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TRADE MARK REG.

SAXON MOTOR CAR CORPORATION

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. Please send it to:

Walter Prichard
5250 NW Highland dr.
Corvallis, Oregon 97330
Prichard5250@comcast.net
541-752-6231

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



The 24-Inch Bronze Statue of the Saxon Warrior To Be Awarded to the Winner of the Saxon Economy Drive for Dealers on July 15th.

**The Lincoln Highway
National Museum & Archives
Washington Office**

(202) 536-5329

Saxon Ramblings

Here we are again. I was reminded it was September this morning when the comic strip said that they must have lost a page on the calendar. Actually I got a lot done and showed my Saxon at least five times. It is nice to jump in and start it up and drive out of the trailer and be confident I will be driving it back in with every one looking. It actually ran pretty good. I don't know about anyone else but I like to leave the hood on until I have seen the rest of the cars, then take the hood off. It really draws a crowd. Does anyone else open their hoods while their car is in a friendly show?

There are several things I wanted to touch on. The big one is I have changed my E-Mail address so I don't have to wait so long. It works great now. Prichard5250@comcast.net is the new address. I will keep the old address up until the 1st of the year. Please change your contact list. I don't want to lose any friends.

I want to include all your SAXONS on the roster. Please let me know which ones to include and serial numbers. It will mess up the

list a little but you have been asking for it. On the same note, some address are very long and I will have to handle them by hand. If there is a short cut your post office recognizes please let me know. Also I am coming up in the world and have a better Cell phone that I carry in the shirt pocket so I can hear it. So if you just want to talk to me feel free to use that number I may not be able to take notes however. 1-541-602-3739 is the number. While talking with friends we have included all our numbers on the contact list in case we need help but not 911. If I get a call I will drop everything and respond right now. We haven't used it yet but John came very close to trapping his leg when the Lathe turned over while being moved.

Several new Saxon have found me this summer including one with an earlier serial number than mine. Two of them are restored and driving or close and a couple is being restored from original cars. Let me know how you are doing and which stumbling spot you are at. Some of us have been there a number of times and can share a smashed finger or two.
WALT

WHAT IS MY CAR WORTH?

This question comes up in almost every conversation. It is actually a good question and hard to answer. The hard to answer part, I will try right now. We all have a Saxon or serious interest in one or we would not be reading this. So our cars fall into many categories depending on condition. Here in lies the problems. Saxons out there come in many conditions right now, Beautiful, a pile of parts to whole barns full of parts. One thing is for sure they are all attached to great dreams of putting them back together again and driving them in a parade or to the County Fair. Well mother nature just keeps rolling along pretty soon the DREAMER gets sick and time marches right over him and he can't do the work to get the car running. Well his loving family wants him to get rid of the car(s). Well the thought of going to the scrap yard makes him sick, he put a lot of change (\$\$\$\$s) into the car so he is will have to sell it. HOW MUCH ARE THE PARTS WORTH? Well this is where it gets tough and I have small list of things that need to be

present for the pile to be worth **\$1000**. It has to have a complete engine with distributor drive and fan for that model and the engine must turn over. It needs all four wheels and hubs in good condition (no missing spokes or major rust). It needs a Trans axel that is complete and together with brake drums and shoes (no boxes of parts here). It must have a complete clutch and the little shaft that connects the clutch to the universal must be there with all bearings. Next it needs a front axle and steering gear and associated parts.

Now to the body. The sheet metal on a Saxon is very thin and hard to work but not impossible. The pile of parts should have 4 very good fenders and running boards and rear apron. Put them out together like a car and make sure they are all the same and you have rights and lefts where they should be. Also the rear fenders are different for different models. They all fit but you need to use them as pairs. You need right and left doors and a trunk lid and very important you need the 4 right panels for hood. Light forks are also necessary. Top bows are not needed

to begin with and I have a plan to adapt another top to the Saxon.

Remember this list is for a pile of parts worth \$1000. Condition and other parts will be negotiated. Remember this is where we start.

