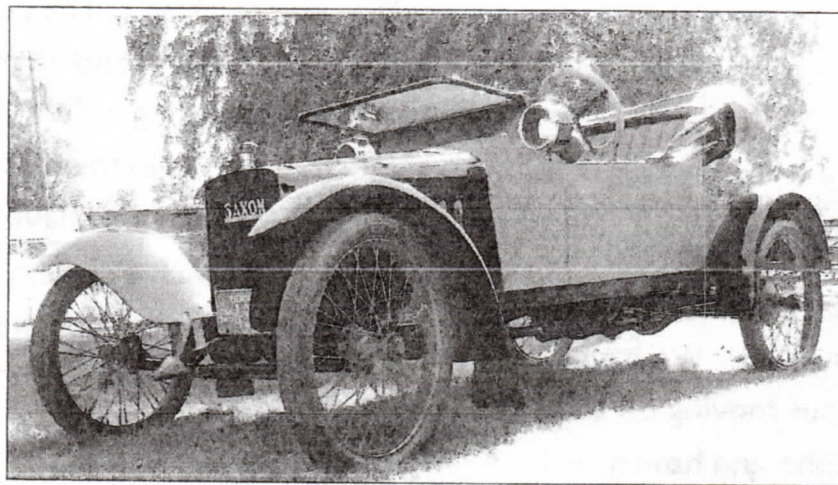


SAXON



TIMES

Model A
Manufactured
3-18-1914



April 2, 2015

SAXON TIMES

A registry of current Saxon automobile owners. It is published 3 times a year in about January, about May, and 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 Saxon Times as a way of giving 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, my out of pocket cost is about \$3.50 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 snail mail or E-Mail. WORD files work good and I use columns. Please send it to:

Walter Prichard
977 Cypress Ave
Corvallis, Oregon 97330
prichard5250@comcast.net
541-602-3739

April 2015

SAXON TIMES

It has been a long time since I last talked to you. I do apologize for not get the times out sooner. There has been a lot on my plate. We have been talking about moving off the farm for some time and how nice it would be to have regular neighbors instead of Tenants next door.

Sometime in early November we just happened to drive thru a neighborhood we liked and there was nice place for sale. Well it turned out to be exactly what we would have liked. A short story a little longer it was not available but it did start me to thinking how we could have afforded that place. Well we had more resources than we thought and started looking at some more likely places and found another one that was very near what we wanted but needed some attention. On the 7th of December we made an offer and closed before the 1st of the year. Then we wanted to move before an

unscheduled Surgery. Needless to say I (we) have been really busy recovering 1st and then preparing the old place to Rent and find everything that went to town. The good news is we kept the farm and all my shops and the bad thing is I won't have much of a shop in town. But plenty of parking for the cars I have restored. When you reach a certain age you just have to realize you aren't going to live forever and you should make some plans for the future. That is enough excuses for the late Saxon Times.

There are still some Saxons coming out of the wood work. Alex found a real nice 6 cylinder Roadster that probably only needs to be cleaned up and safety issue addressed. The pictures looked too good to restore. Speaking of Alex he now has 6 Saxons. I guess that means he will have to drive with both hands now!

I have been talking to Sweden and New Zealand, lately on how to make thing work right. It is actually a lot of fun to go out to the pile of parts with a parts book and remember how it all worked.

Several owners have mastered the coil rebuilding and their cars are running much better and start every time.

I sure hope any of you that need some of the reproduced parts I have to come forward right away because I will be selling the farm in a couple of years and those Saxon parts will have to be gone. I will keep the coils and carburetors that I can rebuild and some other things I like to work on. The prices will be reasonable but not free. It will be hard to forget how much I have in them.

I will be including the roster this time as quite a few addresses have changed. I just hope I have everything right.

I am enclosing several spec sheets from repair manuals that you should keep, for your specific model. Elliott Fletcher has copied them in high resolution from original manuals for us to use. Walt

WANTED

Fellow owner wants a model A (1914) that runs and drives. It can be original or older restoration.

