CABLE ADDRESS
SAXON
DETROIT

SAXON

TRADE MARK REG.

SAXON MOTOR CAR CORPORATION

Office of
President and General Manager

Detroit, Michigan, U.S.A.
Replying to yours of

TO ALL SAXON DEALERS

Vol. 2 SPECIAL SHOW NUMBER

STRENGTH ECONOMY SERVICE

6-Cylinder Motor (Continental)

Radiator (Fedders)

Roller Bearing (Timken)

Front Axle (Timken) (Rear Axle also Timken)

Helical Bevel Drive Gear (Timken)

Saxon Service

The biggest thought we have in mind in talking to you is the service we are rendering in educating you to the merits of Saxon cars. In selling you a Saxon we are not merely selling steel, wood and rubber made into an automobile. What we actually sell is mileage—Service. We sell the most valuable item in the world—Time.

We are firmly convinced the Saxon performs this service in the most advantageous manner. We point to the splendid performance it has given in the hands of its thousands of owners and to the perfection of its component parts as evidence in maintaining our statement that Saxon cars will give more miles of satisfactory service for less money than any automobile made.

Motor (Continental)—High-speed motor of Saxon design. Used in no other six-cylinder car made under $1000. It gives a performance today which is probably as near perfect as has ever been attained.

Radiator (Fedders)—Acknowledged of best material and quality of workmanship. With this thermo-syphon system of water circulation, the old-fashioned water pump is eliminated and a superior cooling system is developed.

Bearings (Timken)—It is impossible to give the motor-buying public a better impression of Timken bearings than they now have. These are universally used on the higher priced cars and have always proved their worth. They have created an impression of absolute dependability among the automobile trade and owners.

Axles (Timken)—These axles have undergone every severe test conceivable which can be applied to the motor car axle. Their ability to stand strain approximates that of a locomotive axle. The mere fact that we are using these in Saxon "Six" assures the prospect that he is getting the best axles to be had at any cost.

Drive Gear (Helical Bevel)—This is conceded by engineers to be the most efficient and surely the most quiet type of drive gear known.

Carburetor (Stromberg)—Of the latest and most improved type. We are continually conducting engineers' tests designed to procure for us the latest and most efficient type of carburetor. Our experience has proved that this carburetor is most economical, and insures vaporization of low test gasoline.

Ignition (Remy)—Always insures hot, even spark combined with the lowest consumption of battery current.

Saxon Clutch—Dry plate with Raybestos lining. With this clutch smoothness and continuous ease of operation are assured. It is copied and imitated by other manufacturers because of its efficiency and smoothness of operation.

Two-Unit Starting and Lighting System (Wagner)—This system is silent, sure and enduring; is used on all high-priced cars and very few under $1,000. No car can possibly have better than this system.

Springs (Cantilever)—These springs are of Vanadium steel which makes the best spring suspension known. The rebound is minimized by these springs thus eliminating minor breakages and assuring maximum comfort to all passengers in the car.

Extremely Heavy Frame—Which is to the automobile as the foundation is to a house. This sound construction holds units together and minimizes harmful rattles.

Saxon times

Walter Prichard

Sept 1997

A registry of current Saxon Automobile owners. It is published twice a year in about March and September. Its goal is to distribute information about the remaining Saxon cars and their owners. Also to help locate parts and information about parts and cars for sale or wanted.

There is no charge for this service. I put out the SAXON TIMES because I want to return something to the hobby for all the pleasure it has given me. I work for a living like most people and the cost I can handle. However if you would like to help, my out of the pocket cost are about $2.50 per year. I would like to thank all those who have helped through the years.

Contributions of short articles, for sale, wanted items are welcome and encouraged. If you have articles or restoration hints we would all like to hear about them. If you can please put them in Columns format that will make a good copy it is even more helpful. Please send any correspondence to:

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SAXON TIMES SEPTEMBER 1997

This has been a very short summer for me. I sure hope you got out to some shows with your Saxon. At least started it up for the grand kids and neighbors. This is what collecting old cars is all about.

I have had some very interesting correspondence with Richard Kelly of Clinton, Indianna. He has bought the car that Stan Kotek owned a number of years back. Stan stopped corresponding with me when I could not buy the car. When he sold the car I had hoped that he would pass along my name but you know how that goes. Any way Richard did find my name and I now know where the oldest Saxon is again. I say this with some reservation because I have not seen all the early Saxons. This car has an early engine with the vacuum oiling system still intact. It also has no name on the radiator shell, Squared off front and rear fenders and only step plates Also it has the serial number of 456 and a motor number of 445. If you have a calendar picture from the early80's this car was featured and some how accredited to Don Garlits. It actually belonged to Stan Kotek at that time. It looked like a very nice car and with the new picture Richard sent me I am sure of it.

This reaffirms my faith that if I have patience I will be able to keep track of these Saxons with all the help I get from other owners. I also had a nice letter from Mrs. Hansen and some picture of Tommy's collection. He showed 5 early Saxons at a recent show in Florida. And they looked great.

George Kois reminded me that he has a chassis for sale or he wants a roadster body. (see Ad) I think this is a classic position that many old car collectors find them selves in including several friends and myself. It is good to know the problem is universal coast to coast.

There is one draw back that the editor has and that is keeping up on the obituaries. Some times I keep them listed until I find out what the family is going to do with the car or where it has gone. So I do appreciate your reminding me of those who have passed on. I have kept then listed out of great respect.

