



TRADE MARK REG.

CABLE ADDRESS
SAXON
DETROIT

SAXON MOTOR CAR CORPORATION

Sales Department

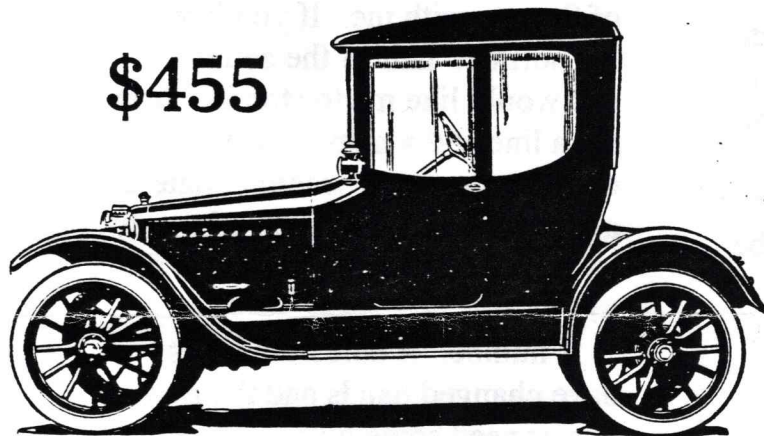
Detroit, Michigan, U. S. A.

Replying to yours of

ALL THE FAMILY November 25, 1915

SAXON ROADSTER With Detachable Coupe Top

\$455



Two Automobiles for \$455

Amazing as it sounds that's exactly what you can get today—two automobiles for \$455. First, a Coupe, a stylish, comfortable enclosed car for winter driving. Second, an open Roadster, graceful, speedy and dependable—with regular Roadster top included.

Saxon Roadster with detachable all-season top offers you this remarkable combination.

The all-season top is of handsome design and first quality workmanship. It is made of metal, handsomely finished, with removable windows and ventilating windshield.

The car itself, proved in the hands of 35,000 owners, is this season

better than ever. It has all the modern features—high speed motor—honeycomb radiator—Timken axles—three-speed selective transmission—cantilever springs of vanadium steel. Electric starting and lighting \$50 extra.

See this car at your Saxon dealer's and you will appreciate its wonderful value. "Saxon Days," with complete information, sent on request. Address Dept. A.



"Four" Roadster \$395
With detachable
Coupe top 455
Delivery car 395

"Six" Touring Car \$785
With detachable
Limousine top 935
"Six" Roadster 785

Saxon Motor Company, Detroit

(214)

Saxon Times
by
Walter Prichard

March 1998

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

SAXON TIMES

MARCH 1998

We have another year off to a good start. I have found 3 new cars that I haven't know about in the past. I put an advertising photo on the front page of Merle Brooks car. I think it is "cute" if that can be said about a car.

The other car is a 6 cyl Roadster in relatively complete condition. Charles Schaaf told me his wife bought the car for him at an estate sale. We all should be so lucky to have a wife find us a car but to buy it also.

Richard Nofsinger has inherited his grandfather car. I think it to be a pre "16" rdstr that his grandfather was restoring in the 70's. This car is for sale.

Just when I was getting confident that I have heard about 90% of the Saxon that still existed and three % just showed up. I think this is great. I also still think I have heard about 90% of the Saxon that still exist.

Another thing that has made this a very memorable year is a letter and a whole lot of copies from Elliot Fletcher. He has done a lot of research on Saxon automobiles. He got access to 1913,14,15,16,17 **HORSELESS AGE** and **THE AUTOMOBILE** magazines and has given me copies of anything pertaining to Saxon Automobiles.

I will be sharing this information with you in this, and following issues of the Saxon Times. I will start out in 1913 when the company was being formed and take it forward.

On a personal note. I will be retiring in April and take a major trip back to Virginia in May and June. On the way back I hope to stop by and see several Saxons and at least one parts collection. I will take my collection of photographs of Saxons with me. If you live in the northern half of the country and would like me to stop by, drop me a line and a map. I will adjust my route home to accommodate as many Saxons as possible. I hope to have about two weeks to make the trip home.

