not working--needs handle adjusted). It runs and drives great and has a title

*Cataloged items followed by large selection of Motorcycle parts, tools and everything else.*

# *The Donald Taylor* Collection

Saturday March 7th 2015 - 10:00 am

Washtenaw Farm Council Grounds  
5055 Saline - Ann Arbor Rd  
Ann Arbor, MI