Jerry Passehl

513 160 th st.

Latimer, IA 50452

Cell 641-512-0857

FOR SALE

I have two rear aprons for sale at below my cost!

1 is for a Model A (1st 6000)

One is for Later models (copied a model 14). They are \$100 each. These were done at a professional sheet metal shop and look really nice.

Walter Prichard

541-602-3739

Corvallis, Oregon

Saxon Model Identification Guide

The small 4-cy Saxon had four models during its five year production span (1914-1918). The 6-cy Saxon also had four models during its five year production (1915-1919). An entirely new large 4-cy Saxon was built in 1920.

SALIENT VISUAL FEATURES

MODEL A

- A L.H. drive
- A1 R.H. drive
- A2 L. H. drive Delivery Car
- A3 R.H. drive with magneto
- (Note: Type designations are Elliott Fletcher's)
- Type I Gas tank fill under one piece hood.
 First 2200 A & 10 A1 cars.
- Type II Gas tank fill thru cowl.
 Cars 2200-5000 A & 10-65 A1 cars
- Type III Gas tank fill still thru cowl &
 running boards replace step plates.
 Cars 5000-5776 A & 65-200 A1.
- Type IV Gas tank fill thru dash.
 After 5776 A & 200 A1 cars
- Type V Body has curved door tops. (This is the new model B body)
 After 7517 A & 483 A1 cars

MODEL B (1st)

- B L.H. drive New body has curved door tops with wood trim
 & the windshield is hinged at the bottom
- B1 R.H. drive Same body design as B
- B2 L.H. drive Delivery Car Body is same as the model A2 Delivery

MODEL 14

- 14 L. H. drive New body has curved door tops without wood trim
 & the windshield is hinged about 1/3 up the windshield.
- 15 R. H. drive Same body design as above

MODEL B (2nd)

- B5R L.H. drive New body has taller body, doors and largerr trunk
- B6R R.H. drive Same body design as above.
- B7R R.H. drive With magneto. Same body design as above

MODEL S Small six cylinder touring. Carburetor on right side of motor. Double Y intake manifold. Quarter elliptic springs. Vertical windshield. Running boards long Aluminum plates over splash aprons, with boards under..

MODEL S2 Conventional intake manifold. Running boards wood with battle ship grey linoleum.

MODEL S3/S4 Carburetor on left side of motor. Slanted windshield. Cantilevered half elliptic rear springs.

MODEL Y18 Appears to be the same as the S3/S4

MODEL 125D/G Large four cylinder, with a boxy body.

