

# SAXON CARS

GIVE MOST MILES OF  
SATISFACTORY SERVICE FOR LEAST MONEY



Laggi Ball RHD 1914 model A New Zealand

## SAXON TIMES

A Registry of current Saxon Automobile owners. It is published 3 times a year in about January, about May and again about 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 times as a way of giving back to the hobby that has given me great pleasure. I am retired now but the coast should not be a burden. However if would like to help, my out of pocket cost is now about \$4.00 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 snail mail or E-Mail. Word files work best for me and I like columns. Please send them to me:

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### Rambling in a **Saxon** in 2017

The **words** you hear around here are we never have, "**SNOW &Ice**", and it never gets this **DAM COLD** around here. Well that has over shadowed the Election for a while. It even made me feel good about a real winter for a change. And it gave me an excuse to sit around and sort Saxon STUFF. It should help me find things easier but I will surely forget where I put it. The good thing is when I do find it I will have it all now.

My phone has been over flowing for the last several weeks. I really like it. I have sent out the information on installing a modern starter on the little 4 cylinder. Also how to retrofit a modern coil in your coil box. I also heard there is a new language in Wisconsin when they work on the coil and haven't turned off the battery and the whole bench is alive. All I can say is the new fire across the plugs will sure make it start easier.

The right angle drive is still raising its ugly head. The shop I had recast the casting won't do little jobs like that anymore. I plan on going back when his wife isn't there but really I should find someone else to cast them and to machine them. However I did see a right angle drive a LUV pickup that sure looked promising to modify. Also a snowmobile engine had a right angle drive on an engine as big as the Saxon. Both would take some machining but there are still some shops that love to do that. Anyway, good luck on finding a newer replacement. Just let me know so I can pass the word.

For those who don't know I have made an attempt to take picture and try to explain how I solved some of the common problems we encounter. I will I

List a few.

Top bows

Coils

Carburetors

Muffler end castings

Gas gauge



Starter modification

Front Wheel bearings

Gear oil

This is the short list. If you are having a serious problem I may be able to help

Now for the hard part. No brass band but a lot of tears. I have mentioned that I am moving off the farm and I am not going to have 5 or six stalls to store or work on cars. So I had to make some serious choices while I can. Yes, I am going to sell my 1914 Saxon #445, manufactured 3-18-1914. It shows very nice and runs good. If you might be serious I will gladly send you pictures and a full description. I probably won't advertise until mid summer. Maybe one more show!

**THIS IS IMPORTANT MY PHONE  
NUMBER IS CHANGING SOON. THE  
NEW NUMBER IS**

**1- 541- 602- 3739**

It is hard for me to change numbers after 50 years! It is called progress I call it BS

I still have few nice rare parts that I will not get to use.

A set of wire wheels **\$800**

Some Nickerled hub caps condition varies

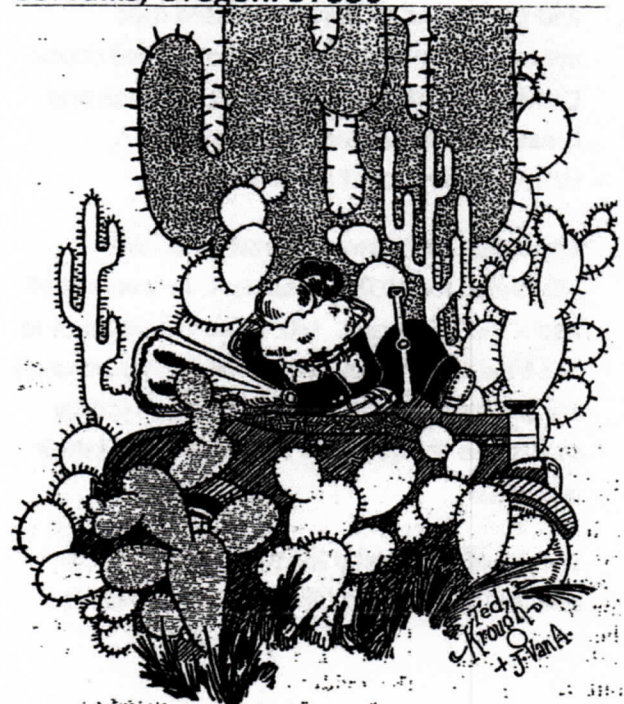
I also have a few nice original posters or advertising. Have to be seen.

Many radiators and shells

Misc patterns for hoods ect. First come.

I still have 3 bibs for the rear **\$100 each.**

It will be hard for me to ship this stuff as I am trying to move off the farm so it can be sold. I will do my best. MY address is 977 Cypress ave. Corvallis, Oregon. 97330



Stanford University Press.  
—Stanford Chaparral.



## INFORMATION ABOUT OUR SAXONS

The Saxon was introduced in early January 1914 at the New York Auto Show. It was a light roadster of standard tread. Priced at \$395.00 f.o.b. Detroit it was America's first true "Economy Automobile". The Saxon was a major threat to the Cycle Car promoters. While other light cars were priced higher than the Saxon. Even the Ford 1914 model T roadster priced at \$500 was not an immediate concern. The Saxon had more interior room, was 25% lighter and got considerably better gasoline mileage than the Ford.

The Saxon was designed by George W. Dunham, designer of the Chalmers 6 automobiles. He had been Chief Engineer at Olds Motor Works from 1906 - 09 and designer of the first Hudson in 1909. In 1911 George left Hudson to be the Chief Engineer at Chalmers.