A number of unrestored cars have changed hands and the new owner need some help on 'how to do it' If they call please give them a hand. I would like someone who has successfully restored a Wagner Starter generator and put on a new chain to write up a step by step and the parts they used. Hopefully a source for the chain. The same for the Detroit Electric.

Has anyone come up with a good adapter to use one of the new battery powered Electric drills to turn a crank? All of our owners are getting older day by day and some are having a hard time cranking their Saxons.

November 19, 1913.

THE HORSELESS AGE.

FOR TRADE

1914 Mod A Engine (converted to oil pump) Motor # 4103 mfd 6-16-14 Wanted to trade for Early model 14. Engine with # lower than 18000.

FOR SALE

1914 Rad. shell (has remains of decal on shell #11110B feeders \$150

4 hub caps (painted not nickel) for Mod A & B wire or wood \$100 + shipping

WANTED

Mayer Mod L Carburetor, Ignition Bevel Drive gear assembly. 2 pairs of oil side light brackets (or one to copy) 1 Pair of sidelights. Top Bow sockets. Left hand door hardware. 4 Alu step plates. 5 hood latches. Body serial # Plates to make copy. 2 rubber floor mats. 1 usable 16" wood steering wheel.

Elliott Fletcher
18717 20th Dr. SE
Mill creek, WA 98012

August 27, 1913.

THE HORSELESS AGE.

Saxon Co. Opens Office.—The Saxon Motor Car Co., Detroit, which is to manufacture a small automobile, has opened an office at 2609 East Jefferson avenue, with H. M. Weir in charge. Weir says that the company will be ready to make an announcement regarding its product within thirty days.

Saxon Co. Headquarters.—The Saxon Motor Car Co., which was recently organized, announces that it has taken permanent quarters at 1306 Bellevue avenue, Detroit, Mich.

Pierce-Arrow in England.—The British agency for Pierce-Arrow cars has been secured by De Silva & Wallace, Ltd., who have opened an office and showrooms at 3 Northumberland avenue, Trafalgar square, London, W. C.

Motor Truck Club Meeting.—The Motor Truck Club will hold its annual meeting at the Hotel Cumberland, New York City, the evening of November 19. The topic of the discussion will be Motor Trucks and the Coal Trade.

Saxon Co. Locates Headquarters.—The recently formed Saxon Motor Car Co., of Detroit, has notified the trade of the location of its office and factory at 1305 Bellevue avenue, the plant formerly occupied by the Demot Car Co.

Detroit Cyclecar Co., Detroit, Mich.

Little Detroit Speedster.—Four L-head cylinders en bloc, 2½x4. Two crankshaft bearings, splash lubrication. Ignition from magneto, automatic control. Gravity fuel feed from 7 gal. tank in dash. Thermo-siphon water circulation.

Lubricated disc clutch, two speed transmission on engine. Two universal joints, 4:1 gear ratio. Tires 28x3, on wood artillery type wheels. Tread 44, w. b. 9, ground clearance 9. Left steering, centre control. Gas lights. Speedster (2) 850 lbs., \$375.

Princess Cyclecar Co. Detroit, Mich.

Little Princess.—Four air cooled L-head cylinders en bloc, exhaust valves overhead, 2½x3½. Two crankshaft bearings, splash lubrication. Ignition by magneto fixed spark. Gravity fuel feed from 5 gal. tank.

Two speed planetary transmission amidships. One universal joint, 3½:1 standard gear reduction to semi-floating rear axle, torque and thrust on yoke. Flexible roller bearings at rear wheels, cup and cone in front. Frame section 2½x1¼. Transverse spring at rear. Tires 28x3, with clincher rims on wire wheels. Tread 44, w. b. 86, ground clearance 8. Left steering and pedal control.

Roadster (2) 600 lbs., \$375.

Briscoe Frères, New York, N. Y.

