



TRADE MARK REG.

CABLE ADDRESS  
SAXON  
DETROIT

## SAXON MOTOR CAR CORPORATION

Sept. 1996

Detroit, Michigan, U.S.A.

Replying to yours of

### SAXON TIMES

First off I want to apologize for not publishing a news letter in April. I was just getting over a serious health problem. Things are much better now and I am back up to full speed.

This issue will be a little different from the past. In Late July I got a call from Walter Reeves that was the beginning of "Do I have a story for You". It seems that Walter has always been interested in Saxons because his father and uncle worked for the Saxon Motor car company. and he had just been to his uncles 100th birthday party. He talked to a friend and it was suggested that they look on the internet for something about Saxons and they found a listing for the Saxon registry and My phone number. He called me and we had a very nice visit and I sent him a Saxon times and he sent me some copy's pictures his Uncle gave him. I sent his uncle a copy of the Saxon Times but a few weeks later I got a call from Walter to inform me his uncle had died. We talked about the pictures again and he sent me all the picture he had of the Saxons for me to copy. They are spectacular pictures after the factory fire in February 1917. There are also two pictures of a Saxon race cars, and a number of other pictures of Saxons that I plan to share in the following issues. Walter is looking to buy a Saxon so if anyone knows about a nice one FOR SALE you might give him a call.

Saxon Times  
by  
Walter Prichard

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

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 me through the years.

Contributions of short articles, For Sale, and Wanted items are welcome and encouraged. If you have articles

or restoration hints and you would write them in a columns format that I can copy it would be even more helpful. Please send any correspondence to.

Walter Prichard  
5250 N. W. Highland Dr.  
Corvallis, Oregon 97330  
503-752-6231

I am going to try to get all the factory fire pictures printed so you can enjoy them and I will delete the roster this issue. If you need to contact other owners please call and I will send you a copy of the current registry.

CABLE ADDRESS  
SAXON  
DETROIT



TRADE MARK REG.

## SAXON MOTOR CAR CORPORATION

Sales Department

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

February 9th, 1917.

TO ALL SAXON DISTRIBUTORS and DEALERS:

Shipments of Saxon cars will be resumed within ten days after the fire which practically destroyed our factory on the night of February 2nd.

While the fire departments were still working, arrangements were completed for the taking over of an enormous vacant factory building which is admirably suited to our system of progressive assembly. Our entire force of workmen was immediately set to work preparing this building for occupancy. This work is practically completed now and the actual assembling of cars will begin without delay. The large supply of all parts which we carry in stock in our various warehouses throughout the city at all times will enable us to maintain our production schedules without interruption.

Any rumors you may hear to the effect that Saxon production will be seriously hampered because of the fire are absolutely without foundation. The same men who brought Saxon from nothing to seventh place in the industry in three years are still engineering Saxon destiny. You can depend upon them to see to it that every distributor's contract is fulfilled, which means that you will not lose a single sale because of this fire.

We again call your attention to what Mr. Ford told you in his telegram, viz:- that the best way for you to co-operate now is by taking up all outstanding drafts at once-- please do this.

