

CABLE ADDRESS
SAXON
DETROIT



TRADE MARK REG.

MARCH 2005

SAXON MOTOR CAR CORPORATION

Office of
President and General Manager

Detroit, Michigan, U. S. A.

Replying to yours of
Mar 18th 1917

SAXON TIMES

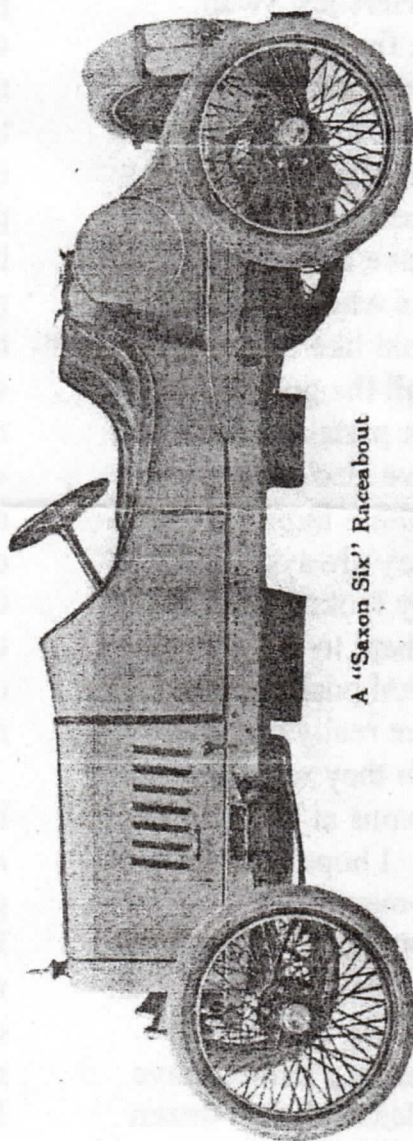
A registry of current Saxon automobile owners. It is published twice a year in about March and September. The main goal is to distribute information about the remaining Saxon cars and their owners. I also assist in finding parts and information for current restorations.

There is no charge to be on the mailing list. I put out the Saxon Times as a way to give something back to the hobby that has given me great pleasure. I am retired now but the cost isn't going to be a burden. However if you would like to help on the cost my out of pocket cost are about \$2.50 per owner per year. I would like to thank all the folks who have generously helped me out in the past.

Contributions of short articles and for sale and wanted items are most welcome and encouraged. If you have something; you can send it by mail or use E-mail and WORD files and it saves me a lot of time. I like to use columns either way.

Walter Prichard
5250 NW Highland dr.
Corvallis, Oregon 97330
Prichard@proaxis.com
541-752-6231

MOTOR WORLD December 27, 1916



A "Saxon Six" Raceabout

Are You Considered A "Live Wire Dealer"

by the Saxon Motor Car Corp.? If not, why not? No doubt your publicity end is weak. To put it across strong you must get publicity both for yourself and the car, not once or twice a week but every day—noon—night, all the time. How can you do this? We have figured it out for you, as well as ourselves.

¶ You may not be able to write ads that wake up the inhabitants. You may not just have the ability to build good looking raceabouts and distinctive type bodies, or doll up an \$815 touring car and sell it for \$1200. That's not your fault, but if somebody does it for you and you fail to take advantage of it, Saxon then pronounces you dead.

¶ The best, cheapest, most lasting form of publicity to run in connection with the rest of your advertising is what?

¶ It's having around a few raceabouts gotten up in extreme styles but correct lines—painted loud colors but in extremely good taste—cars that attract everybody's attention. Have them on display and chase them around yourself when it is not necessary to use a stock model. If the jobs are right, you will find that in addition to greatly

SAXON TIMES FOR MARCH 2005

There has been a lot of Saxoning going on since we last spoke. The really big thing for me was a trip to Carslie and Hershey Swap meets. I didn't find much for Saxons but a little including a Mayer carburetor for \$10. It was a great experience for me and the weather was great.