Ajax.—Four L-head cylinders en bloc, 3¼x3¼. Cast iron crank case, two crankshaft bearings. Ignition from magneto. Gravity fuel feed from tank in cowl. Flat tube radiator with thermo-siphon circulation.

Friction transmission at jackshaft. Single chain drive to live axle. Full elliptic front springs, cantilever rear springs. Tires 650x65 mm., on demountable wire wheels; w. b. 90.

Runabout (2), \$380.

American Mfg. Co., Chicago, Ill.

Pioneer.—Two individual air cooled cylinders, valves in head. Two crankshaft bearings. Ignition from magneto and battery. Gravity fuel feed from tank in dash.

Four speed friction transmission under hood. Double belt drive to dead axle. All springs semi-elliptic transverse. Tires 28x2½, on wire wheels. Tread 40, w. b. 96. Left steering and dash control. Mechanical starter.

Roadster (2) 550 lbs., \$385 with top and windshield.

Cricket Cyclecar Co., Detroit, Mich.

Two individual, L-head air cooled cylinders, 3¼x3.6. Two crankshaft bearings, splash lubrication, gravity system. Schebler carburetor. Ignition from magneto, hand control. Gravity fuel feed from 4 gal. tank in dash.

Disc clutch, 2 speed ball plain bearing transmission amidships. 5:1 reduction to rear wheels, no rear axle. Ball bearings in all wheels. Tubular frame. Tread 46, w. b. 82, ground clearance 8. Spiral front springs, one semi-elliptic rear spring. Tires 28x2½ and 29x2½, with q. d. demountable rims on wire wheels. Right steering and right hand control.

Roadster (2) 500 lbs. Price \$385.

FOR SALE

4 Cyl Rdstr. Not fully assembled
but complete. #17470
Richard Nofsinger
7011 Micheal Ln.
Pleasant Valley, Missouri 64068

FOR SALE

Parts!!! Engine, frames, wheels,
tires, fenders.
John Roche
203 Mary St.
Newcastle, NE. 68757-0071

SERVICE AVAILABLE

We build and rebuild bodies. We
may have some Saxon Parts.
Stan Francis
151 Orchard Lane
Howard, Colo. 81233

WANTED

Brass engine plate reproduction.
Jim Miller
809 Donegal
Papillion, NE 68046

DO YOU NEED

If you would like a right angle
drive brass casting for the
distributor. I plan on having 10
pairs cast soon. Muffler ends!! I
could have another run done on
them also.

Walter Prichard
5250 NW Highland Dr.
Corvallis Oregon 97330
Prichard@proaxis.com

THE HORSELESS AGE.

November 26, 1913.

New Incorporations.

Silent Flyer Motor Co., Chicago, Ill.—
Capital stock, \$15,000. Motorcycles, acces-
sories, etc.

The Iowa Cyclecar Co., Des Moines, Ia.
—Capital stock, \$10,000. Incorporator:
Earl L. Lum.

The Saxon Motor Co., Detroit, Mich.—
Capital stock, \$250,000; to manufacture au-
tomobiles. Incorporators: H. M. Wirth, R.
E. Cole.

Central Prest-O-Ceal Co., Indianapolis,
Ind.—Capital stock, \$50,000. To manufac-
ture and sell Prest-O-Ceal, a tire "healing"
compound. Incorporators: Harry L.
Archey, Fred K. Gardner, G. C. Grimes.

The A. C. Thomson Auto and Buggy Co.,
St. Paul, Minn.—Capital stock, \$50,000. Gen-
eral wholesale and retail vehicle business,
including automobiles, motorcycles, etc. In-
corporators: A. C. Thomson, J. W. Thom-
son, A. E. Boyeson.

December 31, 1913.

