



CABLE ADDRESS
SAXON
DETROIT

SAXON MOTOR CAR CORPORATION

Sales Department

SAXON TIMES

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

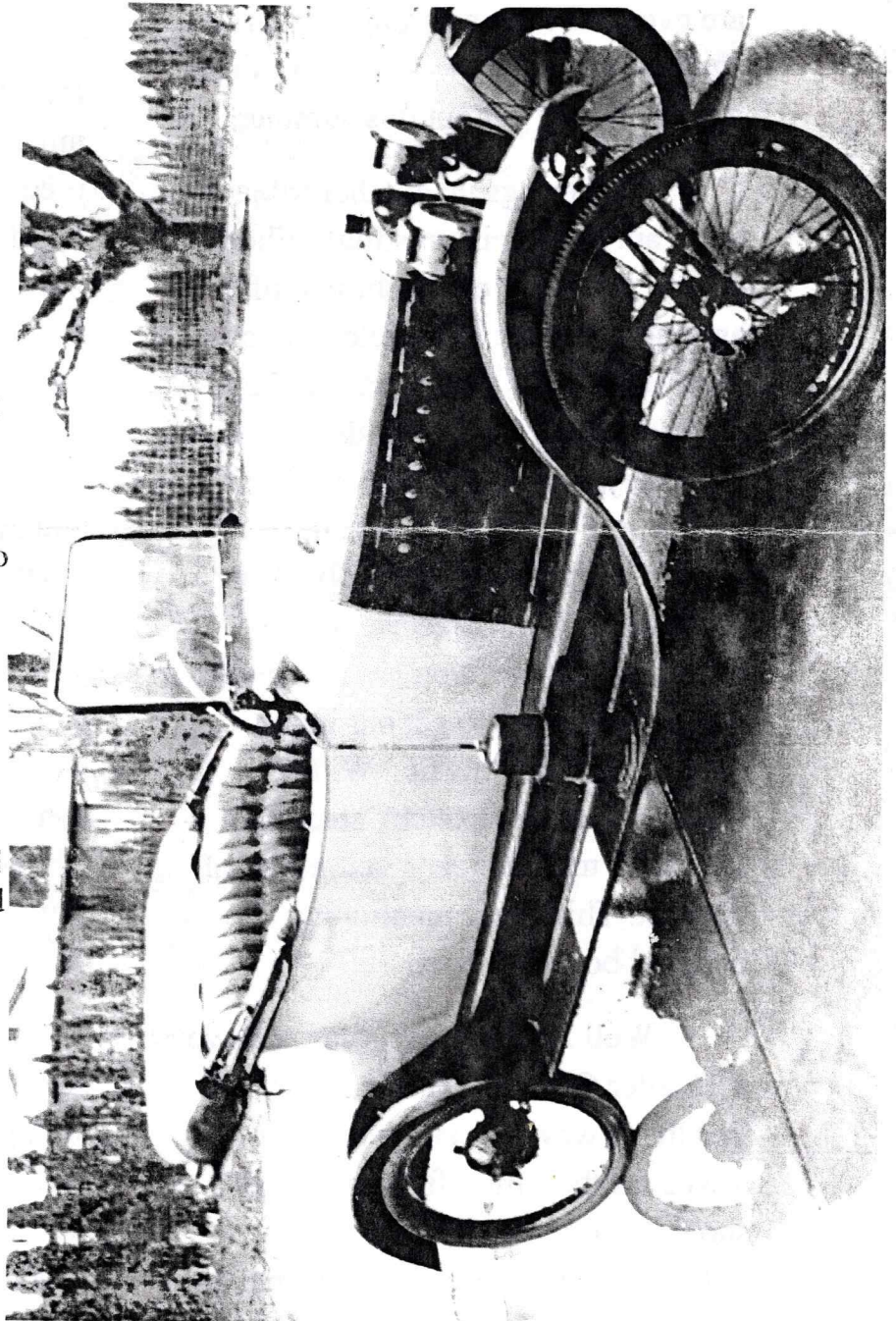
December 21, 1916

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
Prichard@proaxis.com
541-752-6231



Saxon Times March 2008

All signs are pointing to March so I better going on the newsletter. I have had a lot of correspondence these past few months. There are still a few cars coming back to life. There are even a few cars getting started again with new owners. Maybe a few more cars will get out this summer.