Next I have talked to a number of folks who have found a Saxon and would like to buy it and want to know all the good questions about parts and technical questions. I have also heard from several folks who's family owned a Saxon and they always wanted to know what they looked like. Of course I send them to the web site and have had real positive feed back. Those are really positive moments. Also they will be looking for Saxons at Museums and car shows. I hope they get to see your car somewhere.

Now a controversial item that I personally had to deal with. It all begins with getting old and not likening to crank my cars. I have looked into at least a half a dozen alternatives and none of them were really right for me. (Battery powered drills had enough power but...) Any way Elliott Fletchers car had been converted to a

modern Starter and worked very well. So, I took the big step and did a conversion for both my Model A and Model B. I don't have the cars running again yet but another week or so will do it and I have tested the A and it worked great. When I undertook this project I had several criteria. I could not make any permenate modifications to the car. They had to be repeatable so I could show others how to do it. Well I did pretty well with the mounting bracket, as it did not make any modifications. The Flywheel had to be turned down and a ring gear shrunk on. (A plain ring could replace the ring gear if someone wanted to go back. Now I will have a 12 V battery that I can charge before going to a show or a tour. I will be able to start it in the trailer and on the road without fear of flooding or some other malfunction.

I know it won't be original but I am not either. I have glasses and hearing aids and take a few pills every day to keep moving. However I should be able to enjoy my car and those whom like to see cars will be able to see mine on the road and not in the garage. I hope I get some feed back on this. Let me know what you think.

There are several piles of parts out there just waiting for someone to put them to gather. There are also several cars that are
* Continued on page 3

The Model A! How good was it?

I have a little story I will try to entertain you with. To begin with I have been talking to Arthur Miller in LA for a couple of years about his car. It wasn't complete but had been overhauled with new Sleeves and pistons. (He didn't say in 1951) It also had wire wheels and was drivable. Well In November I decided I had to get the car and stop talking about it so I took a friend and drove down there (3 days round trip) with my truck. Art told me I couldn't load it in the pickup because it wouldn't fit. Well I measured the B and it would fit so I went down there with some make shift ramps and was able to slip it right in with about 2 inches to spare. By the time I got all the parts loaded we had a pretty good load.

When I got back I had to deal with the Holidays but right after the 1st I brought the car down and pulled the engine. Art told me the car had been used to plow a field with when he got it. I totally believe it! as they had fabricated another complete sub frame out of angle iron to hold the engine. It looked kind of Rube Goldberg but worked. I disassembled the engine and it surly had been overhauled and a nice job done. However I started to learn all about the oiling system. I think they probably worked pretty well until someone

took them apart the 1st time. That little oil line coming down into the crankcase wants to wander around everywhere and does not want to stay at the magic 1 inch above the bottom of the block. I finally put the engine and oil tank all together and took the pan off again and adjusted that little pipe! Again. Another thing there is no real timing mark for the ignition. Well mine has one now. In fact 2 of them so I know exactly where top dead center is. Really helps when starting! I also recast a fan bracket for the A and B models so I can have a nice looking fan assembly and not a cobbled up model T version. Well it has been fun and has taken about 60 hours of fooling around but I should have a very nice engine now. Oh, by the way when I pulled the engine out of my early A there is a bad scrapping metal sound when you first try to turn it over. I will sure feel better about the engine now. If you want to know about working on the engine I do have quite a bit of experience to share now.

* from Page 2
near complete and or restoration started. If you are stumped on your project you might give some thought to up grading to something very close to driving and get out there and enjoy yourself driving around town. Then you can take your friends to the garage and show them your parts car and maybe get some help getting it together.