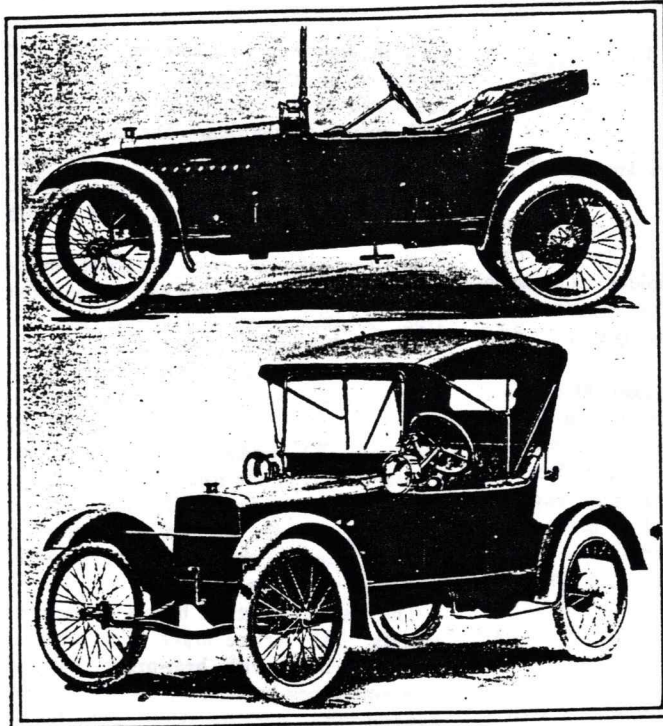
THE HORSELESS AGE.

Saxon Motor Co., Detroit, Mich.

Four L-head cylinders en bloc, 2 $\frac{3}{4}$ x4. Cast iron crank case, 2 crank-
shaft bearings, splash lubrication with vacuum feed. Ignition from dry
cells, hand control on dash. Gravity full feed from 6 gal. tank in cowl.
Tubular radiator with thermo-siphon circulation.

Dry plate clutch, 2 speed plain and roller bearing transmission on axle.
One universal joint, semi-floating rear axle. Flexible roller bearings at
rear wheels, ball bearings in front. Frame section 3x1 $\frac{1}{4}$ x $\frac{1}{4}$. Front springs
 $\frac{1}{4}$ elliptic 22x1 $\frac{1}{2}$, rear $\frac{1}{4}$ elliptic 23x1 $\frac{1}{2}$. Tires 28x3, with clincher rims
on wood wheels. Tread 56, w. b. 96. Left steering and centre control.
Gas head lights and oil tail light.

Runabout (2), \$395 with top and wind shield.



Side and three-quarter front views of Saxon small car to sell at \$395 or \$400, and made with 96-inch wheelbase, 28 by 3 inch tires, cantilever springs, two-speed gearbox on rear axle and weighing 900 pounds. The motor cylinders are 2½ by 4 inches

Chalmers Men Launch New Saxon Light Car

Company To Start Deliveries March
1—Saxon Is a Real Miniature Car

ALL mystery connected with the Saxon Motor Co. was cleared away with the announcement just made of its organization in Detroit for the purpose of building and marketing a two-passenger automobile to sell under \$400—probably \$395. The organizers make it a point that the Saxon is a small motor car of standard design and standard tread and not a cyclecar.

The new Saxon company is a Michigan corporation capitalized for \$350,000, of which \$250,000 is common stock and \$100,000 is 7 per cent. preferred. Although the majority of the stock is held by men connected with the Chalmers Motor Co., the two corporations are entirely separate and distinct. The directors are: Hugh Chalmers, Lee Counselman, G. W. Dunham, H. W. Ford, C. A. Pfeffer, C. A. Woodruff, H. H. Pinney, C. C. Hinkley and Percy Owen. Some of the other stockholders are: James Levy, Chicago; John Shank, Chicago; C. M. Steele, C. C. Cross, H. M. Wirth, J. T. H. Mitchell, Chicago; John Nelson, Kansas City; C. F. Lott, L. R. Scafe, R. J. Goldie, C. F. Jamison, Carl M. Green, R. O. Gill, Charles Chalmers, Philadelphia, and R. E. Cole.

The officers are: H. W. Ford, president and general manager; G. W. Dunham, vice-president; L. R. Scafe, secretary and treasurer; H. M. Wirth, purchasing agent; C. C. Cross, factory manager; C. F. Jamison, sales manager; R. E. Cole, chief engineer.

