

CABLE ADDRESS
SAXON
DETROIT



TRADE MARK REG.

SAXON MOTOR CAR CORPORATION

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

Sales Department

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.

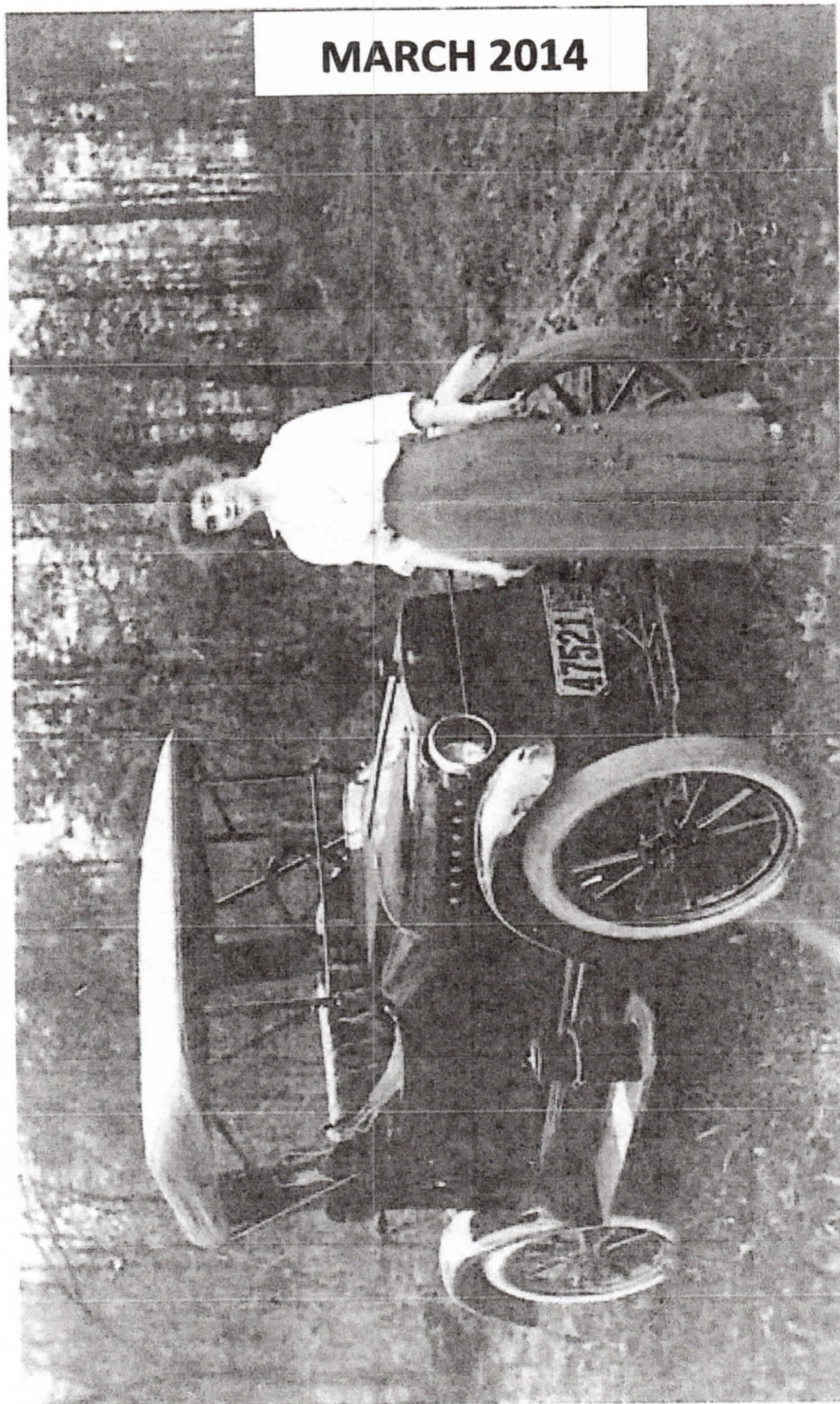
There is no charge to be on the mailing list. I put out the Saxon Times as a way to give something back to the hobby that has given me great pleasure. I am retired now but the cost isn't going to be a burden. However if you would like to help on the cost my out of pocket cost are about \$2.50 per owner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

MARCH 2014



FEBUARY 2014

Saxon Times

It's time for a New Year! The last year was very productive for finding new Saxon's and keeping track of some of the old ones. I think we must have found at least 6 new cars. I don't know for sure because some of the owners never give me their addresses and at least one was just smoke and mirrors, but it is fun any way. All I ask for is a mailing address (No PO Boxes) and phone # or E-mail address. I don't want anyone to discover that someone homed in on their address and stole a bunch of parts or cars.