FOR SALE

1914 Saxon #4073
Runs and drives nice, Older
restoration
Jack P Guerrie
2630 Mountain View Ave.
Long mount, CO 80503
303-772-0873

PARTS FOR SALE

I have the parts to make 2 cars
including radiators and wire
wheels, wood wheels, and 3 bodies
Frames and rear-ends. Just too
much to list. \$4000
Stan Francis
151 Orchard LN
Howard, CO 81233
719-942-3596

FOR SALE

Roadster #1481, wire wheels,
Older restoration, Needs some
assembly \$4.500
Doug Nelson
761 Hylo Rd SE
Salem, Oregon 97306
503-399-0647
dokayllc@earthlink.net

FOR SALE

Very cheap. Fenders
Rears 2 each Model B-14 and B5R
4 fronts, All rough but useable
Walter Prichard
5250 NW Highland Dr.
Corvallis Oregon 97330
541-752-6231
prichard@proaxis.com

FOR SALE

1915 Roadster
Restoration Started, Wood made,
chassis blasted, body dipped,
Many Parts.\$3500 for list of parts
Doug Nelson
761 Hylo Rd. SE
Salem, OR 97306
503-399-0647

FOR SALE

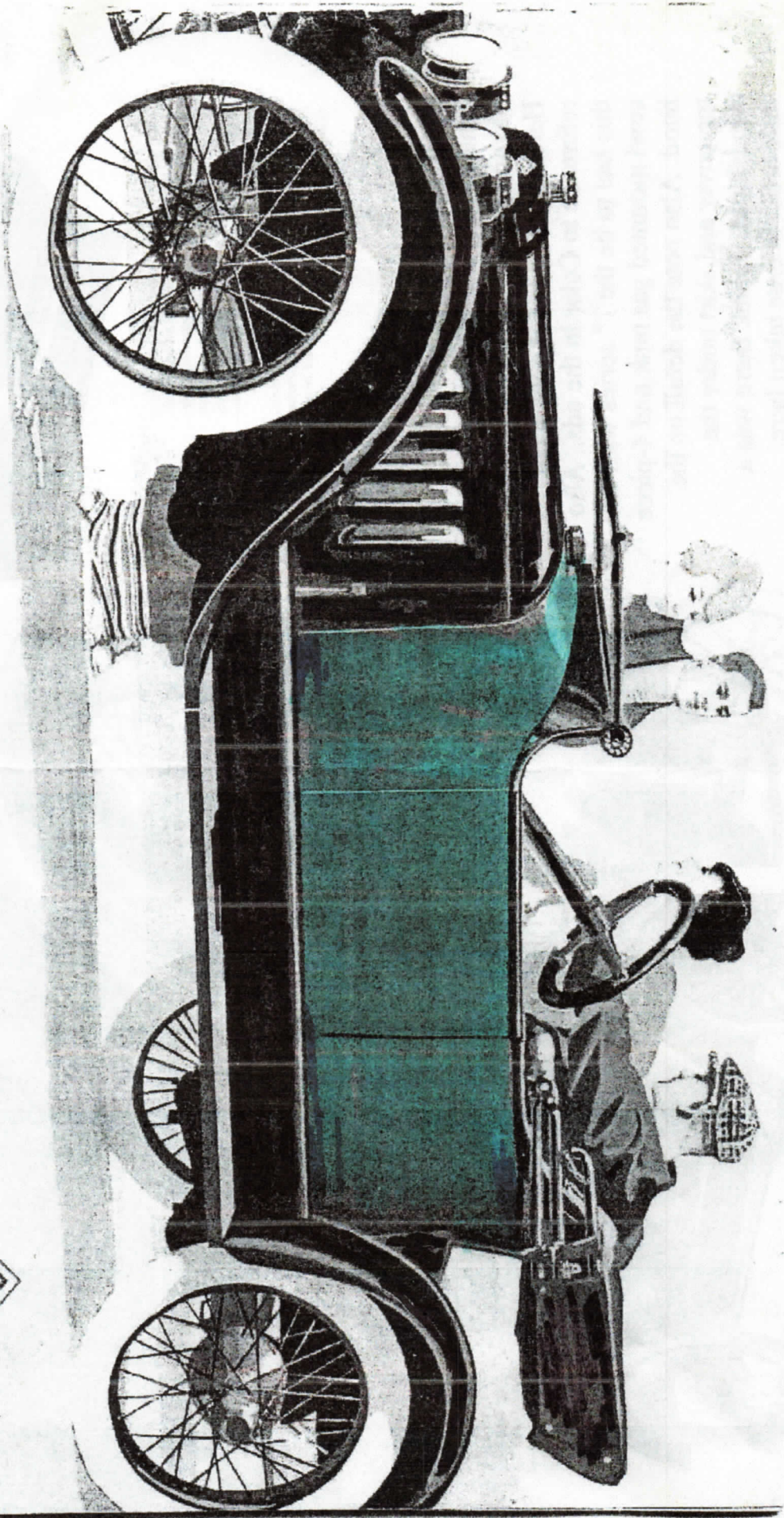
Do you want a parts manual for
your car? How about an
owners/drivers manual? Magazine
ads of your car? I have a CD with
all the information and manuals
scanned in that can be read or
printed.

