



Lackawanna

AUTOMOBILE COMPANY

WYOMING AVENUE & VINE ST.

SCRANTON, PA.

May 29, 1917

March, 1990

Saxon Times

by

Walter Prichard

A registry of current Saxon Automobile owners. It is published twice a year in about march and September to distribute information about the remaining Saxon Automobiles and their current owners. Also it should help locate parts and information for these cars. There is no charge for this service. I put out the Times because I want to return something to the hobby for all the pleasure it gives me. I work for a living like most people and the cost isn't something I can't handle. However if you would like to help, My out of pocket cost is about two dollars per Year. I would like to thank all those who have been helping me through the years. Contributions of articles, FOR SALE and WANTED adds are welcome and encouraged. If you have articles or restoration hints and would like to write them in a form I can copy it would be even more helpful. Please send any correspondence to Walter Prichard, 5250 N.W. Highland Dr, Corvallis, Oregon 97330

← Custom Bodied Saxon by Leslie

This Auto is owned by Norman Spear and he has a lot of it's history.

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March 1990

Well the snow is just about gone and the Days are getting longer so Spring must not be to far away. I sure hope that you have gotten more done on your restoration project than I have this winter. The Saxon got put on the back burner the past several months. It seems that people hated to park next to my work truck (1951 Chev PU) because it looked so bad. So I decided to put a quicky paint job on it and for some reason I just couldn't leave all those dents in it and I just could not find a place to stop so I am doing a good job and it is taking a lot longer than I thought.

Well I have found a couple more Saxons and have lost a couple and the lost one really disturbs me. Please, if you sell your car, Please let me know who the New owner is. Also please send me your serial numbers and I will include them with your Name and address with my new program on the computer. This way when a car shows up again I will know which one it is and this will save me some postage. Thanks for your help in this small matter.

I am sure every one has been laughing at my spelling these last few years. Well I want you to know that I am a great proof reader when I get the material back from the copy shop, but I don't do so good before it goes there, I hope you understand. Well it should be better now as I am using a new word processor program and it has a speller and it works pretty well. Also I hope to get all the addresses into a label maker program and be able to include the serial numbers as well.

Real soon I am going to take some parts to the brass shop to have some casting made. Last fall I had the distributor housing cast and it turned out real nice and the cost wasn't to bad. This spring I plan on taking my muffler ends in and the Radiator cap and have them cast in brass. If you would like some of these parts

please let me know before April 1. I also plan on making a new clutch shaft with a little longer spines so the clutch will work a little better (as per Al Kings suggestion).

Now you can help me. My universal is pretty tough and I would sure like to modify a New type to put in. Does anyone have any suggestions? Has Anyone tackled this problem and if so what did you do? Also I plan on modifying some Model "T" inside brake bands to use on the Saxon so I can line them and have just a little more brakes in an emergency. Has anyone else done this and if so drop me a note with suggestions.

I would like to thank James Smith for the article he wrote for us on the Mayer Carburetor. It sure helped me and maybe I will restore my own carb. I was going to send it off but I have one that has good shafts in it so I will give it a try.

Again this year I will be at the Portland Oregon Swap meet on April 7 & 8 with all the pictures of your Saxons and some of my duplicate literature. The space # is 783 I sure hope to see some Saxon owners there.

Well I wish you all a good touring season and I will be back in September

FOR SALE

1916 Saxon Parts--Radiator shell, Complete Engine, Transmission, Complete rear end with 2 back fenders, Steering Column and wheel like new.

Lloyd C Shank

1876 Mt Gretna Rd.

Elizabethtown, PA 17022

FOR SALE

Priming Pet cock, nice \$5

Complete Carburetor 1917 \$75

Steering gear bracket and sector

Leon Hankins

706 Clover St.

Muscataine, IA 52761

SAXON CARBURATOR
MAYER MODEL L

The basic principles of a carburetor has stayed the same since it was first introduced. The carburetor still depends on the suction (vacuum) created in the intake manifold by the piston intake stroke to draw gasoline from a jet, in a mist form and to combine the gasoline with air. The spray or mist of gasoline is always affected by the temperature, valve timing, exhaust, inlet and combustion chamber design.