This brings up some good Ideas buy owners. The 1st on is to have an E-mail list for folks that want to be included in Technical problems and assistance on our cars. This started out fine but some folks don't want to be bothered. The first list I started had nearly 50 addresses and more than 50% came back as bad addresses. I tried to find better addresses various ways and decided to let you, the owners, send me your up dated addresses. The easiest way

is to send me an E-mail at my new address and I will copy your address into my contacts. This list could be used for several things besides Technical Items. When an owner wants to downsize a bit it would sure be nice to know what kind of parts are available in a timely bulletin. It would give family members a place to start advertising a collection of a departed member without going thru a lot of high pressure from local friends and club members. Several collection and cars have changed hands at less than fair prices. This is not just Saxons either.

You will find 4 pages dedicated to 1914 models. Elliott Fletcher put these together to help answer the question of the first Saxons. The things that are most obvious are the gasoline fillers, splash aprons and running boards. He is already working on the model B, and 14, and B5R for the next issue.

Please note my new E-Mail address prichard5250@comcast.net

SAXON

PRODUCTION

1914

JAN
FEB	13
MAR	470
APR	762
MAY	1,255
JUN	1,787
JUL	618
AUG	876
SEP	641
OCT	460
NOV	175
DEC	266
TOTAL	7,323

EVENING POST

MODEL A (TYPE I) 77

SAXON

PRODUCTION

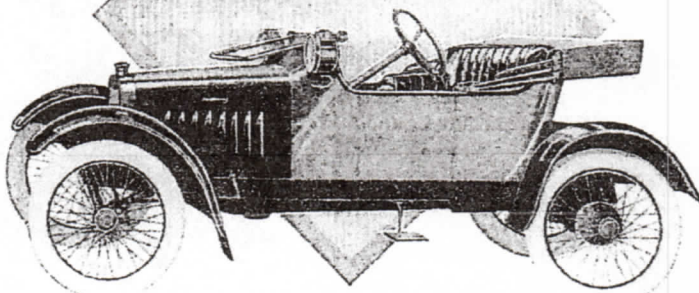
1915

JAN	706
FEB	844
MAR	1,041
APR	1,738
MAY	2,024
JUN	2,710
JUL	1,658
AUG	1,799
SEP	1,158
OCT	1,935
NOV	1,950
DEC	1,500*
TOTAL	19,063

* ESTIMATE ONLY

SAXON \$395

A Good Low Priced Car



The 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 is lower than a good horse and buggy; the upkeep cost far less. Considering time saved, it is cheaper than riding on street cars.

The Saxon meets the demand for a low-priced car that is both good and good-looking. It is a big car for the price, with 96-inch wheelbase; roomy, comfortable body; ample leg room; generous doors.

There is nothing skimpy or cramped about the Saxon. Molded oval fenders, tapered bonnet, streamline body, graceful, sweeping curves make this car a delight to the eye. The Saxon has style.

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; an economical convenience for the man who already owns a big car who can use the Saxon to better advantage than his big car for running about town and in a dozen other ways.

It is a car for the young man—or for the young couple. In a Saxon two people can enjoy all the pleasures of touring at a cost so low as to be negligible.

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

SAXON MOTOR COMPANY
Detroit, Mich.



