



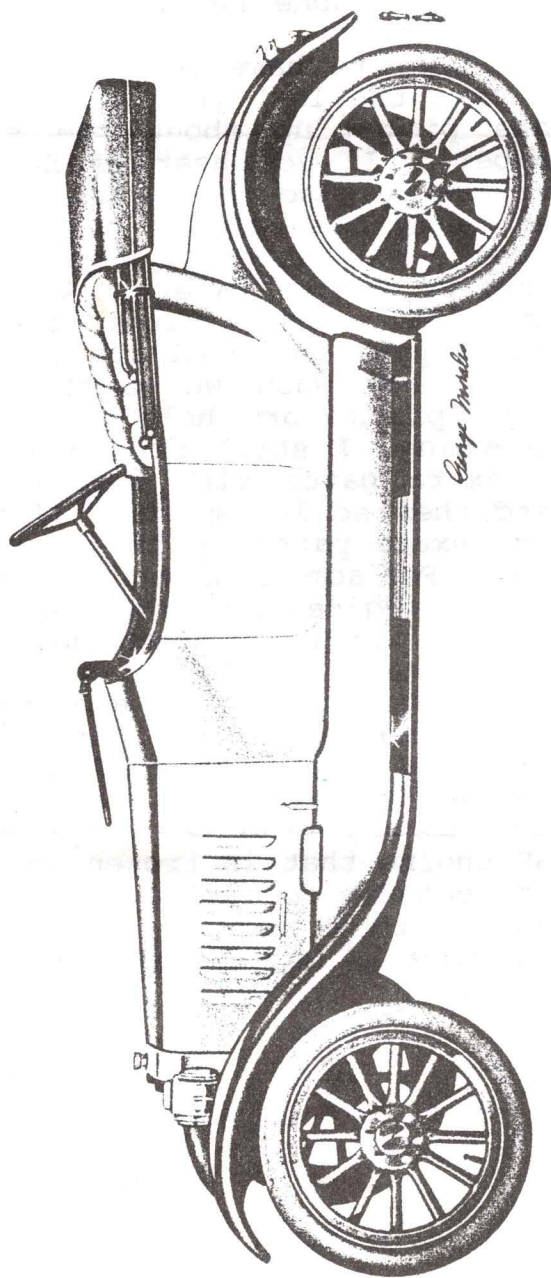
TRADE MARK REG.

CABLE ADDRESS
SAXON
DETROIT

SAXON MOTOR CAR CORPORATION

Sales Department

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



Saxon Times
by
Walter Prichard

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.

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5250 N. W. Highland Dr.
Corvallis, Oregon 97330
503-752-6231

1915
AUTOMOBILES

Sept 27 1995

Saxon Times

September 1995

For some reason the Summer sure goes by faster than the winter. I sure hope you had a good summer and went to a lot of car shows and showed off your Saxons. If you did I'll bet that you didn't park in a whole row of cars just like yours.

I didn't get to a lot of shows but the ones I did see the quality of the cars is really great. Just like a Dealer show room in some cases. However they are all alike, primarily Fords with a few chevys thrown in. If you see something else they demand a lot of attention. Any way I sure hope you had fun with your car. Even if all you did was open the garage door and let the neighbors have a peek.

Alan Coleman of Yorkshire sent me a nice article that was ready to copy and I will share with you. He also sent several pictures of his very nice car. I also got a number of other photos of Saxons. I assure you that I keep them all for future reference. Rob Sisler sent me pictures of his early 1914 and it even looked like it still had the vacuum oil system and no emblem on the radiator. I also received picture of a 1914 in Colorado.

In the Summer of 1997 I plan on a trip across the United States and I will bring with me some of my literature and pictures of the cars that I have. It should be fun for other owner to look at other cars of similar vintage. I am not going to be able to get very far from our route because I will be supporting a small group of bicycles going from Newport, Oregon to Newport Beach, Virginia. However we will adjust the route where possible to see some Saxon on the way there and the way

back.

My brake job that I thought I was going to tell you about got put on hold. I had two major construction projects going all summer and into next year and that is taking an enormous amount of time. It seems that I am always scrambling to just get the essentials done before the next day starts.

I seem to have lost a couple of cars the last year or so and have picked up about the same number. If you hear of Saxons for sale please let me know so I can send the seller a "Saxon Times" and hopefully get the names of the new owners. Also if you find other Saxon owners please pass the word along. We never know when we might need some parts or help to fix something. I still try to match up extra parts with people who need them so let me know if you have extra parts or if you need some. For some reason there must be four engines for every car out there. Hardly a month goes by that someone calls to tell me they have an engine and great expectation of wealth from it. I will still pass the word on for the reasonable ones. However I just chuckle about the 4 cylinder B5R engine that is frozen up and not complete for \$1000. These I suggest they take to the local swap meet. I figure they need the exercise.