Elliott Fletcher
18717 20th Dr. SE
Bothell. WA 98012
425-806-9613
ep-jaf@comcast.net

WANTED

Bryan Watson needs a number of
parts for his model A but most of
all he needs a reasonable way to
get these parts to Australia. If
anyone out there is a shipping
"Genie" and can help him Please
let him know or here in the states
let Walt Prichard know and I will
pass the word along.

Bryan Watson
12 Patterson St.
Numurkah, Victoria 03636
Australia
1-610-358-6231
ntg@bordnet.com.au



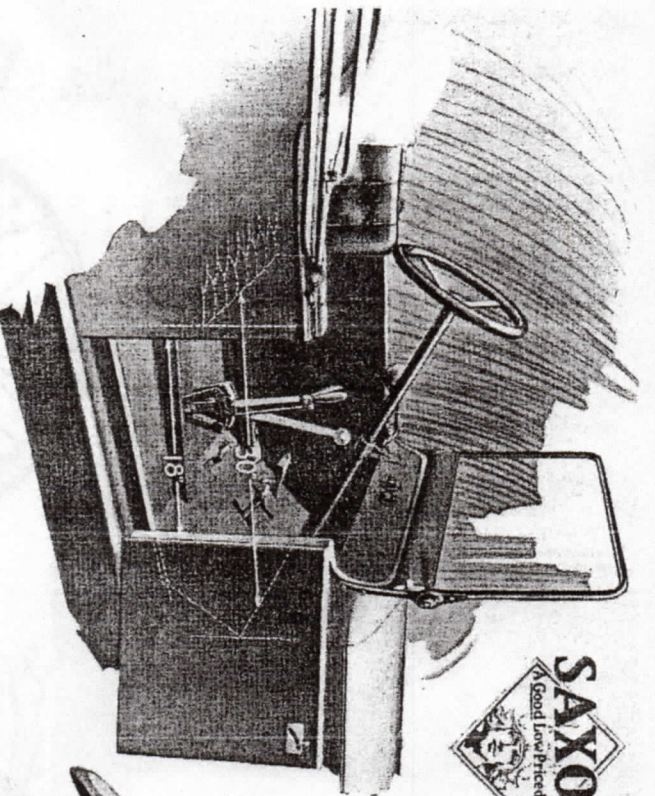
1914





\$395

The price of \$395 includes lamp, top, adjustable windshield, baggage box, tools and tire kit.