Now let's look at a \$2500 car there is a big jump here that is hard to see. It is the same parts put together and looks like a car. It should run and have a radiator. It should not be painted with primer! I suggest that you deduct \$500 for any car that has had all parts painted with primer. This hides all kinds of rust, moss, cracks and everything else that is bent, broken or missing. It should have wood in the body that can be used for patterns. Not just a stick or two here and there, but still be all there maintaining the shape of the body. The doors and gas tank should be there in the right place. You should be able to see the parts that need to be repaired and estimate how much it will cost to get to a level you will be proud of and can enjoy driving it with the grand kids.

The next step is hard to make and I start a list of "take a ways".

\$7500

This car can be driven with brakes, tires, all the wood replaced and the windshield and doors and trunk lid. Now if it has primer it should be modern good quality with the name and or cans it came in. If it is painted it can be less than professional quality but look nice. Now it could be original with body and paint needed. I start my list and deduct for faults. I suggest that you take detailed photo of its faults.

Now we are getting serious. \$15,000 is where most touring (driven cars) are rated. They have very nice paint and newer tires nice upholstery and a top. The engine is detailed. Now it should have a history of where it has been driven and what if any problems it experiences (runs out of gas excepted) it should be able to be driven 35 mph or so (with a gps). From here I add to a list of nice add ons. Electric start is a major +, nice carbide tank (generator), wire wheels, rear view mirror, period floor mat. It should have a nice history of parades and tours behind it. Then it can be valued at around \$20,000. Of course there will be exceptions as in any case and it is your money after

all. I am sure you have seen the two or three cars that are way over done. Saxons cost \$395 when new and when restored they should not try to look like Cadillac's. The car with all the brass and \$40's price tag is a Saxon but they did not have any brass anywhere (chrome radiator neck and cap and head light rims). However if it was mine, I would show and drive it everywhere and admit that it was a little over done but a lot of fun. There is even a Saxon out there with Model "T" fenders that looks a little strange but if it were mine I would still drive it all I could.

Alex Huppe who has the web site, www.motorcars.com, sees the prices a little higher on the East Coast. Remember what you pay for your cars your business and when I ask, you can tell me anything and I won't be surprised. Having been here nearly 80 years, and I have heard a lot of bulls go by! making a lot of dust and not much else. Walt



WANTED:

Billy Wolf Needs help with his wire wheels. Something happened and two of his got trashed. He needs an "old motor cycle mechanic" that has done wheels and understands spokes. I am sure there are some in the Maine area that could help. I would start out at a Harley dealer out here but don't know where to start back there. Any way he needs spookes for front and rear.

Billy Wolf, New Gorman RD, West Brooke, Maine, 04092, 207-8542188

NEED TOP BOWS

Need top bows for a Model 14

Butch Smith, Knoxville, Iowa 162-182-8817

SAXON ROADSTER

\$395 Today's Leading Two-Passenger Car

Three-speed transmission	New body, handomer, roomier
Improved high-speed motor	Signal lamps at sides
Turner axle	Ventilating windshield
Adjustable foot pedals	

These and other improvements feature the New Saxon Roadster. They make it the most inviting two-passenger motor car on the market. Saxon 3-speed transmission provides increased flexibility—bearing the strain on the motor. New Saxon Roadster is the only car in the world at or near its price with 3-speed transmission.

The Saxon is the only car in the world under \$500 with these and other modern features of style and design—graceful, roomy streamline body; powerful high-speed motor; Turnen axle; coil-over springs at rear; steel, dry plate chassis; honeycomb radiator.

New Saxon Roadster represents a real many dollars in added value—yet no increase in selling price.

Saxon Roadster runs far to exceed than any other motor car. It'll a cent a mile covers the cost of fuel.