This brings up another subject that I am finding interesting. Where do you take your car to show it off? I assume that most of us belong to a local car club of some sort and they do a couple of displays and a picnic or two every summer. These are all great but if your club is like most there is a lot of driving involved and some is on major streets and highways. Well if you are like me I am not interested to get out in more than 25 mph low traffic. With 2 wheel brakes and sketchy steering I am afraid my little car (Saxon) might get hurt. This is not mentioning this here old body I live in.

Well I guess I am going to have a "Trailer Queen". This is not so bad in a lot of ways. I can go to other towns for their little fund raisers and show it off in the city park. I can guaranty you that I will get more than my share of admirers. With trailer, I

can drive her to the local custom (formerly hot rod) shows. Park down the street and unload and drive up to the display. I can even open the cut out! Ha ha! I was a little nervous about this so I asked at the local part house and they really encouraged me. Then I talked to some motor head friends (is there any other kind?) of mine and they offered help. Just be prepared to open the hood and have a lot of folks get their picture taken with your car. At the last show I did I am sure every one of the estimated 1000 people there wanted to know something about my car. I am sure that every one of the entrants came by and kicked those little tires and said great job! If you try this out send me some pictures. Your pride and joy may be a Trailer Queen but she will still give you lot of fun and enjoyment and the public will get to see something other than Ford and Chevys. Who knows maybe you will bring home a trophy or two if that is what you like.

I have a little opportunity for some one. I (we) need some little springs made for those little **MAYER** carburetors. I don't have a parts list for them but I have taken 7 of them apart and they all have different springs on top of the little air valve.

After much experimenting and hair pulling, I even took apart a Model T carb and had a Model T man explain how it worked. It became apparent that the spring needed to be smaller and lighter in pressure for the valve to do its job. In my spring collection of many years I did find a spring that was $\frac{1}{2}$ in. in diameter and made from .020 piano wire, 10 turns per inch and I made it about $1\frac{1}{4}$ inch long. With this installed and everything else the same I now have smooth throttle control from a very slow idle to way to fast. My problem is I only had one spring and I have no idea where it came from. I do know they used to make a small spring winder for small springs. The only one I can find is over \$200 sooo! I am hoping someone has one I could borrow, buy, or they would make me about 10 springs. Actually I am sure there are others who could use them as well. I sure hope someone can help.

With that I will try to find some other topic to bore you with. WALT

FENDERS AND OTHER BODY PARTS

Through the years I have collected 8 or 10 piles of 4 cylinder parts. I now have restored my 1915 model B and I sure don't need these parts. Some sure have more life in them and others it is questionable. I will give away all the fenders that I have which I think number about 10. You can have one or all. The only catch is you have to pick them up here. You can put 15 rears on a 17 or the other way around you or someone just needs to see them. I will be taking individual pictures of each on very soon.

Then come the hoods. For 20 years I needed good hood parts. Then I got one and since then I have acquired several more. I even have one that has been reproduced and is very nice. Merle Brookes had that one done and you will have talk to him about the price. It was so long ago that we made the deal I can't remember what it was. I don't need it now so Merle should get paid for all his work.

I even have some door skins that would make excellent patterns as well as some original wood for the

doors. I even have some hard parts like engines and frames, flywheels. I have been giving this stuff away for a long time. Now I am getting serious and in a weak moment I might send some of it to scrap. I don't need it and don't want the kids to scrap it all.