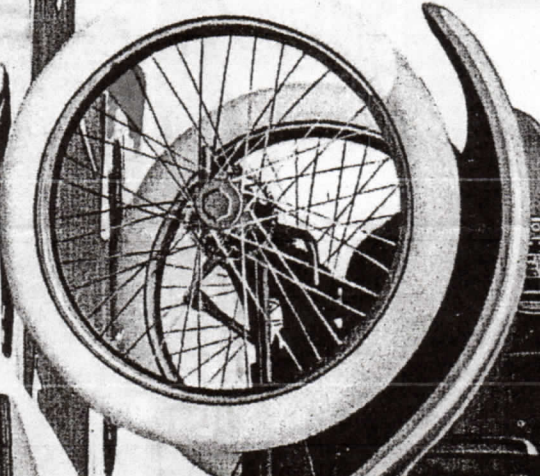
The large picture represents the Saxon in a new dress, with a new color scheme—electric dark blue body and black running gear, with running boards, headlights in front, gasoline filler cap extending through cowl, hinged bonnet and many other detail refinements.

The smaller cut above shows the roominess of the body, the wide doors, ample leg room, the control levers in center, the new cowl-board in the dash.

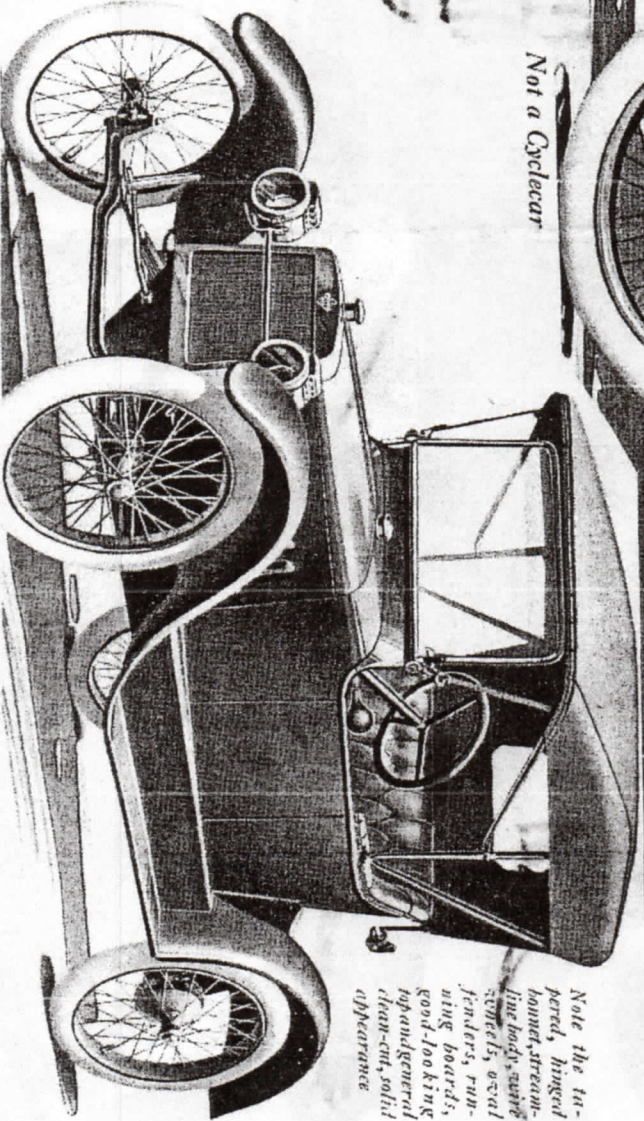
MODEL B

These are pictures from the latest Saxon time brochure I got in Hershey. A special note is the reference to Color in the ads. Also this has to be the 1st series with the cowl mounted gas tank and 4-piece hood. Also note the detail on the top cover and skirt under the windshield. I think there was a little artist license taken here.

Not a Cyclecar



Note the tapered, hinged bonnet, streamlined body, swing seats, oval fenders, running boards, good-looking top and general clean-cut, solid appearance.