Yours very truly,

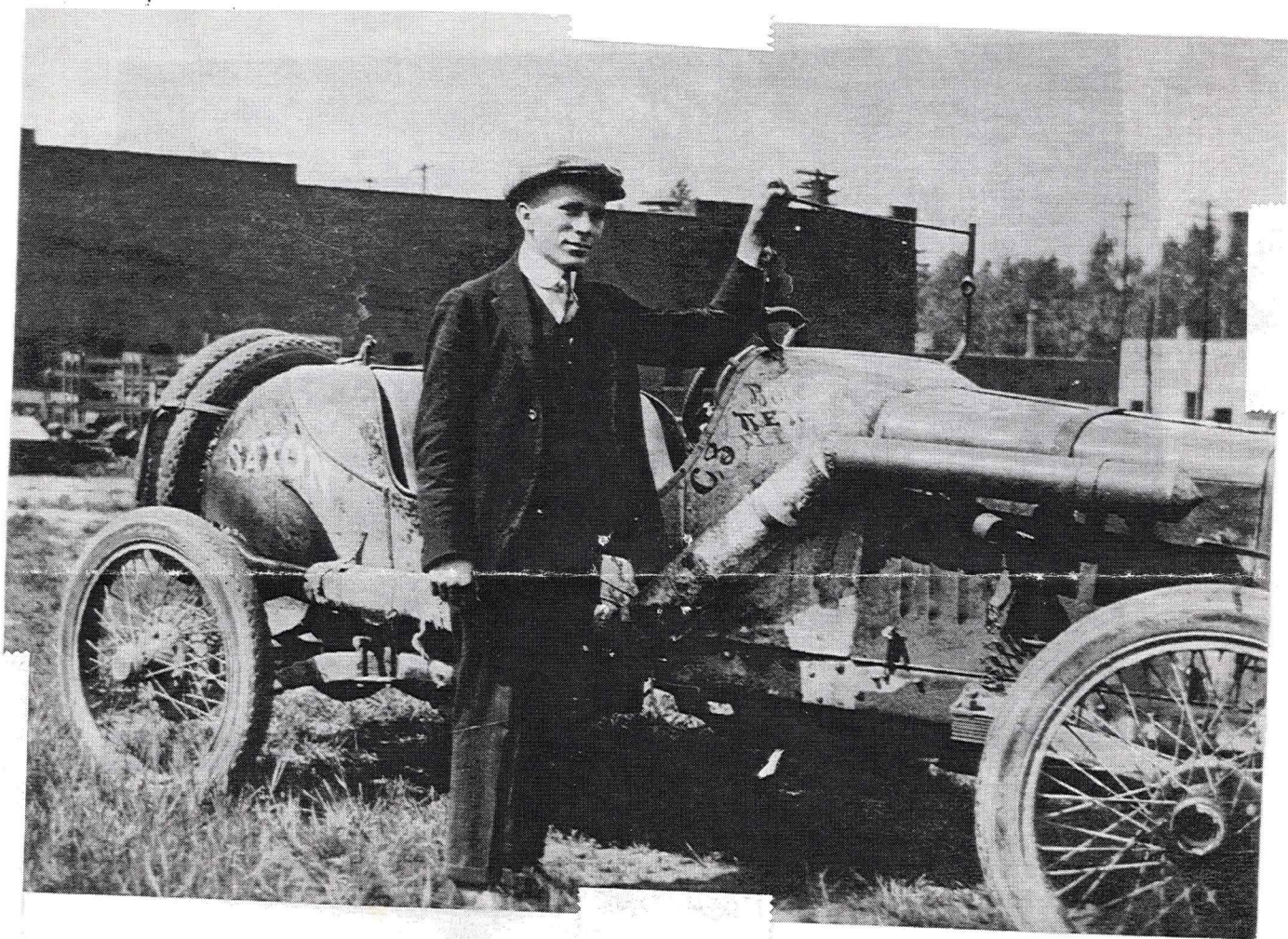
SAXON MOTOR CAR CORPORATION.

A handwritten signature in dark ink, appearing to read "R. B. Getzinger". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Sales Manager.