Everything I have is for sale or trade except my 1914 parts. I really want to get rid of all these parts while I still know what it is and where it goes. Come on guys help me out. Bring a trailer. Call 541-752-6231 to let me know when you are coming. Walt

FOR SALE

1914 Saxon #4073

Runs and drives nice, Older restoration

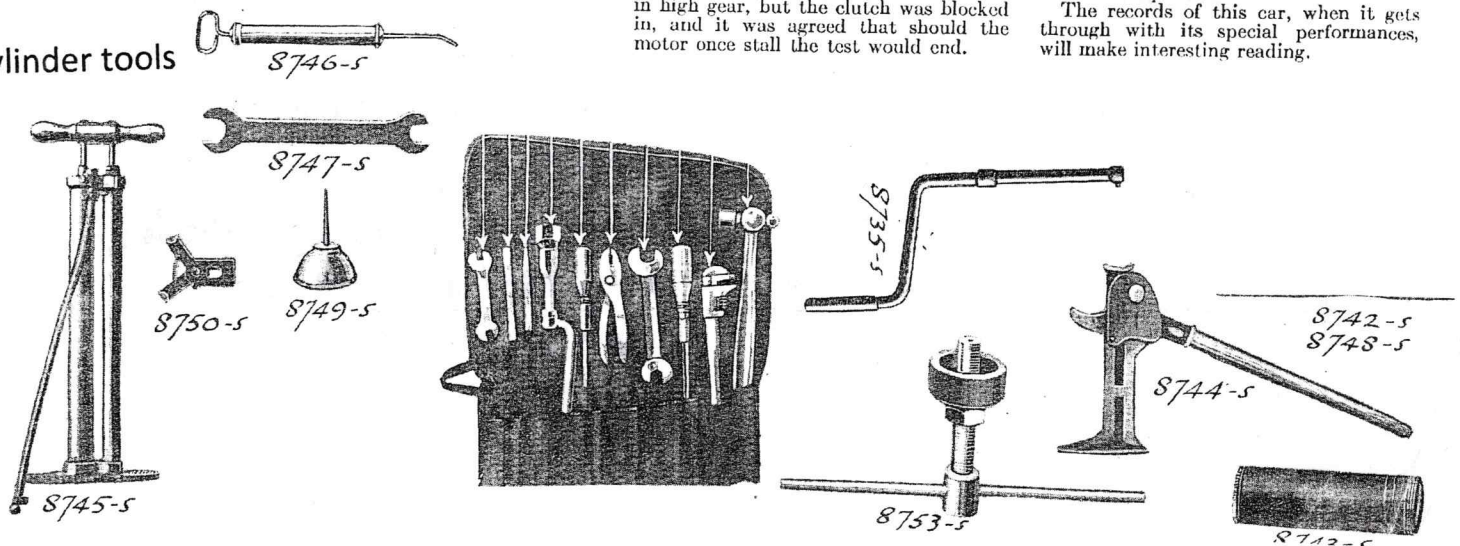
Jack P Guerrie

2630 Mountain View Ave.

Long mount, CO 80503

303-772-0873

6 Cylinder tools



S A X O N D A Y S

Saxon "Six" Makes New Low Speed Record

J. V. Baldwin Motor Co., Drives Goldstone Car
24 hrs. at Average Speed of 2.8 Miles per Hour

Out in California automobile distributors are continually performing special "stunts" with their cars. The J. V. Baldwin Motor Company, of Los Angeles, have turned over a particular car and christened it the "Goldstone Stunt Car" which is continually establishing performance records and winning supporters for Saxon "Six."

The latest achievement is the establishment of a new low speed record—travel-

Accompanying the drivers were two observers who, at the end of the run, signed an affidavit as to the authenticity of the performance. After the completion of the run at snail's pace, the drivers drove Saxon two laps around the track at a gait of 52 miles per hour.