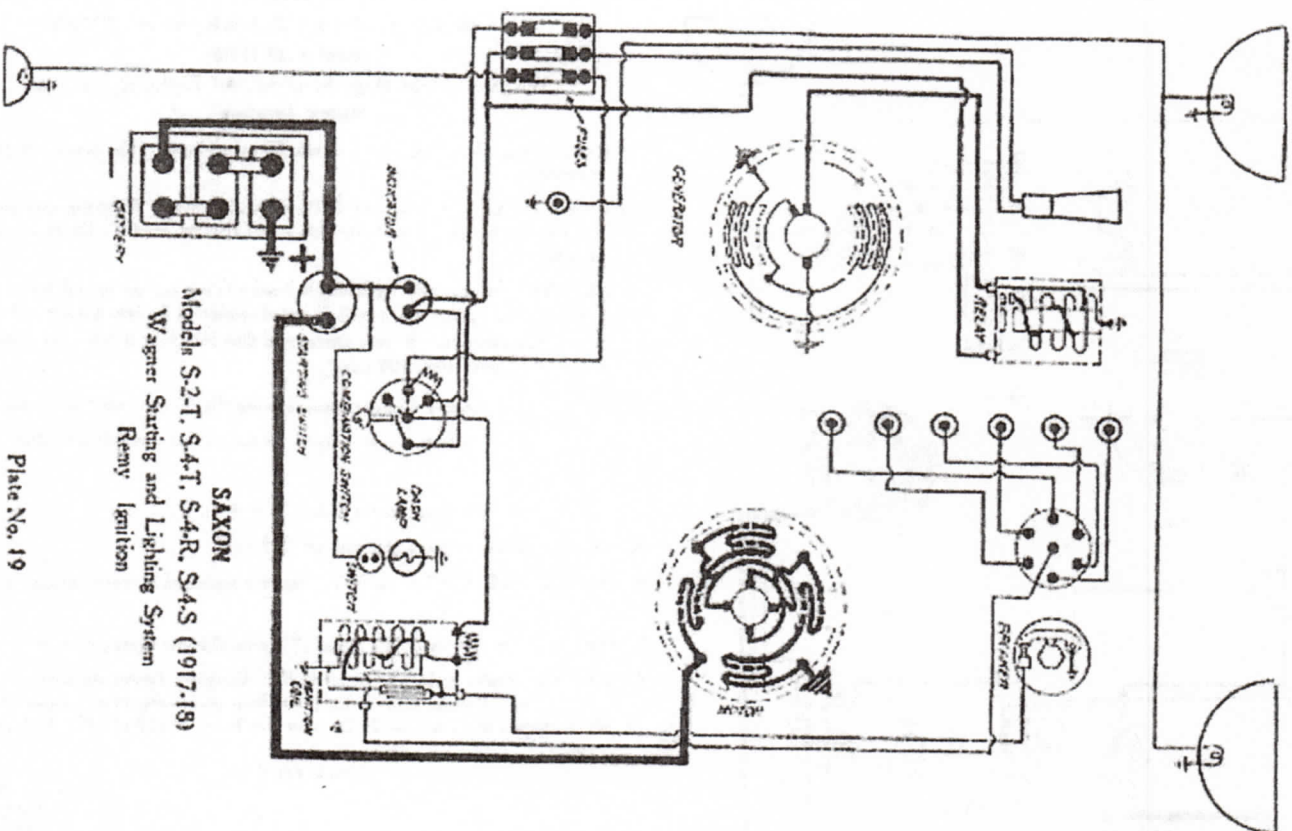
Saxon

Models S-2-T, S-4-T, S-4-R, S-4-S (1917-18)

Model Y-18 (1918)

Wagner Generating, Starting and Lighting System

Remy Ignition



SAXON

Models S-2-T, S-4-T, S-4-R, S-4-S (1917-18)

Wagner Starting and Lighting System

Remy Ignition

Plate No. 19

Battery.—Exide, Type XC-13-1. 6 volt, 80 ampere-hour. The positive (+) terminal is grounded.

Ignition.—Breaker contacts separate .020 inch to .025 inch. When the condition of the points affects the ignition, resurface with a very fine, flat jeweler's file or worn No. 00 sand paper.

Oiling.—Refill the cup under the distributor head with soft cup grease and turn down two turns every two weeks. Put a small amount of vasoline on the fiber bumper of the contact arm, using a toothpick. If car is driven more than 500 miles in two weeks, these attention must be given every 500 miles.

Timing.—Breaker contacts begin to separate when the flywheel marking "1-6-D. G." is one inch past the indicator, spark control lever and breaker assembly in the fully retarded position.

Firing Order.—The firing order is 1, 5, 3, 6, 2, 4.

Spark Plug Gaps.—Spark plug gaps are .025 inch.

Starter.—Model EM-167, Type 36-T. Starter is connected to engine through a Bendix drive.

Oiling.—Put 5 or 6 drops of light engine oil in each of starter bearing oilers every month.

Generator.—Model EW-135, Type 41-W. Generator current regulation is by third brush system. Rotation is clockwise, viewed from commutator end. Maximum output of 16 amperes is reached at 20-22 miles per hour, or 2200 R. P. M. of generator armature.

