



Lackawanna

AUTOMOBILE COMPANY

WYOMING AVENUE & VINE ST.

SCRANTON, PA.

SAXON TIMES

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.

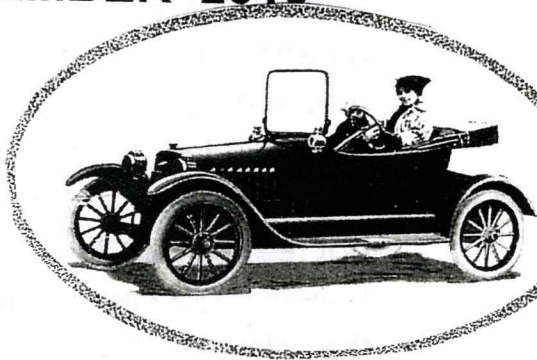
Contributions of short articles and for sale and wanted items are most welcome and encouraged. If you have something; you can send it by mail or use E-mail and WORD files and it saves me a lot of time. I like to use columns either way.

Walter Prichard
5250 NW Highland dr.
Corvallis, Oregon 97330

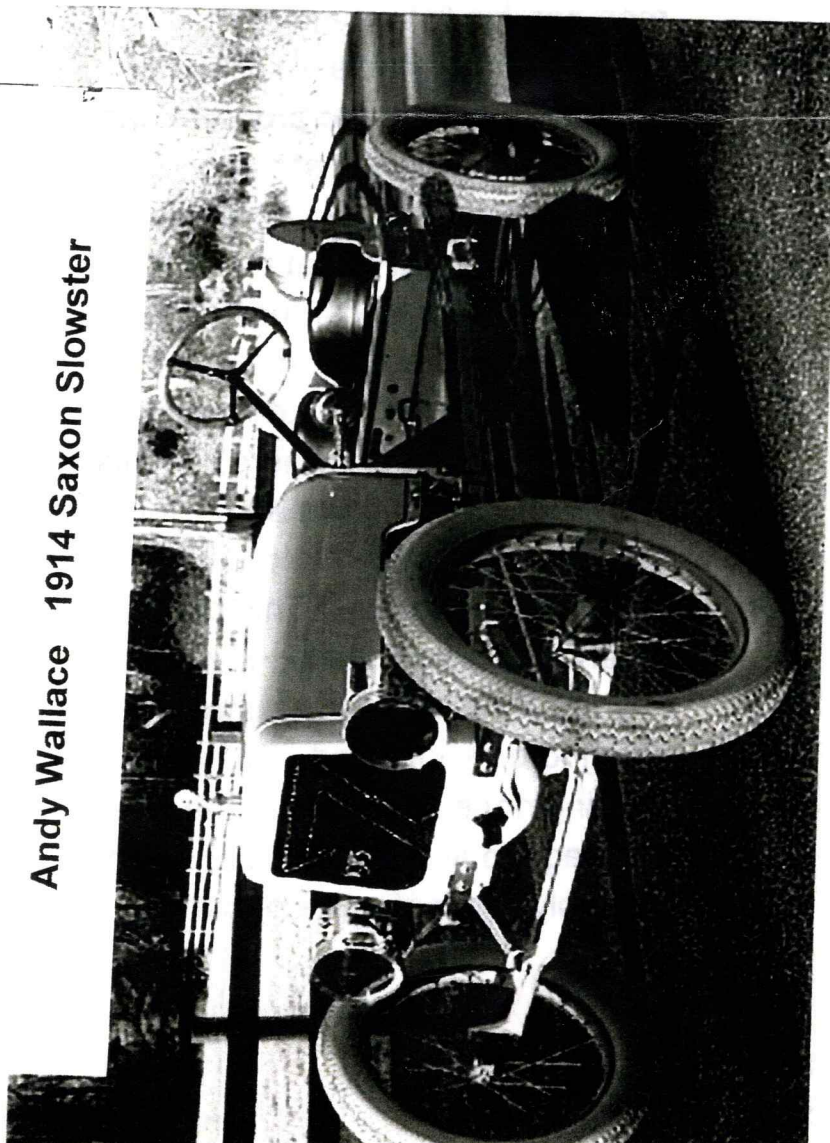
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SEPTEMBER 2010