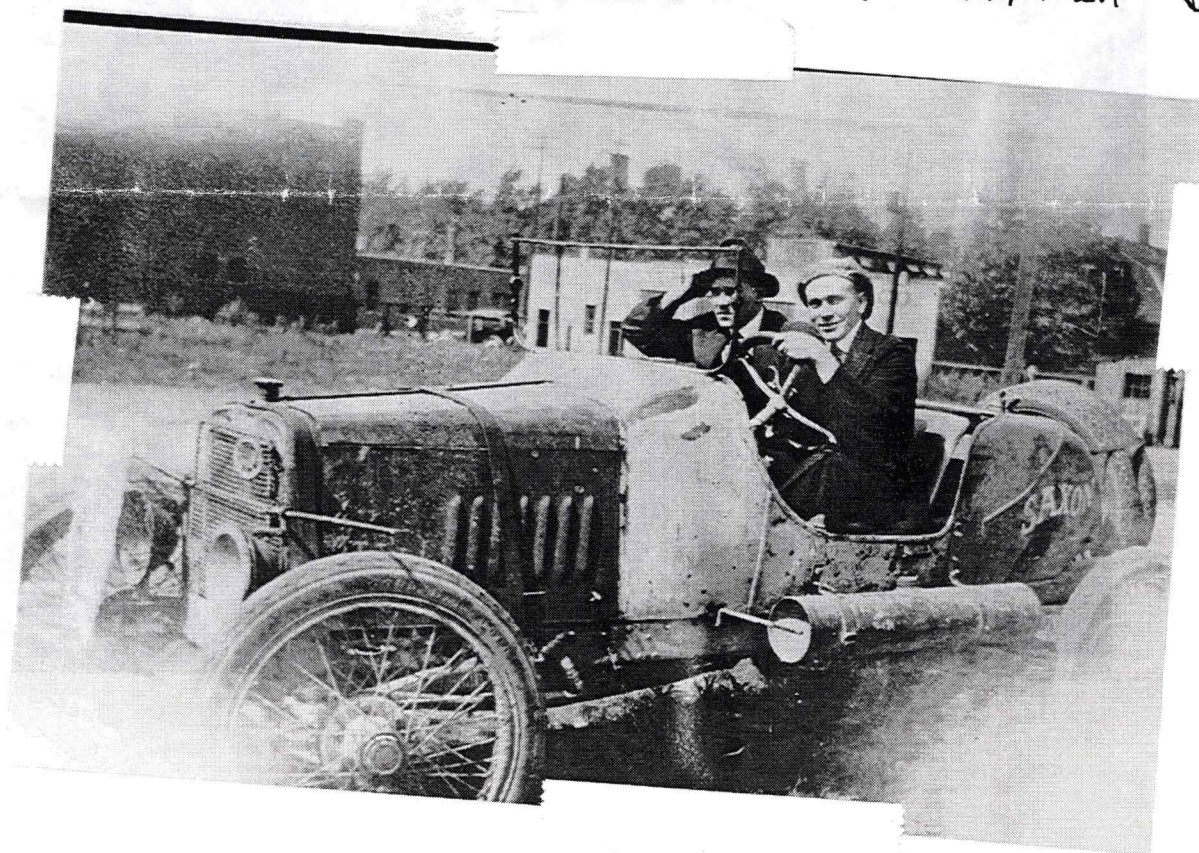
RCG-AEO





Charles Reeves ↑