GENERATOR DATA

Amperes	R. P. M.
3.5	1000
12	1500
15.5	2000
16	2200
15.4	2500
13	3000

Oiling.—Put 5 or 6 drops of light engine oil in each of the generator bearing oilers every two weeks. If car is driven more than 500 miles in two weeks, the oiling must be done every 500 miles.

Relay.—Relay closes at 8-10 miles per hour and opens at 6-8 miles per hour. Clean relay contacts by drawing unglazed paper between them. If badly burned or pitted, resurface with well worn No. 00 sand paper. Remove all grit. Adjust before again putting into service.

Lamps.—Head lamps are 6-8 volt, 15 cp. Dash and tail lamps are each 6-8 volt, 2 cp.

Saxon

Models S-2-T, S-4-T, S-4-R, S-4-S (1917-18)

Model Y-18 (1918)

Wagner Generating, Starting and Lighting System
Remy Ignition

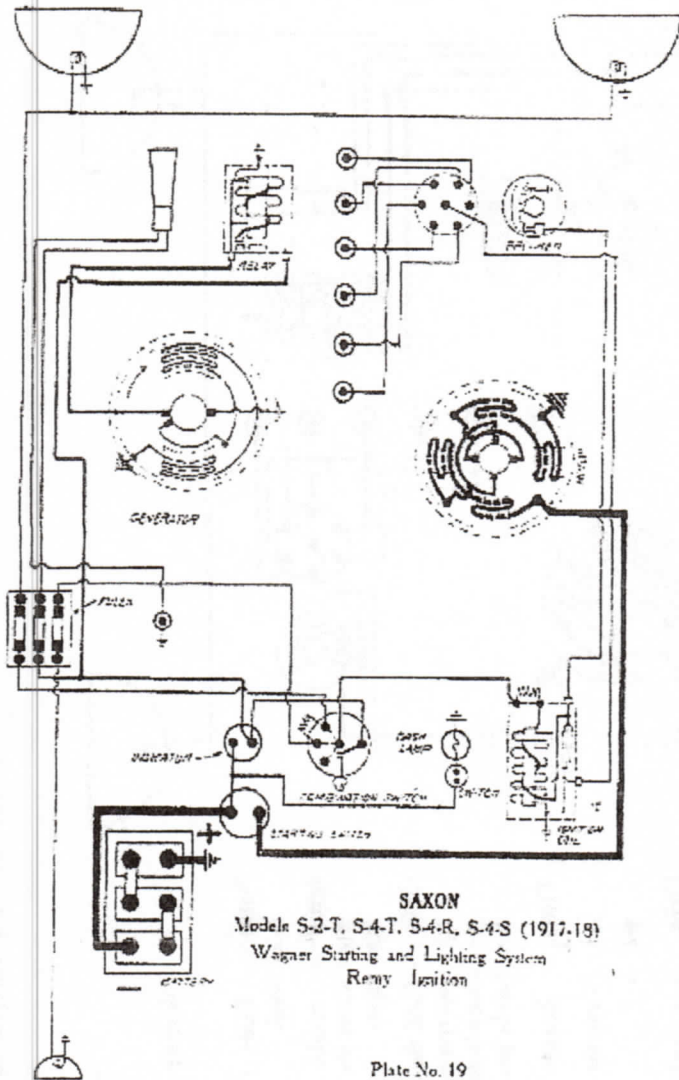


Plate No. 19

SPARTAN ENGINEERING COMPANY, SAN FRANCISCO—COPYRIGHTED, 1913

Battery. Exide, Type NC-13-1. 6 volt, 60 ampere-hours. The positive (+) terminal is grounded.

Ignition. Breaker contacts separate .020 inch to .025 inch. When the condition of the points affects the ignition, resurface with a very fine, flat jeweler's file or worn No. 00 sand paper.

Oiling.—Refill the cup under the distributor head with soft cup grease and turn down two turns every two weeks. Put a small amount of vasoline on the fiber bumper of the contact arm, using a toothpick. If car is driven more than 500 miles in two weeks, these attentions must be given every 500 miles.