This is the Saxon Trademark

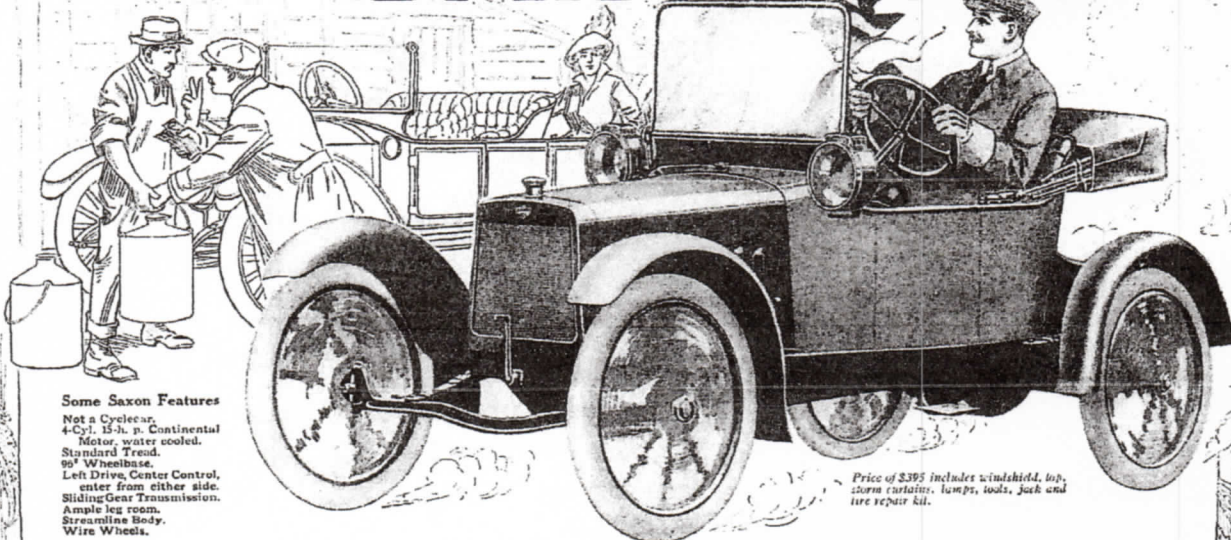
For centuries the Saxon race has typified strength, simplicity, thrift, courage and endurance. Saxons have made good all around the world. Among motor cars Saxon stands for simplicity of design, sturdiness of construction, economy of operation, and endurance. The true-blue Saxon makes good everywhere.

Saxon Features

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.

Saxon Motor Company, Detroit, Mich.
Kindly send me your catalog.
Name.....
Street.....
City.....
State.....

SAXON \$395



Some Saxon Features

Not a Cyclecar.
4-Cyl. 15-h. p. Continental
Motor, water cooled.
Standard Tread.
90" Wheelbase.
Left Drive, Center Control,
enter from either side.
Sliding Gear Transmission.
Ample leg room.
Streamline Body.
Wire Wheels.

Price of \$395 includes windshield, top,
thorn tires, lamps, tools, jack and
tire repair kit.

The Gasoline Toll Gate Does Not Stop You in a SAXON

Saxon owners are saved the annoyance and expense of frequent stops to pay toll at the gasoline stations. The occupants of the light but sturdy Saxon drive by in comfort while many a touring party in a big, heavy car is held up for fuel replenishment.

Thousands of owners daily find the sturdy Saxon the most economical car they ever drove; they consider it the most economical car of standard design in the world—to buy and to run.

The first economy of the Saxon is in buying it. It is what you get for your money that counts; in other words, value. Experts have told us that the Saxon represents the greatest dollar for dollar value of any motor car.

It gives you, for \$395, a genuine automobile, of standard design and construction, made of materials equal to those in any car, carefully built, thoroughly tested.

A Year's Service in a Month Proves Saxon Economy

And the Saxon saves you money every day you drive it. Here are some economy records from a test just made in Detroit—representing the equivalent of a year's service. Note them carefully:

135 miles a day for 30 days.
30 miles to the gallon of gasoline.
200 miles to the quart of oil.
Half a cent a mile for fuel; one-fourth of a cent per mile per passenger.
All the original tires good for from 2,000 to 5,000 miles more of service.

In this test one of our standard cars completed a

run of 135 miles a day for 30 consecutive days. Rain or shine, warm or cold, over rough streets and paved boulevards, this sturdy car, under official observation, adhered rigidly to its schedule, totalling in one month's steady driving 4,050 miles—as far as the average owner drives in a year. And all without being laid up a single minute for repairs or replacement.