Mr. Ford, president and general manager, has been connected with the Chalmers company almost from its inception. Starting as advertising manager, he was later elected a director and

secretary. During the past 2 years he has also occupied the position of assistant general manager. He will still retain his directorship with the Chalmers company, serving in an advisory capacity in connection with the sales and advertising departments.

Hugh Chalmers states that he will not be connected with the Saxon company in an executive capacity.

The Saxon has a four-cylinder motor of the L-head type, with the cylinders cast in block and crankcase integral. The bore is 2½ inches and the stroke 4 inches. Valves are of generous size, with steel stems and cast iron heads. The crankshaft, of special drop-forged steel, is carried on two large bronze bearings, babbitt-lined. The camshaft is of drop-forged special steel, 1 inch in diameter with integral cams. It is driven by helical gearing.

The motor is lubricated by a vacuum-feed oiling system with splash distribution. The cooling system is of the thermo-siphon type with tubular radiator and fan. Ignition is by the Atwater-Kent system, using six dry cells.

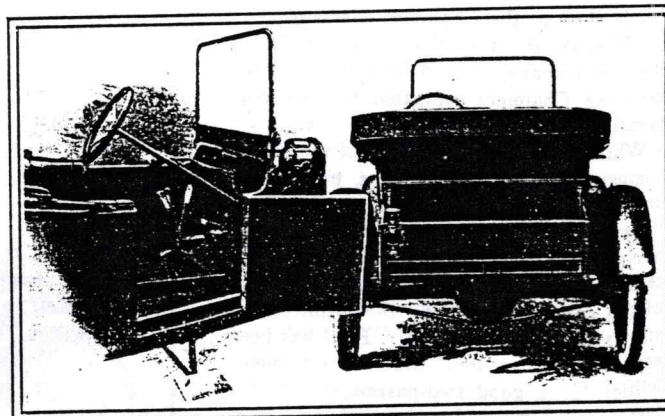
The gearset, which is carried on the rear axle, is of the sliding gear progressive type, giving two speeds forward and a reverse. The drive is by shaft within a concentric torque tube, the driveshaft having one universal joint. The clutch is of the dry plate type—three plates, steel on Raybestos.

The axles of the Saxon are of standard type, the front being of the usual I-beam section and the rear axle a semi-floating one with pressed steel housing. The outer end of the driveshaft is carried on Hyatt roller bearings. There are two sets of brakes on the rear wheels, the service brake, 8 inches in diameter, is lined with heat-proof material and the emergency brake is of the internal expanding style, steel on steel. Both brakes have 1.25-inch face.

The Saxon is a left-hand drive car with center control levers. The throttle is controlled by an accelerator, and the spark control is placed on the dash. The steering mechanism is of the double-gear type with drop-forged steering connections. A 16-inch wheel carried upon a 1¼-inch steel tube steering post is provided.

In body design the Saxon is very attractive. The two-passenger body is of the streamline type with plenty of room for two good-sized people, the seat being 40 inches wide and 16 inches deep with 30-inch space between the heel board and the dash. The doors are 18 inches wide.

Other details of the car are channel section, pressed steel frame; standard tread: 96-inch wheelbase, and 28 by 3-inch tires on wire wheels. The weight of the car is 900 pounds. It has cantilever spring suspensions, front and rear, the springs fastening to webs on the side of the frame. The clearance is 8½ inches at the lowest point. The car has a 6-gallon gasoline tank in the cowl. Its fuel consumption is said to be from 28 to 30 miles per gallon in ordinary running. The factory has a capacity of 10,000 cars a year.



Control parts of Saxon light car, showing left-hand steering with center levers. To the right is the rear view of the Saxon, showing pressed steel housing on rear axle, the gearbox being a unit with this axle

Chalmers' Men in New Small Car Concern.