Front Page

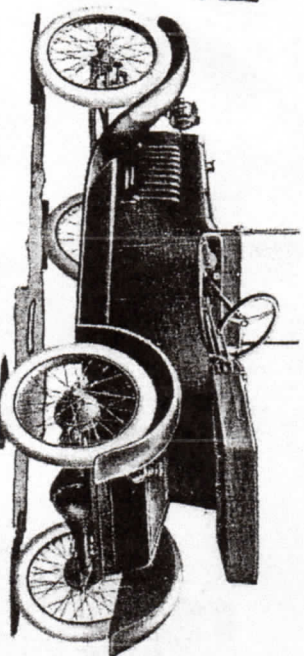
The Race about featured on the front page came from Elliott Fletcher. He bought this poster on E-Bay. It fit right in with my dreams of the perfect Car!

Starter Conversion

If you are interested in the details of my Starter conversion let me know and I will send you Pictures and details of what I have done. It looks like the cost for parts is about \$100 and machining about \$50, Steel and bolts about \$10 It will take about three hours to build the mounting bracket in someone else's shop. Walt

Friday, March 04, 2005

Specifications of Saxon Car



A cool automobile, not a caricature. Shows the industrial appearance, standard tread, sturdy rear axle, capacious luggage box, modulating top

Motor—15 h. p., I-head, four cylinders cast en bloc, with crank case integral, $2\frac{3}{8}$ " bore, 4" stroke.
Carburetor—Special Mayer, with adjustments for air and gas on the dash.
Fuel—Gravity feed from 6-gallon gasoline tank, located under cowl.
Ignition—Atwater-Kent.
Oiling System—Vacuum feed. Splash distribution.
Cooling—Thermosyphon, cellular type radiator, fan.
Valves—Nickel steel head with carbon steel stem, $1\frac{3}{8}$ " diameter, $\frac{1}{4}$ " lift.
Cam Shaft—Drop-forged special steel, diam. 1", cams integral, driven by helical gears, two bearings.
Crank Shaft—Special drop-forged steel, two bearings; front, $1\frac{3}{4}$ " diam. x $2\frac{1}{2}$ "; rear $1\frac{3}{4}$ " diam. x 3". Crank bearings $1\frac{3}{4}$ " diam. x $1\frac{1}{2}$ ".
Connecting Rods—Drop-forged steel, I-beam section, 8" centers.
Crank Shaft Bearings—Bronze, babbit-lined.
Body—Streamline, two-passenger. Seat 16" deep, 40" wide, 30" from heel board to dash. 18" door.
Color—Body, Richelieu Blue; running gear and bonnet, black.
Control—Left-hand steer. Center control. Throttle control by foot accelerator and hand control on dash.
Transmission—Sliding gear, progressive type, two speeds forward, one reverse. Transmission mounted on rear axle. Flyat roller bearings on main drive shaft of transmission. Other bearings hardened steel on cast iron.
Drive—Shaft drive, one universal joint, concentric torque tube.
Clutch—Dry plate, five-plate, steel on Raybestos.
Steering Gear—Bevel gear type, sector and pinion, $1\frac{1}{4}$ " diam. steel tube post, 16" wheel. Drop-forged steering connections.
Brakes—Two sets brakes on rear wheels. Service brake, 8" diam., lined with thermoid heat-proof material. Emergency brake, steel on steel, $7\frac{1}{8}$ " diam. Both brakes $1\frac{1}{4}$ " face.
Front Axle—Single-piece drop-forging, I-beam section, heat-treated. Ball bearings in hub.
Rear Axle—Semi-floating. Pressed steel housing. Outer end of drive shaft carried on flyat roller bearing. Differential—two-pinion, plain bearing.
Springs—Cantilever type, front 22" long, $1\frac{1}{2}$ " wide; rear 23" long, $1\frac{1}{2}$ " wide; main leaf vanadium steel.
Frame—Channel section pressed steel, $3\frac{1}{2}$ " x $1\frac{1}{4}$ " x $1\frac{1}{8}$ ".
Tread—Standard. **Wheel Base**—96".
Tires—28" x 3" clincher. **Wheels**—28" wire spokes.
Equipment—Top, windshield, two gas head lights, oil fuel light, gas generator and bulb horn.