It was expected before the trip was made that the average for 24 hours would be slightly lower, but a heavy fog swept in the night preceding the trial and it was



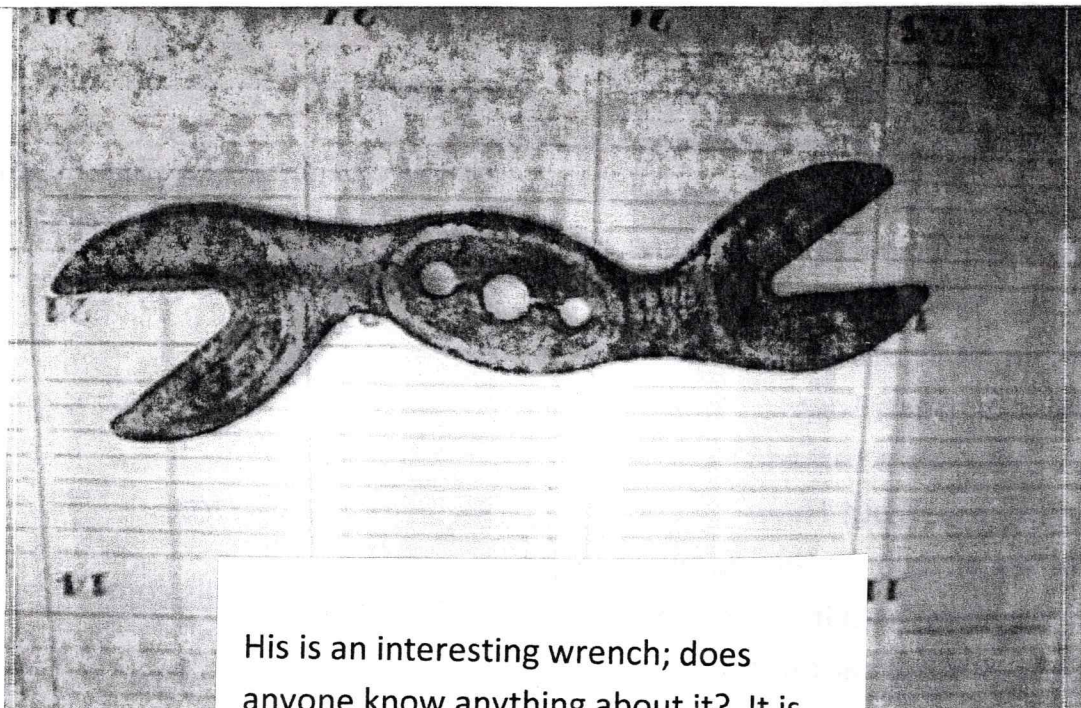
ing 68.2 miles in high gear in 24 hours. Instead of seeing how fast the car could travel for 24 hours continuously, the purpose of Mr. Baldwin was to determine how slowly a Saxon could travel in high gear. The result was that for the 24-hour run, the car averaged 2.8 miles per hour.

Not only was the car bolted and sealed in high gear, but the clutch was blocked in, and it was agreed that should the motor once stall the test would end.

necessary to "speed up" to three miles an hour to keep up the carburetion.