Announcement has just been made of the organization in Detroit of the Saxon Motor Co. for the purpose of building and marketing a two-passenger automobile to sell under \$400. The organizers make it a point that this is a small automobile of standard design and standard tread—not a cyclecar. In the words of H. W. Ford, president of the company, "It is a well-designed, thoroughly up-to-date small automobile with simple but standard design, light weight, low upkeep, oval fenders, streamline body and other standard motor car features."

The new Saxon company is a Michigan corporation capitalized for \$350,000, \$250,000 of which is common stock and \$100,000 per cent. first preferred. The officers of the company are: H. W. Ford, president and general manager; G. W. Dunham, vice-president; L. R. Scafe, secretary and treasurer. Other executives of the operating staff are: H. M. Wirth, purchasing agent; C. C. Cross, factory manager; C. F. Jamison, sales manager; R. E. Cole, chief engineer.

Mr. Ford, president and general manager of the Saxon company, has been connected with the Chalmers Motor Co. almost from its organization. Starting in as advertising manager, he was later elected a director and secretary of the company. During the last two years he has also occupied the position of assistant general manager. He will still retain his directorship with the Chalmers company, serving in an advisory capacity in connection with the sales and advertising departments.

Mr. Dunham, the vice-president, has for the last three years been second vice-president and consulting engineer of the Chalmers Motor Co. He is one of the pioneer engineers of the automobile industry, having been connected with it from the time when it really became a manufacturing industry. Mr. Dunham will still devote his whole time to the Chalmers company.

Although the majority of the stock in the new company is held by men connected with the Chalmers company, the two corporations are entirely distinct.

While the final organization of the Saxon company has just taken place, preliminary organization was effected some time ago, the engineering and other preliminary work having been carried on in offices especially secured for that purpose. The organization of the company is chiefly the result of the efforts of H. W. Ford. Mr. Ford has been convinced for a long time of the possibilities for a good two-passenger car at a low price—a car designed strictly as a two-passenger car embodying the main features of standard automobiles and not the features commonly associated with the cyclecar. He succeeded in interesting Hugh Chalmers and other associates in the project, with the result that the company has got under full

swing with the minimum amount of preliminary effort.

The general design of the car was laid out under the direction of Geo. W. Dunham, assisted by C. C. Hinkley. The actual detail work was under the direction of R. E. Cole, the Saxon company's chief engineer.

"It is the aim of the Saxon Motor Co.," said Mr. Ford, "to concentrate on the production of a two-passenger automobile. This car is not in any sense a cyclecar. It is equipped with a four-cylinder engine, a two-speed transmission, shaft drive, standard steering gear mechanism, 96-inch wheelbase, standard tread, and other features that have become accepted practice in the building of automobiles. While we have directed our efforts toward making this car as light as possible, we have in no way followed the practice of cyclecar designers. In a word, the Saxon car is a small automobile, but a real automobile."

"Our designers have studied the small car problem for a long time. We have followed the development of the small car in Europe, and we have also studied the development of the cyclecar, and we have felt that the greatest opportunity lies in the small car field."

"We have no intention at present of branching out with a touring car line or any large line of small cars. We aim to stick to one thing and do it well. In our factory on Bellevue avenue we have capacity for 10,000 cars this year. We will begin making deliveries March 1."