Saxon Motor Company
Detroit

SAXON
Roadster Service

IT article in MoToR, we asked

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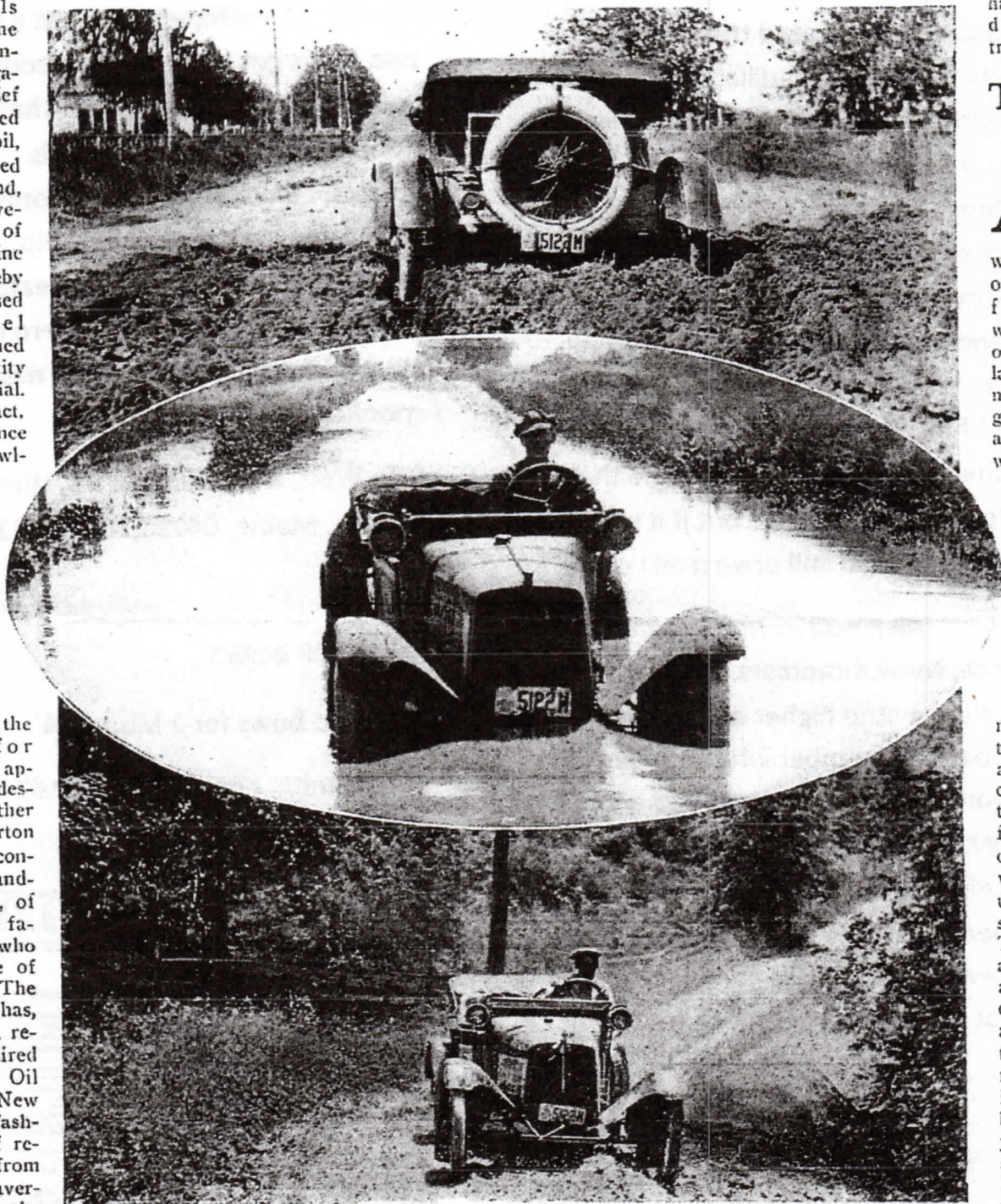
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Saxon Transcontinental Run.

On July 4 a little Saxon car finished in San Francisco, an ocean-to-ocean run over the course of the Lincoln Highway. This is probably the first "transcontinental" made by a car of this size. Our upper picture shows the Saxon plugging through a bad road near Cedar Rapids, Ia. The oval shows what an Iowa washout means and the lower view gives us a glimpse of some hard going in Nebraska.