*Simple in operation—
classy in appearance
—economical in upkeep,
the Saxon car appeals
to the woman motorist.
Each day materially
increases the number of
women Saxon drivers.*



Andy Wallace 1914 Saxon Slowster



Saxon Times September 19, 2010

I sure hate to see September roll around. It just means that I am not going to get much more on the summer list done. In fact I don't think I got anything done on the list. That is not really true. After the last bulletin I got several notes about the rotten job I was doing. The membership list was in terrible shape and needed a lot of editing. Well I did change the program and have been working hard at getting the little tweaks done. One thing that popped right out at me is that the UK addresses can have over 50 characters in them and they do not fit anything else in the world. (No criticism of the owners) To this I have shortened them and if you need to contact them please use their E-Mail address. This brings up another abnormality. If you have really long address they are going to be shortened. All of this is being done so I can get the one line page to fit the printing. I could probably eliminate one of the

columns but I don't know which one. Suggestions? I use them all at some time or another. But maybe the serial number would be the least used. To help me maybe there are some PO Box addresses that could be used.

I really want to thank Alex Huppe for all the work he has done in finding Saxons on the East Coast. I think he has found 5 or 6 new cars including a new Speedster. Thanks Alex! He also took his car on a HCCA tour and had a great time with a lot of positive feedback.

Another suggestion was put forth about more Social interaction such as Blogs and other conversation items. I think this is fine but someone else needs to undertake that leadership. I am not really interested. My interest lies in keeping track of the cars and owners and getting the cars on the roads and keeping the cars running. To that end I will list somewhere else all the items that I have personally written up about solving some of tougher problems.

The latest problem I got after was installing tapered bearing in both sides of the front wheels.

This took a lot of doing and reverse engineering but I finally have it all documented so it can be duplicated. I can't talk about the results because, for me it entailed having the wheels powder coated and that involved taking the tires off and I have to put new tubes in before putting them back together. (That is what I would like to be doing today). Anyway they are going to look very nice and have used up my budget for the rest of the year.

I am asking you to look at the rooster and letting me know about mistakes that you find, not only in your name but others that I may have forgotten. Walt

For Sale

1914 Model B, engine #4120

Looks nice with non original fenders, and 30" rims \$13,500

Bob Germane, beggar3@aol.com

138 Sawyer AVE

Swansea, MA 02777

Roster notes. The upper case letter on the model number denotes what you have told me about your car. The lower case letters were added by me as to what I think is your model code. Walt

If you do your own work or have a shop do it I have several articles on common problems our cars have after many years.

CARBURETORS

For problems of too rich a mixture or too lean I have figured out the spring size for the air valve. I have several solutions for the floats and Alcohol and hopefully instructions on how to make a brass float this winter.

REAR WHEEL BEARING

How to take up the slack in the bearing so the grease stays put and the oil doesn't run out

TAPERED FRONT WHEEL BEARING.

How to with available part numbers and pictures

COIL PROBLEMS.

How to put a new coil in your coil box and stop your missing and running problems.

HOW TO ADAPT A MODERN STARTER TO YOUR ENGINE.

A pretty simple way to adapt a modern starter to your engine and still look original. Photos

FLETCHER'S MODEL 14 SAXON ROADSTERS

I saw a Saxon roadster for the first time during the 1958 National tour. I was filming the cars as they rounded the last sweeping curve climbing to Mt Rainer's Paradise Lodge. I was surprised to see a little Saxon roadster passing a line of Ford Ts. At that time I was restoring a 1915 Ford roadster and was quite impressed with the Saxon's performance.

The Saxon automobile, introduced in 1914 like the Hudson four years earlier, was designed at Chalmers by Engineers who had started their careers at Olds Motor Works.

I started looking for a Saxon to restore. In late 1960 I found a 1915 model 14 Saxon in Spokane. It had been disassembled and was a pile of parts. The seller assured me it was complete. A few weeks later Ray Gibson and I headed East to pick up a model T and the Saxon. It was November and it was snowing in eastern Washington. Ray was driving an old pickup pulling a car trailer. We picked up Ray's T and lots of T parts first, then the Saxon was loaded in pieces into the pickup. All the major parts of the Saxon were there, but many small parts were missing. Over the next 35 years I slowly located needed Saxon body parts as I worked on restoring the mechanical parts.