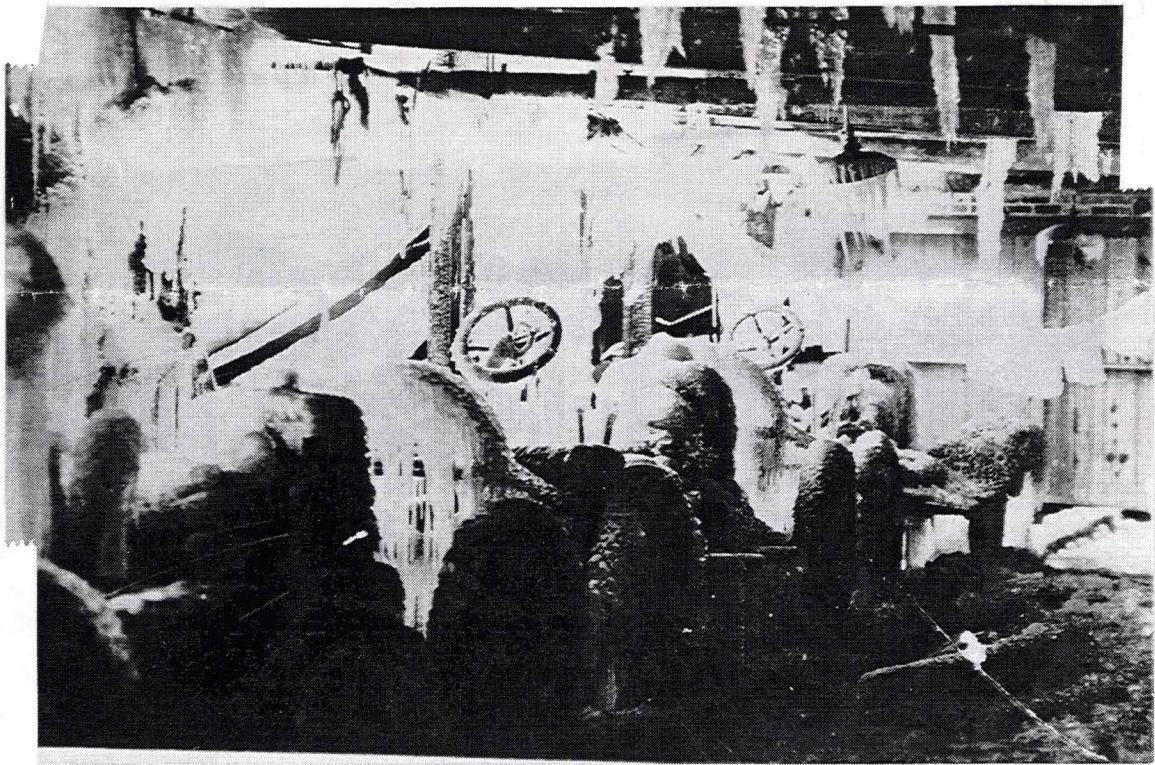
1916 Race Car. Charles Reeves  
Walter Pitman ↓