This Saxon was not a special car, tuned up for an economy test on one measured gallon of high grade gasoline. It was a stock car driven under the same conditions under which the average owner would use his car.

Similar records of gasoline and tire economy are reported to us by owners and dealers all over the country. No wonder Saxon owners say: "It's cheaper to drive a Saxon than to use street cars—especially when you consider the times saved."

The 135-mile-a-day car is now making a trip across the continent, over the Lincoln Highway, from New York to San Francisco—the first car of its size and price to attempt such a feat.

Business Men: Let the Saxon Save You Time and Money

Not only does the Saxon give pleasure and health at moderate expense—to those who don't want to pay an extravagant price for a car; to those who already own a big car; to those who need a car for summer vacation use. Its wonderful economy is a reason also for using it in business.

Salesmen, contractors, real estate men find the Saxon a saving in time and money. So do grocers, hardware men, carpenters, plumbers, painters and many others. Public service corporations are buying Saxons for their employees. Physicians find that in a Saxon they can make more calls in

less time and with less fatigue than in any other way. For all whose business requires covering much ground, the Saxon makes two minutes grow where one grew before.

Saxon economy comes from lightness—and good balance. These qualities make this car sparing of fuel and tire expense. Though light, however, the Saxon is neither under-powered nor flimsy.

Our engineers' tests—and service in 3,000 owners' hands—have proved that it would be unwise to build the Saxon any heavier for the work it has to do: carrying two passengers and covering the ground quickly and economically. The Saxon has as high a factor of safety as the high priced cars.

That's why Saxons the nation over are standing up and winning friends. That's why they are climbing steep grades in hilly cities, such as Pittsburgh, Seattle, Cincinnati, mastering rough country roads in Michigan, Wisconsin, Illinois, Indiana, Texas—everywhere.

Over 3,000 Saxons Are Now in Use

More than 3,000 Saxons have been delivered and they are universally making good—on the steepest hills, the finest paved boulevards, the roughest country roads; short trips, long trips; in all kinds of weather.

Saxon cars stand up. The recent 135-mile-a-day test in Detroit demonstrated more than Saxon economy. It answered the question, "How will the Saxon stand up after a year's service?" Careful examination showed that, at the end of the run, the Saxon was in as good condition as the day it started. Except for tightening the brakes no adjustments were required. Motor, clutch, transmission, axles, steering gear—all were in perfect condition.

So you see the Saxon proves economical in repair cost as well as in fuel cost. It is built to last—and it does last.

Good and good-looking, satisfying to the eye and the pocketbook, a saver of time and a saver of money—the Saxon commands itself to everyone who can use an automobile for business or pleasure.

Order Your Saxon Now

Saxons are selling fast—faster than we even dreamed they would. We have reached our maximum rate of production until new additions to the plant—now planned—have been completed. People want more Saxons than we can build this year. It must be a case of first come, first served. So the only way to avoid being one of the disappointed is to see your dealer and order now.

Catalog and dealer's name on request.

Running 135 miles a day, this Saxon in one month travelled 4,050 miles—a year's trial—without repairs and averaging 30 miles per gallon of gasoline.