THE SAXON ASSEMBLY PLANT.

By Our Correspondent in America.

ASSEMBLING automobiles to-day is a very different problem from what it was several years ago. At the present time almost every manufacturer in America has some modification of the chain assembly system. The Saxon Motor Co., of Detroit, Mich., have a

modified system which presents a number of unusual features. The unique character of their system is to a certain extent due to their adaptability. They took over an old plant and modified it as much as they could. In accommodating themselves to conditions they developed certain ideas

that will in all probability be valuable in a new plant, and of interest to readers of *The Automobile Engineer*.

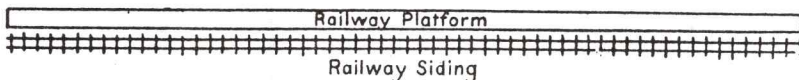
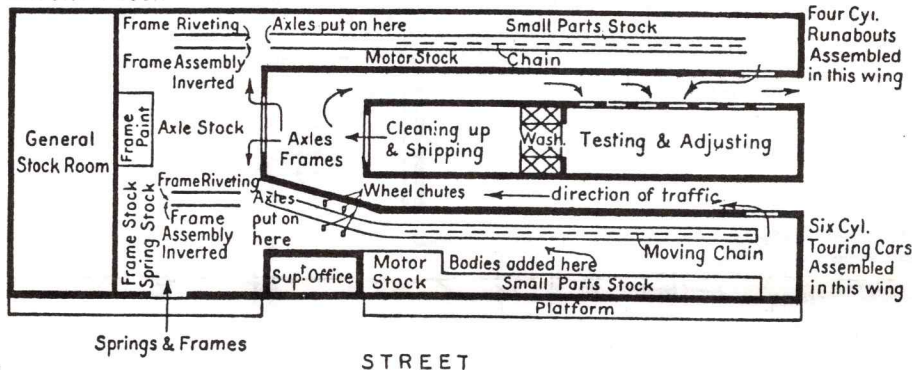
Notes on Layout of Plant.

Two models are built, each by the chain system slightly modified. The assembly is entirely on the main floor and the stock on both the first and second floors. The feature in connection with handling the bulky stock is the bridge built across the street which reaches to the railway platform. This bridge is enclosed, and contains a trolley that is clearly shown in the photograph (fig. 2), which illustrates the handling of one of the six-cylinder motors. The Saxon Co., it should be mentioned, do nothing but assembling, and all the parts of the car come in completely finished, and only have to be added to the chain assembly at the proper point. The heavy parts, such as frames and springs, come from local factories, and are delivered right at the assembly from the automobile truck. The front and rear axles are also brought in at this same point. This is at the entrance between the two wings of the building. The two models, a small four-cylinder runabout and a six-cylinder touring car, are built entirely separate from one another. Each model being built in its own wing, the assemblies are isolated from each other, and the labour, material, and costs can thus be most satisfactorily recorded.

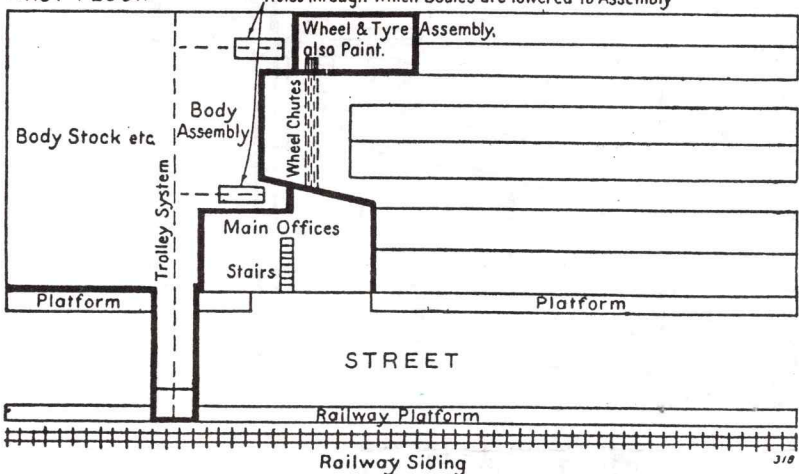
The raising of the bodies, motors, and parts that come *via* rail or motor truck from the street platform is easily accomplished by the trolley system illustrated. All the assembly units are conveyed to their respective points in the assembly line *via* a trolley system that works by gravity.