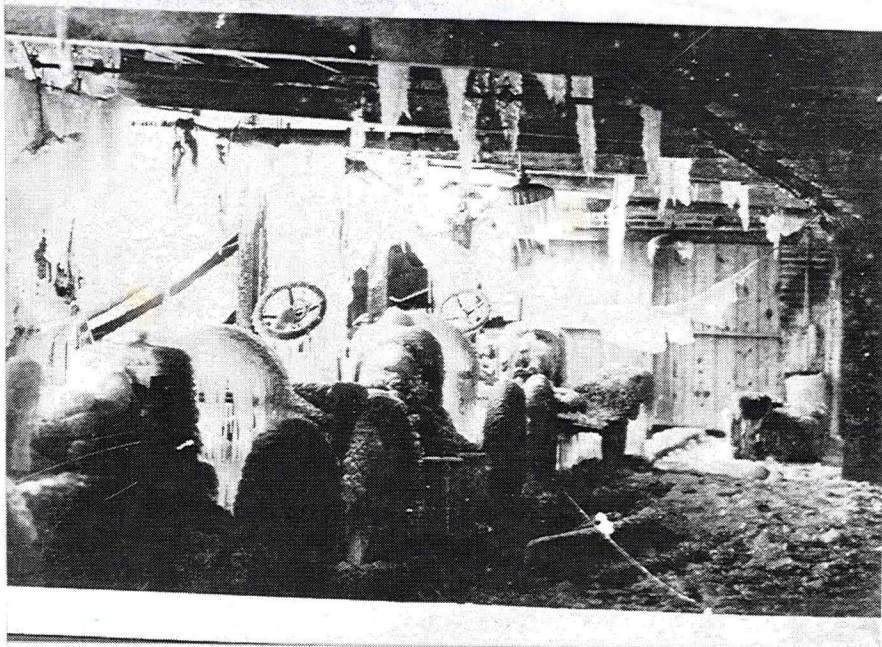
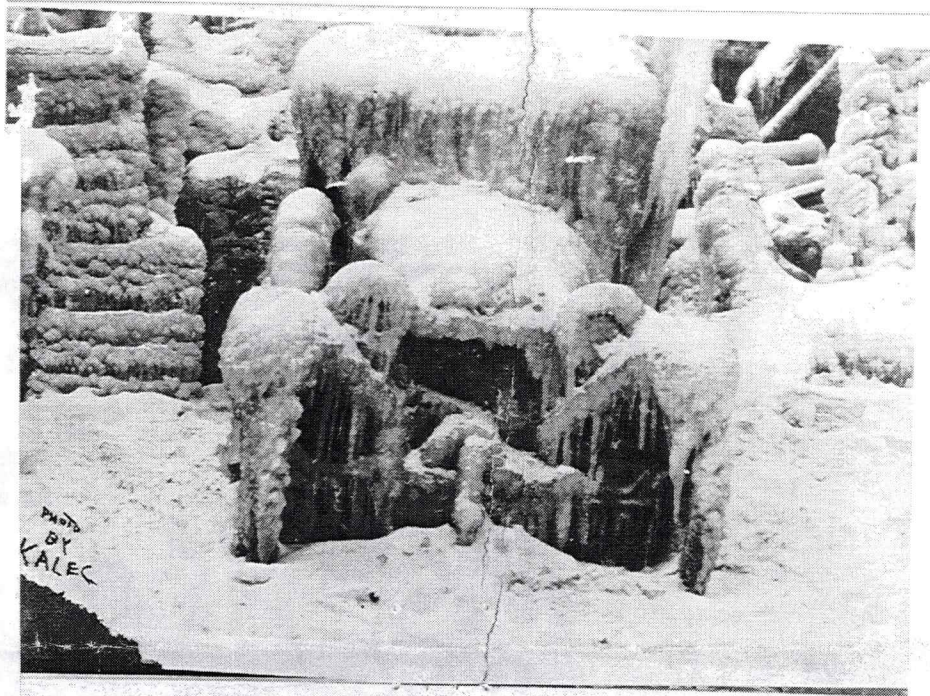




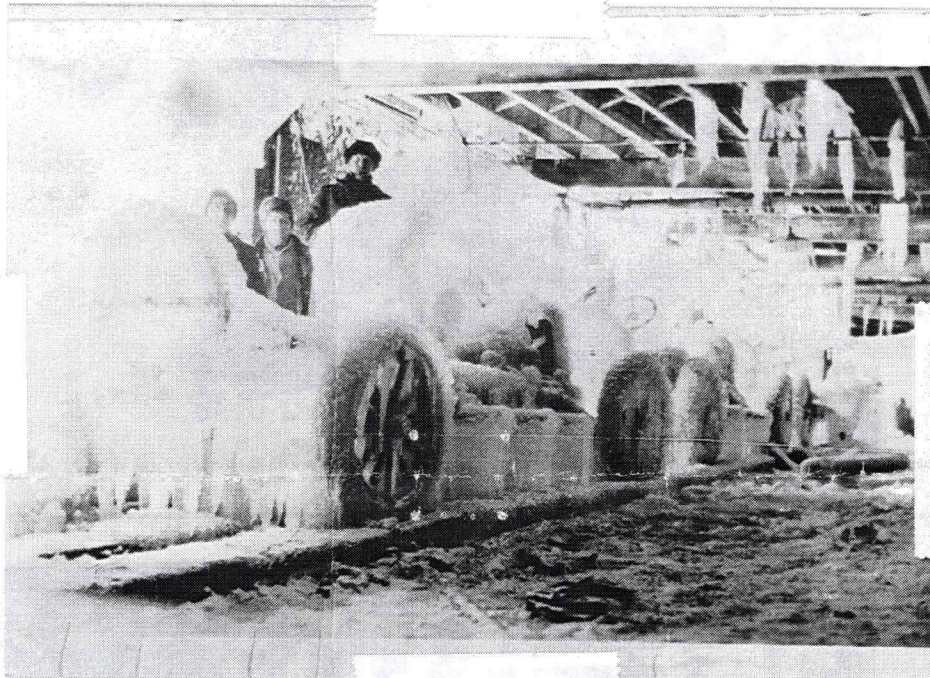
Saxon Factory  
February 3, 1996











#### FOR SALE

1915 4 cylinder Rdstr  
Restored and very nice  
Dick Bennett  
708-799-5767 Home  
312-551-5405 work