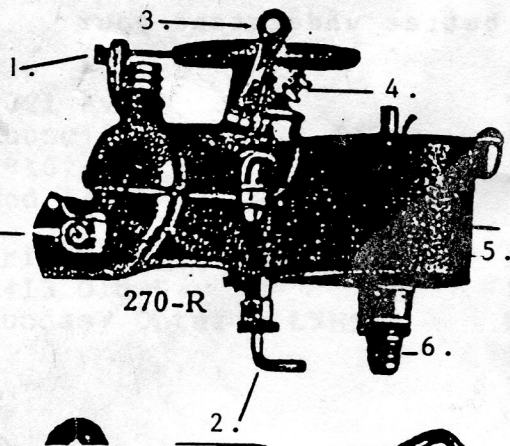
The gasoline/air mixture required to operate a engine varies in proportion to the demands, such as idle speed, (a rich mixture parts of air to parts of gasoline) requires a 12-1 mixture. Acceleration of 15-1 mixture and High Speed of 17-1 mixture or higher. Therefore a varying mixture of air to gasoline must be supplied, either automatically or in the Saxon Mayer system manually. (refer to the drawing item #1.)

The adjusting screw or gasoline needle valve (item #2.) regulates the amount of gasoline admitted into the mixing tube or the intake manifold to which the carburetor is bolted. Adjustment is performed with the engine at a idle speed. (normally a full 1½ turns counter clockwise from fully closed is ample to start a engine) With the engine idling turn the adjusting screw clockwise until the engine misfires then turn c-clockwise until the engine smooths out and runs flawless. The same can be accomplished by turning the adjusting screw c-clockwise until the engine misfires, then clockwise until it smooths out.

The throttle valve (item # 3) is located above the spray nozzle and in this case is a metal butterfly which is located before the carburetor bolt flange just before the intake manifold. The throttle valve limits the amount of gas that enters the cylinders and is controlled by the foot accelerator peddle or the manuel throttle adjusting cable on the dash marked "T". The throttle is adjusted for idle by the adjusting screw (item # 4.) The screw is turned in until the engine idles smoothly but not racing.

The carburetor float is merely a piece of cork which is heavily coated with varnish so that it stays afloat in the gasoline float chamber (item #5.) A level of gasoline is maintained in the float chamber for use by the engine when it is needed. The float has three serations on the float guide shaft which determines the level of gasoline in the chamber. A

spring clip is attached on one of these serations and when the gasoline reaches the level the needle valve stops the flow of gasoline to the float chamber and as the level of gasoline drops the needle valve opens and more gasoline is allowed into the float chamber.



1. manuel air adj.
2. fuel adj screw
3. throttle valve
4. throttle adj screw
5. float chamber
6. gas inlet/needle valve
7. hot air tube clamp.

The Mayer carburator has a Auxilairy air inlet which is designed to allow extra air into the carburator, leaning out the gasoline/air mixture to meet the demands of the engine at idle, acceleration and high speed. In the mayer secondary air chamber there is a metal disc which is manuelly opened by the dash control cable which is marked "A" on the dash next to the throttle knob. When this knob is pulled it raises the metal disc and allows air into the secondary chamber which blends with the gasoline idle mixture and leans out the gasoline which lets the engine run better at higher vehicle ground speeds.

The purpose here is that the driver can lean the air/gas mixture as he drives down the road giving the engine precisely the right mix ture when needed manuelly by pulling the "A" knob out as the vehicle increases in speed. Of course when the vehicle is slowing down the knob would then be pushed in to enrich the air/fuel mixture, otherwise the engine could possibly stall.

A very important part of the Mayer system is the funnel style Hot Air Tube, which is attached to the air inlet of the carburator. This tube creates a venturi effect for the carburator. Because of its funnel shape the air that enters is increased in speed or velocity and this velocity further atomises the fuel into smaller particles and consequently is delivered faster and more refined to the cylinders for combustion. This in turn makes the engine run smoother and econimizes on fuel consumption.

In understanding your carburator and its operation there are some basic factors for its operation.

- 1, good engine condition to create a vacuum to draw fuel into the cylinders for combustion.
2. Properly adjusted float level so as not to starve or flood the engine.
3. Properly adjusted fuel feed valve to spray the right amount of fuel in to the carburator.
4. The proper adjustment of the manuel additional air feed.
5. Insuring that the hot air tube is in place and not obstructed.

If these 5 items are properly adjusted and in place your should not have any problems starting your Saxon engine.

Most of this information has been taken from the Dykes Motor Manuel and the procedures or ideas are not mine entirely, but those of people with considerable more knowledge then myself.

Hopefully this article will allow you to better understand your Saxon automobile and the Mayer carburator.

James H. Smith
Owner of a 1914 Saxon Roadster.