A few years after I retired in 1995 Judy suggested we buy a restored Saxon. I knew of several Saxons in the LA area. In 1997 we bought a trailer and headed south to get a running and complete Saxon roadster. The one we intended to buy was not running at the time and the

owner would not lower his price. I contacted another model 14 Saxon owner to see if he knew of one for sale and he offered to sell his.

I knew the history of this Saxon dating back to 1956. It had been purchased in Boulder, Colorado from Mrs. Frank Myers in 1974 and restored in Phoenix Arizona for Alvin Gibbs. We bought the little red Saxon and towed it home.

A short time later on a tour in Moscow, Idaho we had a mishap. The oil pump failed going up a hill and I turned too abruptly to the right and we went up a small embankment, twisting the frame. No damage was done to the engine and Louie Cohn was able to braze up the cracked engine support pan. We were able to use the Saxon for the rest of the tour season.

That winter I started a complete restoration. Both Saxon frames were stripped and with the help of my son Ken we replaced all the frame brackets and rivets. All the brazing was ground out of the engine support pan and the cracks welded. Both frames and front axles were powder coated. The new wood intended for the first Saxon body was used in the second Saxon restoration. Al Murray did the major body work and painted the Saxon body the original 1915 bright blue and the running gear black.

The Saxon has been in several car shows and on many tours. At the present time it is out of commission pending the installation of a replacement rear axle, bearings and seals.

A few years ago I visited Mrs. Frank Myers in Colorado. She told me the car

had been her birthday gift from her husband in 1956. Frank bought the Saxon from Mrs. Johnny Baker at the Buffalo Bill Museum at Lookout Mountain. Johnny was Buffalo Bill's foster son. He and his wife Olive had opened the museum in 1917. After Johnny passed away in 1931 she ran the museum until 1956.

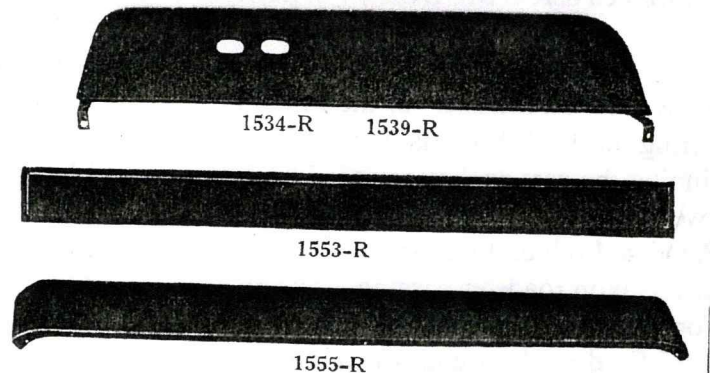
After owning and driving the Saxon I've learned that the little Saxon can only pass a T under certain conditions, namely on a hill too steep for high gear for a T. It turns out in second gear (at about 25 mph) the Saxon can run a few mph faster than the T can run in low.

We have had fun with the little car and are looking forward to getting it back on the road.

Saxon #1 might end up as a speedster, I am not sure yet.

FOR SALE

I have a set of 4 **WIRE WHEELS** That are pretty nice. They are probably better than the ones that I am going to use. They are painted Red or something like that. I have been collecting 22" wheels for 30 years and I am going to sell a very nice set. Not cheap but nice. \$1000
Walter Prichard. 541-602-3739,
Prichard@proaxis.com



FOR SALE 9-19-10

I have several bibs for the back of the 4 cylinder Roadsters for sale. These are part number E555R, Body rear bib for Model B, Model 14, Model B5R. These are super accurate reproduction from an original.

E553 is for a 1914 Model A. I have 3 of these. All of them cost me \$185 each. As you can see I have a lot of my Saxon allowance tied up in these parts.

