

SAXON

TRADE MARK REG

SAXON MOTOR CAR CORPORATION

CABLE ADDRESS
SAXON
DETROIT

Sales Department

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

December 15, 1915.

SAXON TIMES MARCH 1937

by walter Prichard

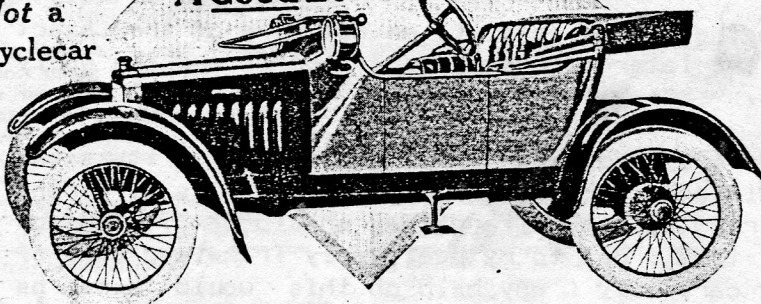
A registry of current Saxon automobile owners to distribute information on parts and cars for sale and wanted and restoration help. There is no charge for this service. I put out this news letter because I want to return something to the hobby that is needed and enjoyed and is something I can do. I am just a working man and the cost isn't something I can't handle. However if you would like to help on the cost, two dollars a year should cover my out of pocket cost. I would like to thank all of you who have helped allready.

contributions of for sale or wanted ads and or restoration hints or help are welcome and encouraged. Please send them to Walter Prichard 5250 N. w. Highland Dr. Corvallis, Oregon 97330 or call 503-752-6231

SAXON \$395

Not a
Cyclecar

A Good Low Priced Car



Price of \$395 includes Top, Windshield, Lamps and Tools

A high-grade, well-designed, carefully built, light-weight automobile, with four-cylinder motor, standard tread, standard features; produced by an experienced, soundly financed organization.

The Saxon is not a cyclecar, but a real automobile—the first car to offer all the essential features of standard motor car practice at a price under \$500. The first cost of a Saxon is less than a good horse and buggy; the upkeep cost far less. Saving in time consid-

ered, it is cheaper than riding on street cars. The Saxon is a car of the widest usefulness—a source of pleasure and health for the man of moderate means; a great time-saver for salesmen, physicians, contractors and all others to whom time is money.

Consider Such Saxon Features as These:

4-Cylinder Motor, water cooled
Standard Tread
96" Wheelbase
Left Drive, Center Control,
enter from either side

15 Horsepower
Sliding Gear Transmission
More Leg room than high priced cars
Streamline Body
Honeycomb Radiator

Dry Plate Clutch
Light Weight
Wire Wheels
Good Looks
Low Upkeep

Saxons are selling fast everywhere. See your dealer early for a demonstration. Send today for a detailed description of this sturdy car.

SAXON MOTOR COMPANY, - - Detroit, Mich.

Miscellaneous Ramblings for March 1987

I have had several nice things happen since we talked last.

Probably the nicest was, Bill Lewarne Stopped by and left me with all the information of one of the previous registry's done by Norm Kroeger and continued by Bill. I sifted through all this information and sent out twenty "Saxon Times" and a cover letter and I got back 5 letters from owners and 2 from people who had sold their cars and were still very much interested in Saxon Auto's. I thought this was pretty good for being 10 years old. I also plan on another 15 this time. I want to thank Bill Lewarne for all the information he gave me and I will share as much as possible with all Saxon owners.

My own restoration is coming along nicely right now with all the body straightened and rust replaced with new metal. The chassis (less engine) is completed and painted and has been put together and is waiting for the body. In doing this work I would like to help out others who are in the process of restoration on a 4cyl roadster. There are a lot of differences that don't show up in a parts manual and are not real obvious until you start to put your car together.

Front fender braces are different in the early (14 and early 15) models they are shorter by 1 1/2 inches between the headlight bracket hole and the mounting hole than the later models. The ends are the same.

The Headlight bar is shorter on the earlier cars. (I am not sure of the exact measurement of the early one) the later bar measures 24 inches and the early one probably is close to 21 inches.