Timing. Breaker contacts begin to separate when the flywheel marking "1-6-D, G." is one inch past the indicator, spark control lever and breaker assembly in the fully retarded position.

Firing Order.—The firing order is 1, 5, 3, 6, 2, 4.

Spark Plug Gaps.—Spark plug gaps are .025 inch.

Starter. Model EM-167, Type 36-T. Starter is connected in engine through a Bendix drive.

Oiling.—Put 5 or 6 drops of light engine oil in each of starter bearing oilers every month.

Generator.—Model EM-175, Type 41-W. Generator current regulation is by third brush system. Rotation is clockwise, viewed from commutator end. Maximum output of 16 amperes is reached at 20-22 miles per hour, or 2200 R. P. M. of generator armature.

GENERATOR DATA

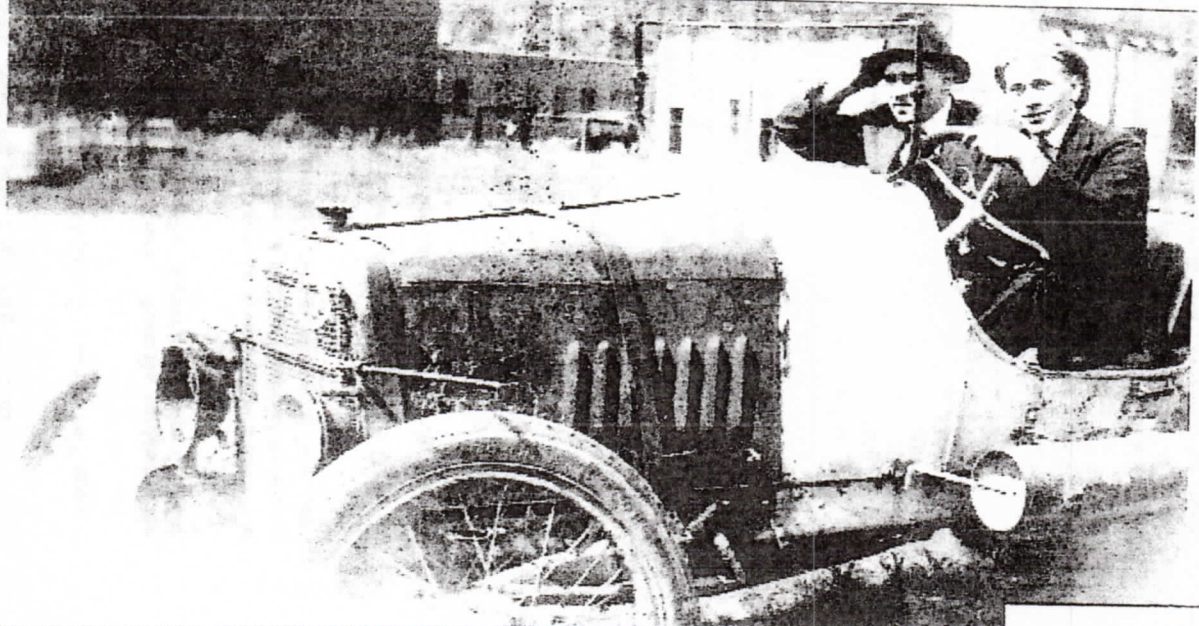
Amperes	R. P. M.
3.5	1000
12	1300
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Lamps.—Head lamps are 6-8 volt, 15 cp. Dash and tail lamps are each 6-8 volt, 2 cp.

Fuses.—Fuses are 20 ampere.



Walt Reeves

I ran across this picture recently and thought you might could use it in the news letter. It is of my uncle Charlie Reeves, driving, and a friend, Walter Pittman, in a Saxon Six set up for racing. As I mentioned previously Charlie worked for the Saxon Company prior to the plant burn down. I think the picture was taken around 1916 or 1917.