Fig. 4 shows the method of lowering two bodies on special trolleys at the same time. Motors can be let down in the same manner when desired. The tyres are mounted on wheels and dropped down a chute from the second floor. This chute is located below the level of the first floor, and the wheels have to be lifted out of the chute to be mounted on the axles

GROUND FLOOR



FIRST FLOOR



Plan of the Saxon plant.

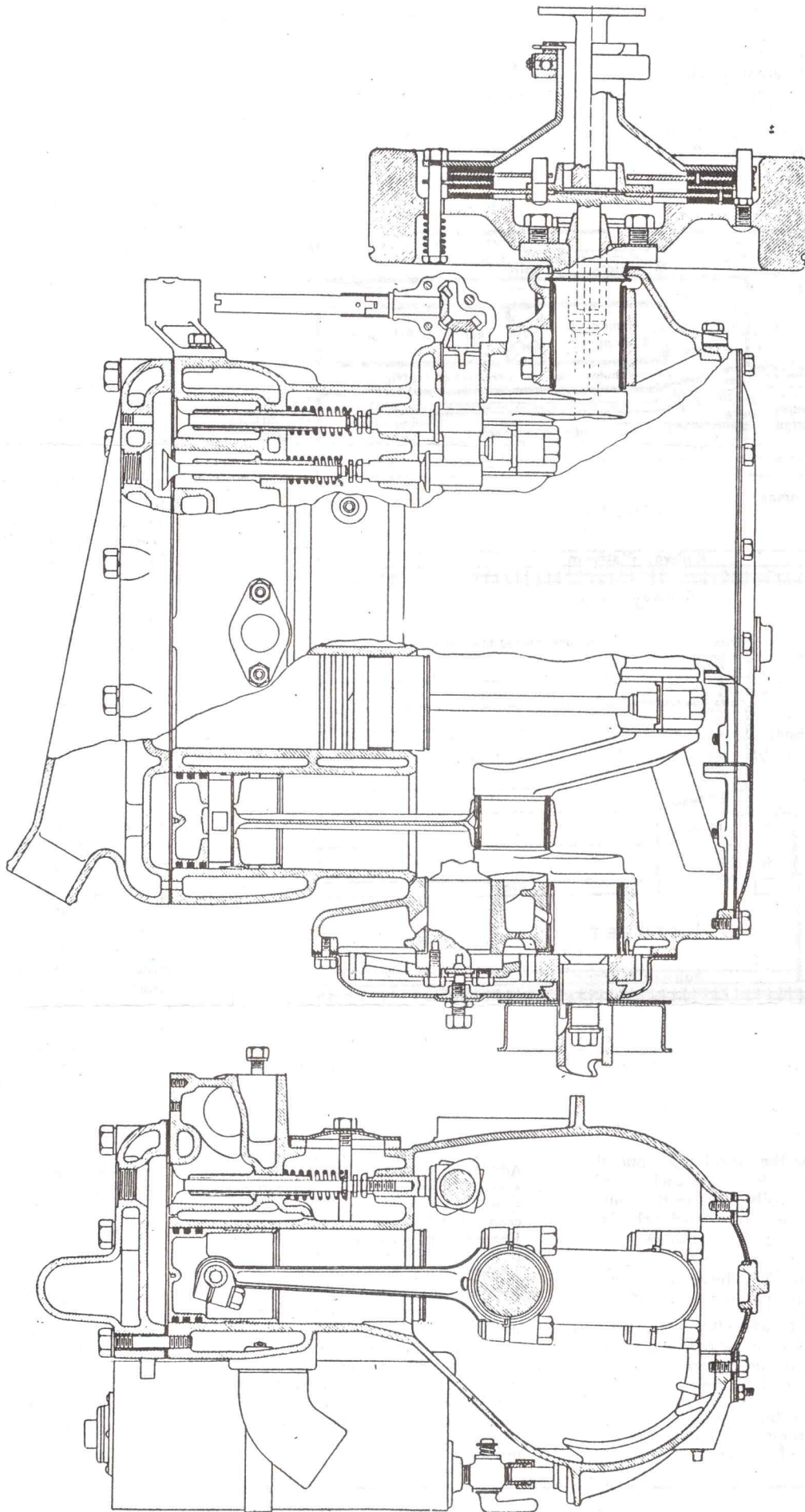
This scheme keeps the wheel stock out of the way on the main floor. As each wheel is removed, gravity rolls those in the chute forward. There are four such chutes, one for each wheel, and so arranged that they deliver a front and rear wheel on each side of the track. Hence the assemblers do not get in one another's way.