I have a discrepancy in the tie rod length also and I don't know if it is the mounting of the steering gear is different or front spring mounting is different but I have two original rods measuring 29 overall and they should be 27 I am not sure where this exists but the next time I get to my real early frame and some of the later ones I will measure very carefully (any help on this would sure be appreciated.)

Front fenders are quite different and don't interchange very well unless you change the splash aprons and we all know there are different rears early and later and BSRs

I have three different steering shaft brackets and just exactly where they go I am not sure, but Hopefully this summer I will have a chance to take some pictures of different models.

Enough of this right now if you have any other information and would like to share with the other owners please let me know. I will write it or will print your copy a page at a time.

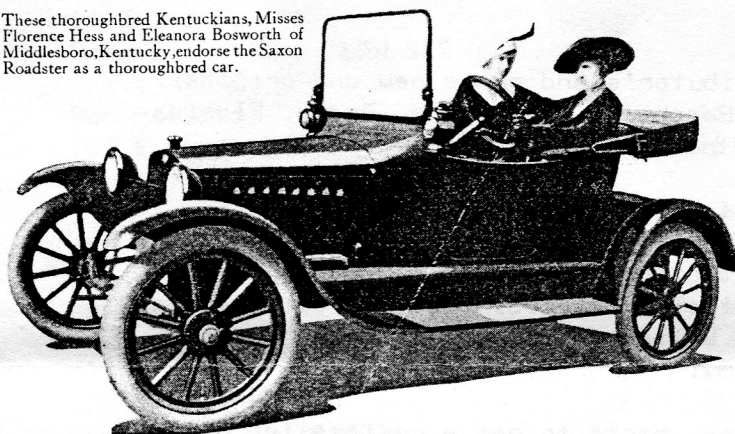
In corresponding with several of you I have been asked if there were any dues for the Saxon Times? I am putting in the time to do this because I want to give something to the hobby that is needed and enjoyed and it is something I can do. I am not rich, I am just a working man and up to now the cost isn't something I can't handle on a small scale. However if you would like to help on the cost of printing and postage, two dollars a year should cover my out of the pocket expense. I would like to thank all those who have already sent me a donation. I will leave this matter up to you.

SAXON \$395

SAXON

Strength Economy Service

These thoroughbred Kentuckians, Misses Florence Hess and Eleanora Bosworth of Middlesboro, Kentucky, endorse the Saxon Roadster as a thoroughbred car.



More and more women are buying Saxon Roadsters

The American woman of today is the most keenly critical motor car buyer in the world. To the selection of a car she brings all the careful shrewdness she employs in making household investments.

Her daily contact with many different salespeople has taught her the purchasing power of the dollar. And she has a wonderful intuitive sense of values—a sense that is largely lacking in men.

Consider then—for a moment—the significance that invests the fact that more and more women are buying Saxon Roadsters as their personal cars. Consider the belief it implies on their part in the supreme value of Saxon Roadster.

Reduced to simplest terms it means that, after careful comparisons, they have concluded that Saxon Roadster is the best