The Saxon was the ideal automobile for the first time automobile owner. It's uniquely designed small, high speed, 4 cylinder motor was years ahead of any competition. The Atwater Kent ignition system utilized automatic spark control and the Mayer carburetor utilized foot controlled throttle and hand controlled choke. Combined with the foot operated clutch and breaks and center mounted shift lever simplified control of the Saxon.

The Saxon's first year of production was scheduled for 10,000 roadsters. An average of about 192 per week. Like most automobiles in 1914 the Saxon was assembled from purchased parts. Saxon was one of the few that tightly controlled the design & specifications of their materials

The initial popularity for the Saxon roadster resulted in a demand from Saxon dealers for

the addition of a family size touring car. The Saxon 4 cy. was too small to handle the load so Saxon expedited the introduction their planned 6 cy. touring. The roadster tapered chassis design was not suited to two row seating. A more conventional frame was used but the quarter elliptic springs were used only the first year. The 1916 Saxon S3 touring using a  $\frac{3}{4}$  elliptic arrangement for the rear suspension.

When Saxon wanted to increase their 1915 roadster production by 150 % and at the same time increase the bore by 1/8 in. their supplier Continental Motors said they could supply the new six cylinder motors but could not provide the next order of 4 cy motors until August 1915 due to problems obtaining construction materials and machinery to complete their expansion of their Detroit plant.

Saxon anticipated the problem had contracted with Ferro for 5,000 motors for the March to September 1915 gap. This contract was extended by 5,000 additional motors. The first 7250 were used in the model B Saxon. The remaining 2,750 were used in the first model 14 Saxons. Continental supplied the additional 10,000 model 14 motors and the 10,000 model B5R motors.

In my opinion the 1915-16 model 14 roadster is the nicest driving Saxon. It has many features not provided on the earlier model A & B. Like adjustable foot pedals, 3 speed transmission. Which will enable a Saxon to out climb a Ford T unless the T has Ruxtal or Warford type gearing. Also the windshield is adjustable from flat to slanted back. It also has larger brakes and oil tail & side lights.



The fourth Saxon 4 model was the B5R introduced in Sep 1917. This model had electric starting & lighting as standard equipment. It also had larger diameter wheels with demountable rims. The body lines were higher like the six cylinder Saxons. The rear deck was slightly higher providing slightly more storage. The results of these changes made the B5R heavier, less economical and required a \$100 price increase to \$495.00. Ford had reduced the 1915 model T's \$440. price to \$390 for 1916. And by mid Aug 1917 the price of the model T to was down to \$345. The Saxon's future was not looking so rosy. The Six cylinder Saxon's had to carry the load but higher parts prices due to WWI priorities resulted in reduced production and cash flow while 4 cy Saxon parts keep rolling in and had to be paid for and stored.

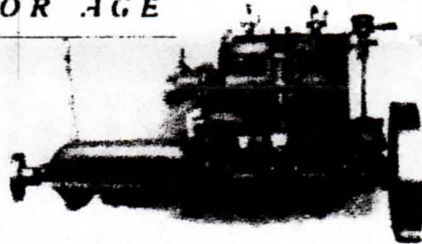
After the war ended, Saxon limped along trying to use up the parts it had on hand, while former suppliers & banks were reluctant to extend

credit. By late 1920 the Saxon company was forced into liquidation.

After settling with the creditors there was several years left on some of their factory leases and a limited amount of cash. A group of Automobile men mostly promoters, with connections going back to the National Cash Register Co. contracted for 5 year old chassis and engine designs from Alanson Brush.

The chassis design was similar to the 1916 model 34 Marmon and the motor was a 4 cy Ferro built motor similar to that used on the 1916 Scripps-Booth. The bodies were similar to the bodies used on the the smaller Scripps - Booth and the larger Liberty. They look like the might be from Fischer Body. Of the estimated 2,000 SAXON-DUPLEXS supposedly built between 1921-1923 none are known to have survived.

## MOTOR AGE



6 H. P. "Special" FERRO MARINE ENGINE

## FERRO Marine Engines

A most complete line of high-grade marine gasoline engines designed and made in a plant where every detail from the selection of the material best adapted to each part, to the perfect control of every process in their manufacture, is carefully studied with a view to producing engines that will meet the tests of the most severe service, require the least knowledge to operate and give the least trouble mechanically.

That is why FERRO engines are universally used and recommended for consistent and dependable performance. Our marine engine catalog fully illustrates and describes each motor.

### FERRO MACHINE & FOUNDRY

I have heard, and seen in print several times about the Ferro Engine Co. Building some of the Saxon Engines when Continental could not fill their contracts. Well our historian Elliott Fletcher loves to research these things and he found That Ferro did indeed contract with Continental to build at least 5000 engines for

Saxon. I have looked at a number of blocks from the whole range of serial numbers and cannot find any identifying marks to indicate what would have been a Ferro engine except for head casting number with a (F) on the end.

This AD is the only Ad I have for Ferro engines



Subject: SAXON 6 DELIVERY

WALT, I THOUGHT YOU AND ALAN WOULD BE INTERESTED IN THIS PHOTO. THE LADY I GOT THIS FROM SAID HER DAD HAD WORKED FOR SAXON. IT LOOKS THE LADY WAS THE DRIVER (NOTE THE DRIVING GLOVES). THIS MUST HAVE BEEN A RARE MODEL. I HAVE ONLY ONE PREVIOUS REFERENCE TO THE 6CY DELIVERY. KEEP IN TOUCH, ELLIOTT