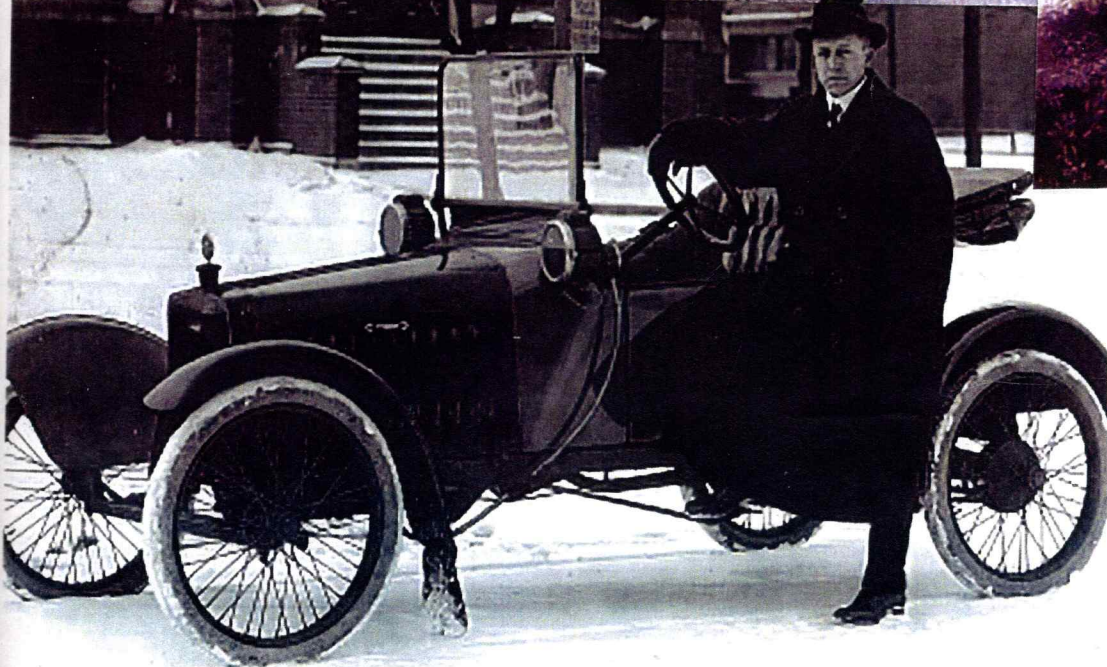
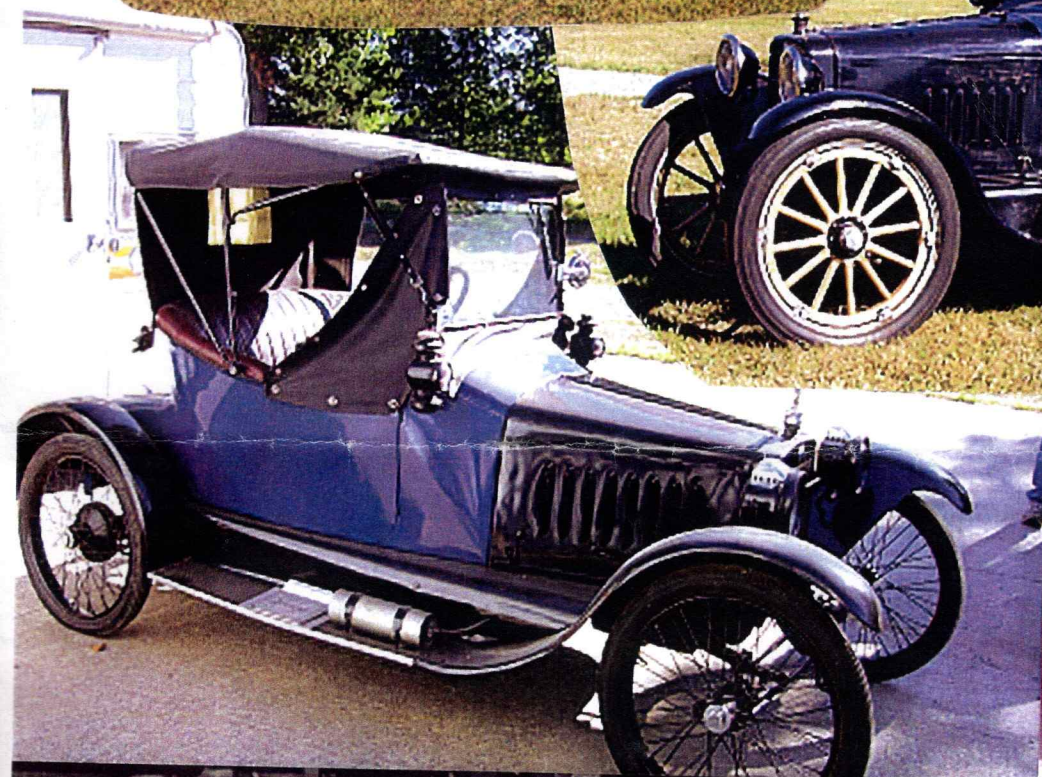
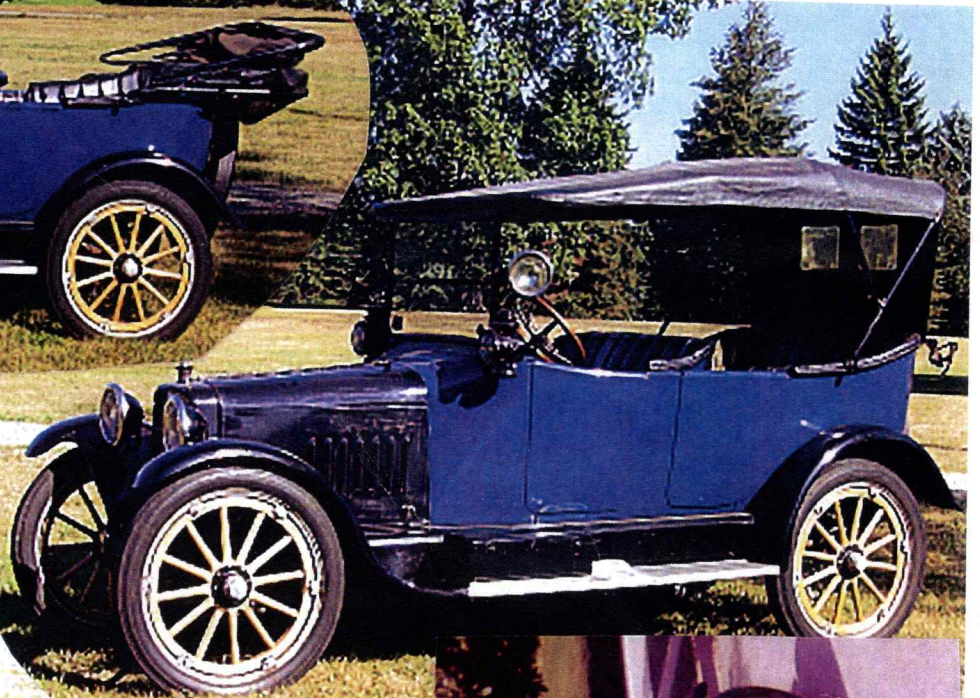
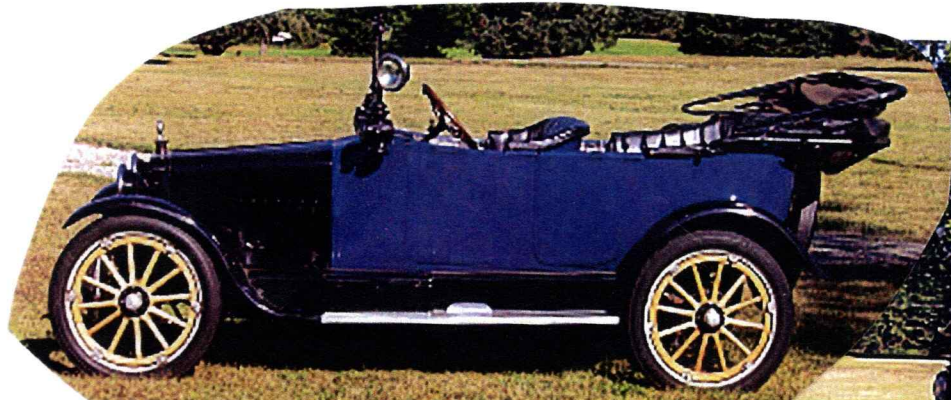
Walter Prichard

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Becky Hewlett

1915 mod 14 and 1916 S4



Engle Randolph mod 14

With "BIB"

Harry Ford with 1st Saxon??