SAXON
A Good Low Priced Car

Saxon Motor Company

Dept. C

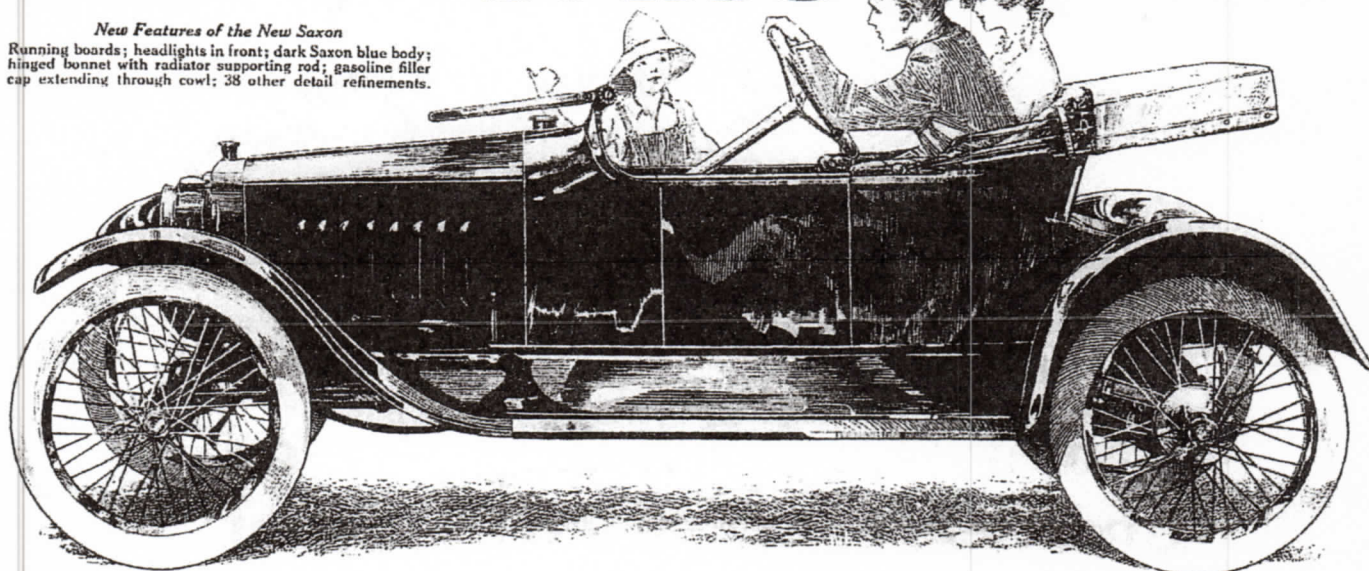
Detroit, Mich.



The New SAXON \$395

New Features of the New Saxon

Running boards; headlights in front; dark Saxon blue body; hinged bonnet with radiator supporting rod; gasoline filler cap extending through cowl; 38 other detail refinements.



What You Want to Know

What you want to know about the Saxon car is *what it will do* under the conditions in which *you* would use it.

You know the *price* is right and you can appreciate, from the illustration, the beautiful, stylish, distinctive *looks* of the car. But what will it *do*?

Over 6000 Saxons are now in use in all parts of the country and under all kinds of conditions. We think the best way to tell you what the Saxon will do for you is to let others tell you *what it has done* for them. Below we give you the testimony of some of these Saxon users. Some one of them is giving his car just the service you would give yours.

No Pennsylvania Hills Too Difficult

Mr. Myers of Franklin, Pa., says, "The hills in Venango and Clarion Counties are very bad but there is no road too difficult for the Saxon. In spots the clay was 14 inches deep but we ran the Saxon out with its own power, although the wheels were literally solid with clay."

W. F. Vorous of Green Bay, Wisconsin, writes, "I would not trade my Saxon for anything on four wheels at anywhere near the price and I have satisfied myself that the car will give the service."

William P. Call of Pikeville, Kentucky, says, "My Saxon is simply giving great service climbing our roadless hills, going through creeks and sand and rock valleys. I drive my Saxon right over places where other cars 'buck'."

Upkeep 16c per Day in Michigan

W. P. Hansley of Calumet, Michigan, special officer for the Calumet and Hecla Mining Company, says, "I use my Saxon in my work and for pleasure trips, too. It climbs the hills that some of the big cars simply can't negotiate. And it has cost me so far sixteen cents a day to run it and I have averaged over 30 miles per gallon of gasoline. My wife and I expect to drive out to the fair in next summer."

E. A. Brodie of Burlington, Vermont, tells of running to Enosburg, a distance of fifty miles, "and I never went off high gear once, yet the run was made in the dark and during the hardest rain and windstorm the country has ever experienced. My Saxon works like a \$3000 car."

Low Upkeep Cost in Georgia

The Glover-White Mercantile Company of Rome, Ga., uses a Saxon for doing canvassing work in neighboring counties. They write, "We have run our Saxon about five or six thousand miles, and have just put on one new outside casing. The car has been driven by inexperienced drivers—however, the cost of upkeep has been less than one-half of the cost in running other makes of runabout cars."