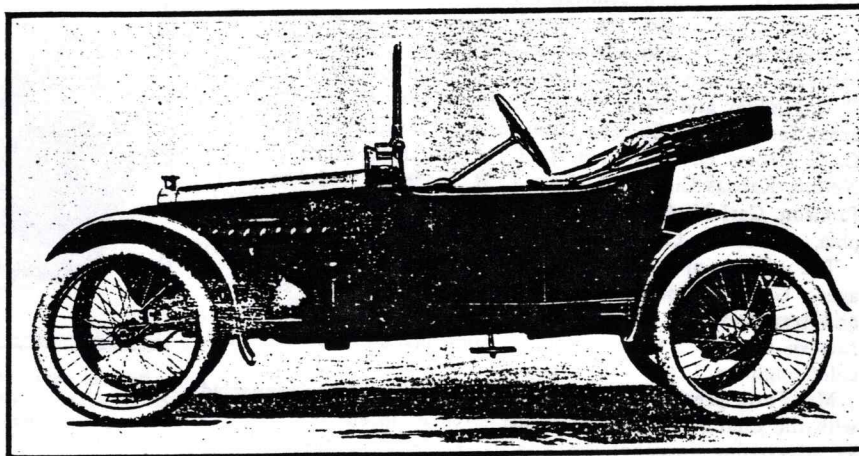
The main features of the Saxon car are as follows: The four-cylinder motor is of the L head type, with cylinders 2½x4 inches, all four cylinders and the crank being cast integral. Valves are of generous size, with steel stems and cast iron heads. The crankshaft of drop forged steel is carried on two large bronze bearings, babbitt-lined. The camshaft is of drop forged steel, 1

inch in diameter, with integral cams, and is driven by helical gears. The motor is lubricated by a vacuum feed oiling system with splash distribution. The cooling system is of the thermo-siphon type with tubular radiator and fan. Ignition is furnished by the Atwater Kent system, using six dry cells.

The transmission, which is carried on the rear axle, is of the sliding gear progressive type, giving two speeds forward and one reverse. The drive is by shaft through a concentric torque tube, the driving shaft having one universal joint. The clutch is of the dry plate type, three plates, steel on raybestos. The axles of the Saxon car are of standard type, the front axle being of the usual I-beam section. The rear axle is semi-floating with pressed steel housing. The outer end of the drive shaft is carried on Hyatt roller bearings.

There are two sets of brakes on the rear wheels. The service brake is 8 inches in diameter, lined with heat-proof material. The emergency brake is of the internal expanding type, steel on steel. Both brakes have 1¾-inch face. The Saxon is a left-hand drive car with control levers in the centre. The throttle is controlled by a foot accelerator, while the spark control is located on the dash. The steering mechanism is of the double gear type with drop forged steering connections. A 16-inch wheel carried upon a 1¼-inch steel tube steering post is provided.

In body design the new car is said to be exceptionally attractive. The two-passenger body is of the streamline type. There is plenty of room for two good-sized people, the seat being 40 inches wide and 16 inches deep with 30 inches of space between the heel board and the dash. The door is 18 inches wide. Other details announced by the manufacturers are: Channel section, pressed steel frame; standard tread; 96-inch wheelbase; 28-inch by 3-inch clincher tires; wire wheels. The equipment includes top, wind shield, two head lights, tail lights, gas generator and bulb horn. The weight of the car is about 900 pounds.



SAXON SMALL CAR.