#### FOR SALE

Manuals  
1, 6 cyl instruction manual  
Detroit Starter

2, Important Instructions  
for Saxon Starting and  
lighting systems for 4 cyl.

3, Saxon Parts Price list

Raymond Zigman  
RR 1 box 363  
Perkinsville, VT 05151

If you would like a packet  
of 15 pictures from the  
Walter Reeves collection of  
Saxon pictures including the  
factory fire. I will gladly  
have a set printed for you.

\$15 plus postage  
Walter Prichard  
5250 N.W. Highland Dr.  
Corvallis, Oregon 97330



Walter Richard  
**Saxon Registry**  
5250 N. West Highland Drive  
Corvallis, OR 97330

3104 Wild Plum  
Fort Worth, TX 76109-2161  
Tel. (817) 926-1590

Dear Walter:

For most of my adult life I have off and on heard my relatives speak of the Saxon automobile, but I must confess I have never to my knowledge actually seen one, at least that I recognized as such. You can imagine my delight in learning that there was a Saxon Registry in existence and that there were a number of these cars still around being restored, not just salted in a museum somewhere. My interest in these cars was renewed recently when I acquired a number of photographs of them from my uncle, Charlie Reeves. I had known for many years that my father and Uncle Charlie had left Texas and gone to Detroit back before World War I where they had both worked for the Saxon Motor Car Company. I also knew that my grandfather who lived in Marshall, Texas had owned and driven a Saxon. I hadn't thought about all this for some time until recently when I visited Detroit for my uncle's 100th birthday celebration.

Charlie Reeves is quite active and alert, he maintains a valid driver's license, and he still enjoys telling the younger family members tales of the early days of the auto industry. On this visit he supplied me with several pictures of Saxon cars, including a few of an early race car and several of a special version of a car purchased by the Government to pursue Pancho Villa after his raids into the southwestern United States. The car had a large caliber machine gun mounted in the passenger side. The lettering on the car in the pictures describe it as a "Colt Automatic Rapid Fire Machine Gun". If I recall correctly Charlie was personally involved in that project. He appears in the pictures of it that I have

Also, Charlie and my father, Walter Reeves, were working at the Saxon plant when they had a devastating fire there. It seems that Detroit had a rather severe cold spell of weather at the time, I don't remember the exact year, and all the plant plumbing froze. An employee was in the process of thawing out the pipes with a torch when he caught the place on fire and it was almost destroyed. This story reminded me that I had seen some old pictures of such an event in the family album, so when I got back home I dug them out and sure enough they matched the story. I have also been told that my father Walter bought several of the unfinished vehicles that were on the line at the time of the fire and finished assembling them himself. Assembly in those days must have been quite a different task from what we think of it today!

As I mentioned earlier, my grandfather had a Saxon, and I assume that it might have been one of the ones that my father finished assembling. I think it's likely that the sons shipped it back to Texas to him. I do recall hearing on several occasions from some of the other brothers in the family that the car had a persistent problem with the steering. When it was turned too sharply it seems the front wheels would tuck under and the front suspension would completely collapse. When this happened the family boys would get a message to come rescue their father. They would go lift the front end of the car while he straightened the wheels back to center and he would be once again on his way. I have to assume the car was quite light in the front end.

Edited for  
space.  
Walt

Walt Reeves  
Walter R. Reeves Jr.