They don't always have the best of going in Kansas and Oklahoma, but F. W. Bickel of Alva, Oklahoma, writes, "I drove my Saxon from Wichita, Kansas, to Alva, Oklahoma, through deep mud and during a heavy rain, but I made over 15 miles per hour on high and kept to the course while passing large cars running on low and skidding from side to side."

248 Miles on 7 Gallons in Indiana

H. V. Smith of Marion, Indiana, writes, "I am glad to tell you that I reached home from Detroit in fine shape. I made the 248 miles on seven gallons of gasoline. And I had to ford a river where the water rose to the radiator. But I came through O. K. and this ride convinced me that the Saxon will do anything any other car will and a little bit more."

Dr. N. B. Reeser of Newville, Pennsylvania, writes, "My Saxon is doing fine. I use it in all my practice and certainly like it. I get 33 miles per gallon of gasoline over the worst roads."

M. E. Clifton of Unity, Ohio, says, "I did not once make a gear shift from high to climb any hills or pull through sand and there is certainly plenty of sand on the route."

Howard V. O'Brien, editor of *The Trimmed Lamp*, Harbor Springs, Michigan, writes, "The Saxon is behaving mighty well up here in spite of there being nothing but hills—steep hills and sandy hills at that. It has aroused very favorable comment."

T. M. Taylor, Randolph, Nebr., says, "You have a fine motor in your car."

Guy E. Duell of Tolono, Ill., tells us, "The riding and steering qualities and the way the Saxon sticks to the road surprises everyone."

Climbs Missouri Hills on High

C. A. Krumstick of Washington, Missouri, says, "The Saxon does wonderfully on high and pulls hills on high gear that larger cars fall down on."

Dr. W. A. Gott of Washington, Illinois, writes, "Now we ride more in my Saxon than in my big car."

Wonderful Records in Public Tests

On July 4 a Saxon completed a coast to coast trip of 3389 miles over the Lincoln highway in 30 days, crossing the Alleghenies, the Rockies, the Sierras, the wide stretching plains and the Great American Desert, and averaged 30 miles to the gallon of gasoline.

Then on May 16, 100 regular stock Saxon cars in as many towns all over the country made non-stop runs of 200 miles each, averaging 34.53 miles per gallon of gasoline—less than half a cent a mile for fuel, less than 1/4 cent a mile per passenger.

Thus the Saxon has proved conclusively both in public tests and in the sterner grind of service in 6000 users' hands that it will average greatest mileage daily, day in and day out, at lowest operating cost.

High-Priced Car Features Built into the Saxon

The Saxon is the lowest priced car in the world of similar specifications and capable of performing similar service.

The long stroke motor of special Saxon design gives almost the power and flexibility of a "Six," and even when running at low speed the "pull" is velvety smooth.

The Saxon has a dry plate clutch. Cars costing \$2000 and more use this clutch, too.

The body is hung low, the lines are after a beautiful French mode which gives the Saxon a most distinctive smart appearance.

There's plenty of space inside where room means comfort. The seat is plenty wide for two big people.

The Saxon, because of its cantilever spring suspension—a new feature in American cars—clings closely to the highest crowned roads and makes the Saxon a supremely easy riding car even over rough roads.

Instead of "cool as a cucumber," motorists are saying "cool as a Saxon." For the honeycomb radiator (finest type known) with its large cooling surface keeps the Saxon motor perfectly cool.

The Saxon sliding gear transmission is declared by engineering practice universally to be the correct type.

Isn't This Commonsense?

If a Saxon will carry you 1000 miles on \$5 worth of gasoline, why invest in a car that eats up \$15 worth in the same distance?

If a Saxon requires only \$1 worth of lubricating oil in 1000 miles, why drive a car which uses \$3 worth?

If a Saxon tire costs \$10, why pay \$50 for a big car tire which will last only one-third as long?

Finally, if a Saxon at \$395 will go as far as any other car; if it will do what any other car will do and do it with equal comfort, why buy a car which costs two or five times as much to begin with and two to five times as much every day you run it?

These are facts too vital to ignore.