The method of assembly is clearly shown in the accompanying drawing showing eight stages in the assembly of the car. The steps are as follow:

Assemble yoke brackets and step hangers on frame. Paint. Not including time of drying ...	2
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Add tyre irons, rubber buffers, springs, brake pedals and rods, gear shift levers and rods, starting crank bracket and cross member. Reaming out all holes necessary for further assembly operations. Assembling with frame inverted ...	25
Chassis turned over and lowered on to axles. Couple axle yoke to cross member. Put bearings on axles ...	14
Add wheels and put on rim way. From this point onward cars roll on their wheels. Add running boards and put in universal joint ...	7
Put in motor and fasten in place connecting up universal joints and pedals ...	6

Add side valances, steering gear, and link. Adjust clutch yoke and connect drag link to front axle ...	10
Muffler and exhaust pipe. Adjust clutch yoke, put on radiator, connect up throttle and spark levers, and time ignition. Tightening up under pan and fitting hood fasteners ...	8
Put on front wings and running board shields ...	7
Car finished. Body lowered on to chassis. Wires and pipe connections made. Lamps added. Filling tanks and starting up motor ...	51
Total time, 130 mins., or 2h. 10m.	



THE SAXON LIGHT CAR ENGINE AND CLUTCH.

British Isles Section Trebles

Alan Coleman writes that until a few months ago he thought that his 1915 Saxon Model 14 was the only one in the U.K.

However, after a picture of his Saxon had appeared in the Veteran Car Club of G.B.'s Gazette, Dr. John Robson telephoned from the Isle of Man to say that the photograph looked so much like his own Saxon that he rushed out to his garage to make sure that his car had not been stolen.

It turned out that John, although English, had worked in the States for many years, but had now retired to the Isle of Man which is in the Irish Sea and about halfway between England and Ireland.

As it is self-governing with its own taxes, postage stamps, etc., Alan is still able to say that his Saxon is the only one in the U.K. if not in the British Isles - a pedantic claim!

However, just recently Alan has managed to find another Saxon Roadster owner, Ian North who lives in Hull Yorkshire which is definitely part of the U.K.

Ian has a most interesting car as it is almost certainly the only one left of the Saxon exports to the U.K. Dated 1916, it has a right hand drive, a Continental engine and a two speed gearbox.

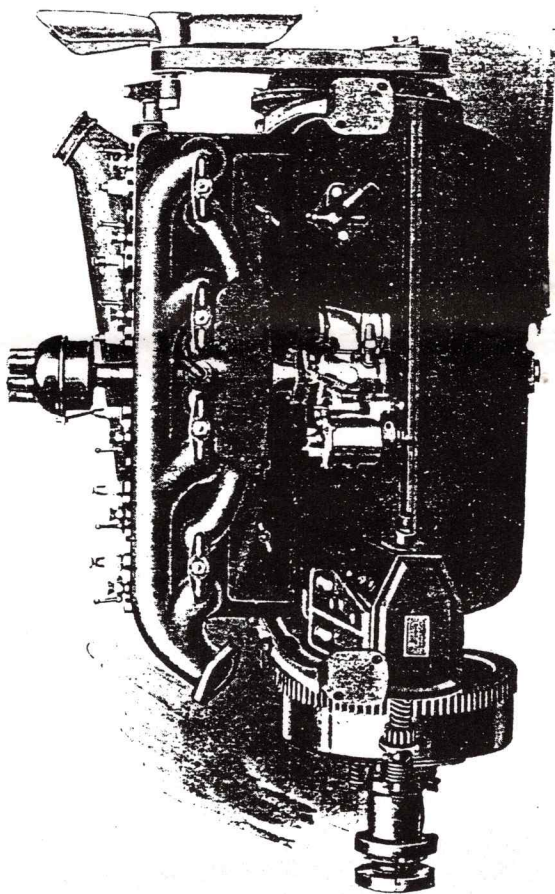
Alan can now only claim that his is the only one on the road as both the others have not been roadworthy for some years while his has been on several rallies this year covering some 250 almost trouble-free miles.

However, John and Ian have been fired with the ambition to get their Saxons running and we are all pleased that the U.K. section of the Saxon Register is now three. Further increases are thought unlikely.

Parts for sale
Head lamps, Gas (Early), Gas 15-16
Side lamps oil 14, 15, 16
Tail lamps, oil 14, 15, 16
Radiator shell, restorable
Alum step Plates
Still will make bulb Horns
NEED Windshield brackets for a - b
Jim Reed 309-652-3748

For sale
1921 Saxon Parts/Price list
John Nixon
608 E Diane
Ozark, MO. 65721

Wanted
Distributor case gears
Ed Mitchell



Right Side View of Six Motor

SAXON DAYS