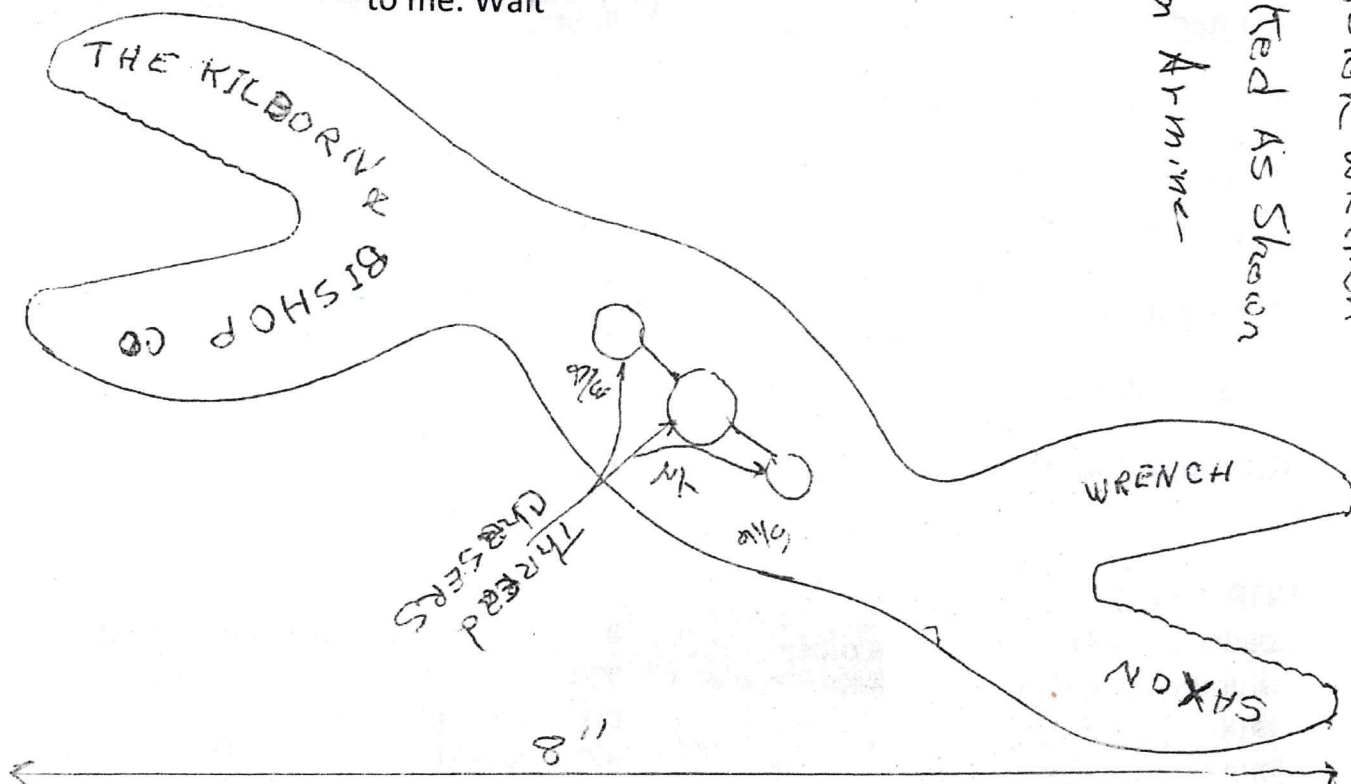
This Goldstone car of the J. V. Baldwin Company promises to establish for itself a unique place in motordom. At present it is working on an economy test which is expected will establish a record for gasoline consumption.

The records of this car, when it gets through with its special performances, will make interesting reading.



His is an interesting wrench; does anyone know anything about it? It is not shown in the tools list that came with the 4 cylinder cars. Looks good to me. Wait

Alligator wrench
Marked as shown
John Armine



FOR SALE AND WANTED

6 cylinder body parts! We have several owners needing 6 cylinder body parts If you have any extras please let the following folks know or me and I will a focal point. Does anyone know where the 6 cyl parts that were in Union Towne, Penn went? There were some in Central California as well but I have lost track of them. Lots of tin and no wood. Any way help if you can it might get another car on the road.
Walt

Wanted:

Need a hood for a S2 model

Also need a filler for the gas tank on a 4 cylinder car.

Richard Babcock

PO Box 330066

Grantsdale, MT 59835

FOR SALE

Roadster #1481, wire wheels older restoration needs some assembly \$4500

Doug Nelson

503-399-0647

dokayllc@earthlink.net

Wanted

Need hood for a S2 and some other parts. Need information on S2 models just getting started.

Bruce Bessken

12895 Victoria Lake Rd.

Rapid City, SD 57702

pippybvd@blackhills.com

FOR SALE

1914 Roadster, Electric start and lights.

Arlene Miller

273 Downieville Rd

Valencia, PA 16059

724-625-2243

For sale

Do you want to know more about your Saxon? Need manuals? Would like to see Mag ads? I have a CD with all this information on it and much more. Can be read or printed. Elliott Fletcher
425-806-9613
ep-jaf@comcast.net