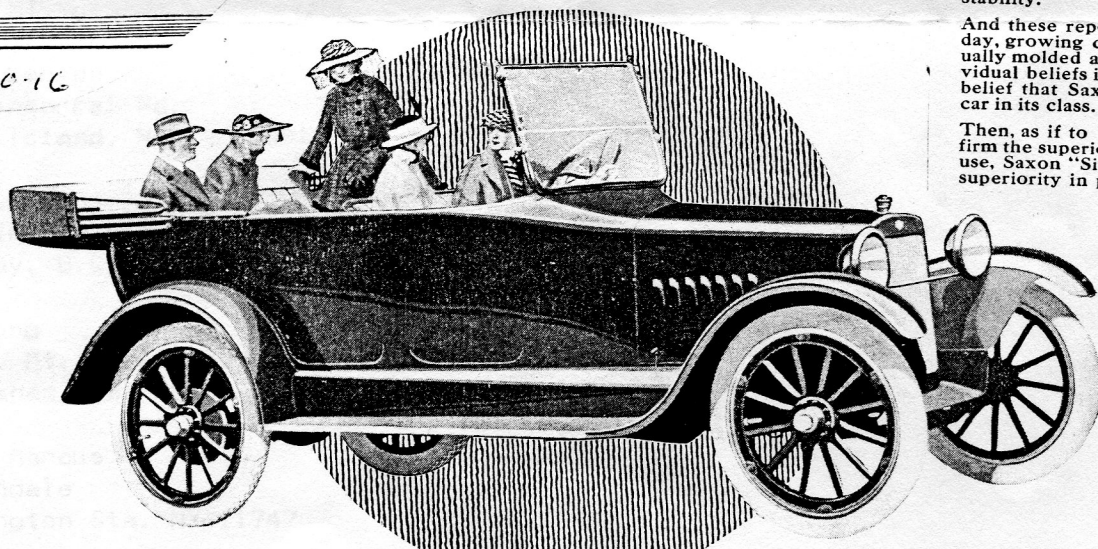
investment in its price class. They believe it is better looking, that it is better built, that it will go farther, more safely, more comfortably, at less cost than any other car in its price class.

And the judgment of these women buyers is amply vindicated by the remarkable records for low upkeep and long service that Saxon Roadster owners are daily reporting. Your nearest Saxon dealer will be glad to point out to you the various fine car features of Saxon Roadster and give you an interesting demonstration so that you may judge its abilities for yourself. Write us for his name. Address Dept. 34.

Saxon Motor Car Corp.
Detroit

The **NEW SERIES**

W.H.C. 10-16



SAXON "SIX"

NOTE THESE NEW FEATURES

New Body, roomier; wider doors; softer and deeper cushions; body lines after latest mode; new and beautiful finish of lasting lustre.

12" Brakes.

41 1/2" full cantilever type rear spring.

2" crank-shaft and other detailed improvements in motor, insuring an even greater smoothness and flexibility than heretofore.

Tilted Windshield, which eliminates all glare.

New style top, with Grecian rear bow.

New style fender.

Instruments mounted in a plate on cowl dash.

Chrome vanadium valve springs.

New design of carburetor which gives greater efficiency and easier starting.

with added attraction

NEARLY everybody now knows the tremendous success Saxon "Six" has won.

Nearly everybody knows that Saxon "Six" is the finest car for less than \$1,000.

Owners, of course, were first to find out this superiority. But it did not long remain merely a matter of owner knowledge.

For from them, thousands of them all over this country, came reports of its speed, its smoothness, its power, its acceleration.

They spoke frequently of its extraordinary gasoline economy, its unusual freedom from need of repair service, its superlative strength and stability.

And these reports coming day after day, growing constantly, have gradually molded and welded these individual beliefs into a common public belief that Saxon "Six" is the best car in its class.

Then, as if to substantiate and confirm the superiority shown in private use, Saxon "Six" began to show its superiority in public competition.

FOR SALE and WANTED

Wanted: George Kois wants parts to help put together another 6 cylinder touring. Let him know what you have.

For Sale: Atwater Kent Distributor's and parts new and original. Bob Futterman, 552 North Beach St., Daytona Beach, Florida 32014, He also has some Remy parts

Wanted: Richard Grove wants a 4 cyl distributor

For sale: Original book of Instructions for S3, S4, and S5. 3 Saxon Days, a lot of original advertising material from the factory and a lot of periodical ads. See Walter Prichard at the Portland Oregon swap meet April 11, 1987.

Wanted: a hood and other misc. parts to get a restoration going Doug Nelson.

For Sale: Front wire wheels 28x3, some nice others pretty tired. Walter Prichard.

Wanted Ads for the For Sale and Wanted section in Saxon Times. Please put them on a separate card so I can keep them separate for correspondence, thanks Walt.

For Sale: a Beautiful 1916 Rdstr. very low miles and a very original car. contact Engle Randolph

For Sale: 1916 6 cylinder touring only 13000 miles on a very nice car. Oliver Kissel

For Sale: 1917 4 Cyl. Rdstr very nicely restored car. Herb Watts