S A X O N D A Y S

Saxon "Six" Specifications

- FRONT AXLE**—Single piece drop forging. "I" beam section, heat-treated.
- REAR AXLE**—Pressed steel housing. Two pinion differential carried on Timken bearings. Axle drive shafts $1\frac{1}{4}$ inches diameter, special steel. Timken roller bearings in rear wheels.
- BRAKES**—Two sets on rear wheel hubs. Service brake, external contracting, 10 inches in diameter, 2-inch face. Emergency, internal expanding, $9\frac{1}{4}$ inches in diameter, $1\frac{3}{4}$ -inch face. Both sets of brakes lined with thermoid. Readily adjusted; self-equalizing; double acting.
- BODIES**—Sheet metal over wood frame. Stream-line, five-passenger. Front seat 41 inches wide, 16 inches deep. Heel board to dash 28 inches. Rear seat 45 inches wide, 18 inches deep. Front doors 19 inches, rear $20\frac{1}{2}$ inches, concealed hinges.
- BEARINGS**—Timken roller bearings used throughout running gear. Large babbit bearings on crank shaft, connecting rods and cam shaft. Hyatt roller bearings used on forward end of transmission main shaft. Transmission counter-shaft on large bronze bearings.
- CAM SHAFT**—Drop forged, special steel. 1-inch diameter, cams integral, driven by helical gears, four bearings, bronze and babbit.
- CARBURETOR**—Float feed, automatic type. Heated with exhaust. Intake manifold heated with exhaust. Insures carburetion of low test gasoline. Gasoline supply valve adjustment on dash.
- CONNECTING ROD**—Drop forged steel, "I" beam section.
- CONTROL**—Center control, throttle and spark center on steering wheel, foot accelerator.
- CRANK CASE**—Cast iron, split type. Cast integral with cylinders. Adjustable bearings. Crank case is supported on heavy drop forged beams, which are bolted to main frame. Motor dust pan protects motor from all road dirt.
- CRANK SHAFT**—Latest crank design; correctly balanced for all speeds. Special drop forged steel.
- CLEARANCE**—Front axle clears ground by 11 inches; rear 9 inches.
- CLUTCH**—Dry plate, multiple disc, steel on raybestos. Noiseless, smoothly and easily operated.
- DRIVE**—Shaft drive, 1-inch alloy steel propeller shaft, double universal joint. Drive taken through concentric torque tube. Helical bevel gears in rear axle, efficient and absolutely silent.
- FLYWHEEL**—Balanced; bolted directly to crank shaft; 13 inches diameter; semi-steel.
- FRAME**—Pressed steel, channel section, $4\frac{1}{4}$ inches by $1\frac{3}{4}$ inches by $\frac{3}{4}$ inch.
- FUEL**—Gravity feed.
- GAS TANK**—Heavy two-piece tinned pressed steel tank placed in cowl. 10 gallon capacity. Gasoline gauge on dash.
- HORSEPOWER**—30 to 35.
- IGNITION**—Atwater-Kent single system with single set of spark plugs.
- LUBRICATION**—Combination splash and direct system, feeding oil under pressure. Direct oil leads to motor gears, and individual oil sump for each connecting rod. Oil pressure gauge on cowl dash. Oil level indicator in crank case.
- MOTOR**—"L" head type. Six-cylinder cast en bloc; $2\frac{7}{8}$ inch bore, $4\frac{1}{2}$ inch stroke.
- PRIMING DEVICE**—Tickler wire under cowl board on right-hand side.
- PISTON RINGS**—One Burd high speed ring and two eccentric rings.
- RIMS**—Quick detachable and demountable. One extra rim.
- SPRINGS**—Cantilever front and rear. Front spring $27\frac{3}{4}$ inches long, rear 30 inches long. Both springs 2 inches wide. Vanadium steel.
- STARTING DEVICE**—Two-unit Wagner electric. Gear flywheel drive. Generator silent chain drive to crank shaft. Battery carried under front seat.
- STEERING GEAR**—Worm and full gear type located at left of car. Heavy drop forged heat-treated steering connections. Large bearings. Steering wheel 17 inches in diameter.
- TREAD**—Standard.
- TIRES**—32 x $3\frac{1}{2}$ inches all around, non-skid on rear wheels.
- TRANSMISSION**—Selective sliding gear type, three speeds forward and one reverse, mounted on rear axle. Timken and Hyatt roller bearings. Gears and shaft special alloy steel.
- VALVES**— $1\frac{1}{4}$ inches in diameter, nickel steel head, carbon steel stem. Valves operate in long guides. All valve mechanism fully enclosed.
- WHEELS**—Best grade hickory with demountable rims.
- WHEEL BASE**—112 inches.

Saxon "Six" Roadster Best Ever

I wish to tender my appreciation for the appearance and performance of my new car, which I received a few days ago.

This six-cylinder roadster is about as fine as anything I have ever seen at anywhere near its price. I am more than pleased with the value represented in the Saxon "Six."

C. L. FAUBER, Phoenix, Ariz.

Saxon Wins Mechanic's Praise

Your 1916 "Six" is a world-beater. I have driven cars since 1902, including all priced classes, and for my own use I consider the Saxon "Six" unquestionably the best. It is almost human in its responsiveness and flexibility. As I am professionally an expert on marine steam engines, my opinion should carry more than ordinary weight.

E. J. WRIGHT, Lawrence, Mass.