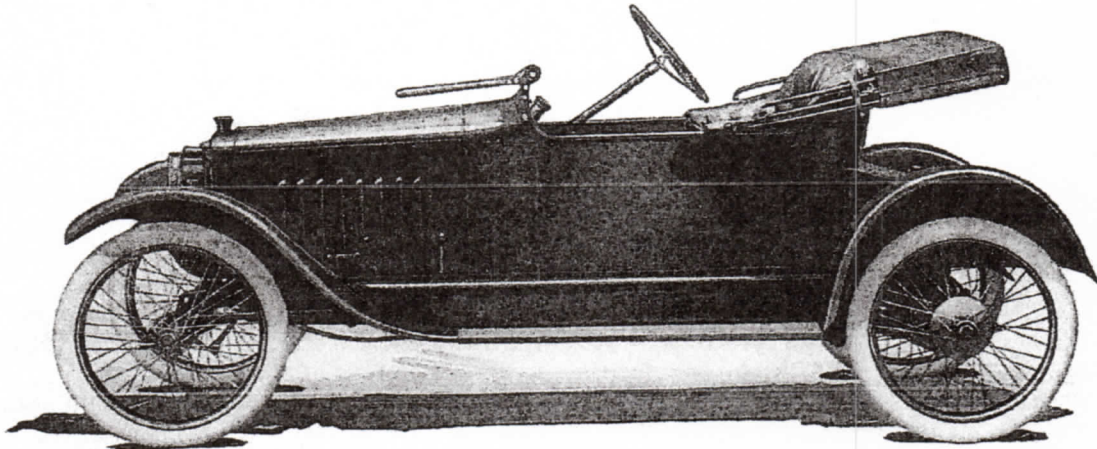
Ride in the Saxon To-day

The Saxon is ready—waiting for you. Don't put off the many and varied pleasures of motoring any longer. Think of the price—consider the upkeep cost, and then investigate the Saxon. If you can possibly do it today take a drive in a Saxon. Our nearest dealer will be glad to give you this opportunity.

Saxon Motor Company, Detroit, Dept. C



SAXON ROADSTER \$395



Demand for 2-Passenger Saxon Compels Increased Output

LAST year the Saxon Company built and delivered more cars than any other company ever built in its first year in business.

Therefore the popular Saxon Roadster will be continued for 1915. Because of the success of this model; because of its record for standing the "gaff" and making good with owners, and because of its wide usefulness among people of all classes who want a good-looking, modern car of rock-bottom economy, production of this Saxon model will be greatly increased.

Finds a Big Market

Not only has the Saxon Roadster found a big market, but it has made some remarkable records that stamp it as dependable as high priced cars—and *more economical* in operation cost than any automobile built.

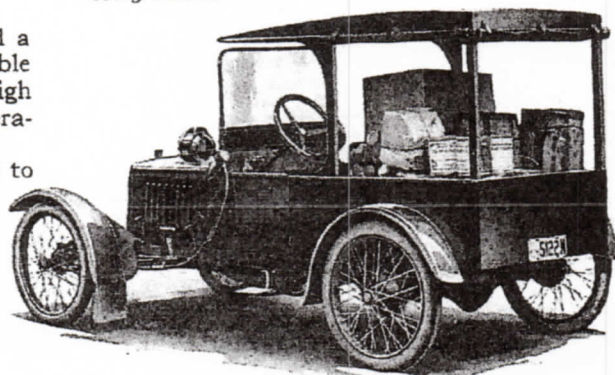
Thousands of Saxon owners average 28 to 36 miles per gallon of gasoline; 75 to 100 miles per pint of oil; 3500 to 5000 miles on a single set of tires. In public tests Saxon efficiency and economy have been proven by the Saxon 135-mile-a-day run for 30 consecutive days; the coast to coast trip over the Lincoln Highway, a distance of 3389 miles made in 30 days; the average of 34.53 miles per gallon of gasoline scored by more than

100 Saxons in different cities, each car running 200 miles in non-stop service.

New Improvements

Electric lights and starter (\$70 extra); wood wheels optional, 60-inch tread if desired, auxiliary seat (\$10) to accommodate a child as a third passenger, and other new features now provide every comfort and convenience you may wish.

Dealers: It will pay you to investigate the Saxon if you are interested in making more and more money every season.



Saxon Delivery Car, 400 pounds capacity, besides driver's weight, \$395

Saxon Motor Company, Detroit

Write today—or better still, wire—and find out if your territory is open