Up date on my car. It is till sitting in the middle of the garage and I haven't done much this summer. However I have decided that I will retire next May and take a major trip to see as many Saxon as possible and then come home and do a lot of mechanicing. And get that little devil on the road.

Walter Prichard
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SAXON CARBURATOR
MAYER MODEL L

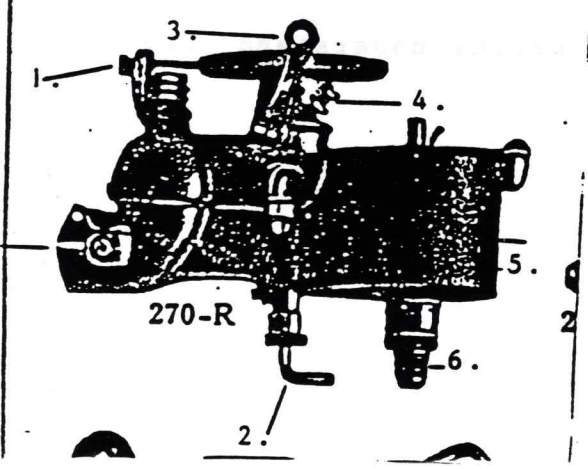
The basic principles of a carburator has stayed the same since it was first introduced. The carburator still depends on the suction (vacuum) created in the intake manifold by the piston intake stroke to draw gasoline from a jet, in a mist form and to combine the gasoline with air. The spray or mist of gasoline is always affected by the temperature, valve timeing, exhaust, inlet and combustion chamber design.

The gasoline/air mixture required to operate a engine varies in proportion to the demands, such as idle speed, (a rich mixture parts of air to parts of gasoline) requires a 12-1 mixture. Acceleration of 15-1 mixture and High Speed of 17-1 mixture or higher. Therefore a varying mixture of air to gasoline must be supplied, either automatically or in the Saxon Mayer system manuelly. (refer to the drawing item #1.)

The adjusting screw or gasoline needle valve (item #2.) regulates the amount of gasoline admitted into the mixing tube or the intake manifold to which the carburater is bolted. Adjustment is performed with the engine at a idle speed. (normally a full 1½ turns counter clockwise from fully closed is ample to start a engine) With the engine idleing turn the adjusting screw clockwise until the engine misfires then turn c-clockwise until the engine smooths out and runs flawless. The same can be accomplished by turning the adjusting screw c-clockwise until the engine misfires, then clockwise until it smoothes out.

The throttle valve (item # 3) is located above the spray nozzle and in this case is a metal butterfly which is located before the carburater bolt flange just before the intake manifold. The throttle valve limits the amount of gas that enters the cylinders and is controlled by the foot accelerator peddle or the manuel throttle adjusting cable on the dash marked "T". The throttle is adjusted for idle by the adjusting screw (item # 4.) The screw is turned in until the engine idles smoothly but not racing.

The carburator float is merely a piece of cork which is heavily coated with varnish so that it stays afloat in the gasoline float chamber (item #5.) A level of gasoline is maintained in the float chamber for use by the engine when it is needed. The float has three serations on the float guide shaft which determines the level of gasoline in the chamber. A spring clip is attached on one of these serations and when the gasoline reaches the level the needle valve stops the flow of gasoline to the float chamber and as the level of gasoline drops the needle valve opens and more gasoline is allowed into the float chamber.



1. manuel air adj.
2. fuel adj screw
3. throttle valve
4. throttle adj screw
5. float chamber
6. gas inlet/needle valve
7. hot air tube clamp.

The Mayer carburator has a Auxilairy air inlet which is designed to allow extra air into the carburator, leaning out the gasoline/air mixture to meet the demands of the engine at idle, acceleration and high speed. In the mayer secondary air chamber there is a metal disc which is manuelly opened by the dash control cable which is marked "A" on the dash next to the throttle knob. When this knob is pulled it raises the metal disc and allows air into the secondary chamber which blends with the gasoline idle mixture and leans out the gasoline which lets the engine run better at higher vehicle ground speeds.

The purpose here is that the driver can lean the air/gas mixture as he drives down the road giving the engine precisely the right mix ture when needed manuelly by pulling the "A" knob out as the vehicle increases in speed. Of course when the vehicle is slowing down the knob would then be pushed in to enrich the air/fuel mixture, otherwide the engine could possibly stall.

A very important part of the Mayer system is the funnel style Hot Air Tube, which is attached to the air inlet of the carburator. This tube creates a venturi effect for the carburator. Because of its funnel shape the air that enters is increased in speed or velocity and this velocity further atomises the fuel into smaller particles and consequently is delivered faster and more refined to the cylinders for combustion. This in turn makes the engine run smoother and econimizes on fuel consumption.

In understanding your carburator and its operation there are some basic factors for its operation.

1, good engine condition to create a vacuum to draw fuel into the cylinders for combustion.
2. Properly adjusted float level so as not to starve or flood the engine.
3. Properly adjusted fuel feed valve to spray the right amount of fuel in to the carburator.
4. The proper adjustment of the manuel additional air feed.
5. Insuring that the hot air tube is in place and not obstructed.

If these 5 items are properly adjusted and in place your should not have any problems starting your Saxon engine.

Most of this information has been taken from the Dykes Motor Manuel and the procedures or ideas are not mine entirely, but those of people with considerable more knowledge then myself.

Hopefully this article will allow you to better understand your Saxon automobile and the Mayer carburator.

James H. Smith
Owner of a 1914 Saxon Roadster.