



Lackawanna

AUTOMOBILE COMPANY

WYOMING AVENUE & VINE ST.

SCRANTON, PA.

Dec. 3, 1917

SAXON TIMES

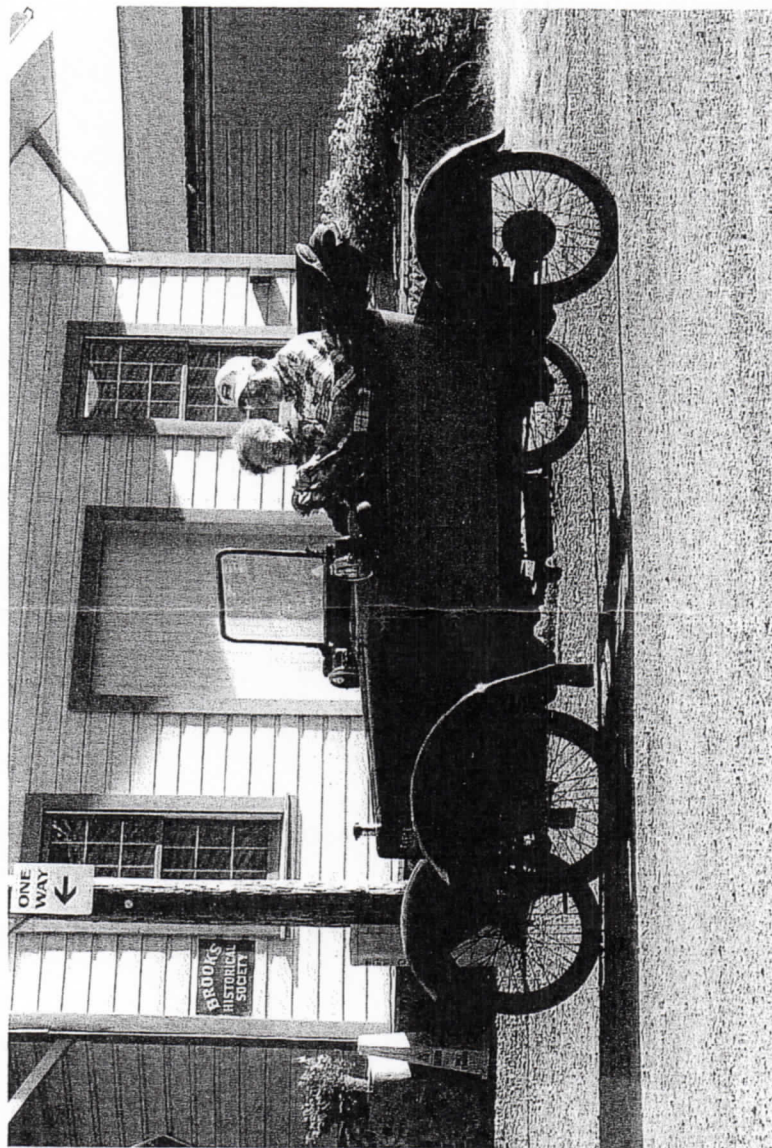
September 2006

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:

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Corvallis, Oregon 97330
Prichard@proaxis.com
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WALTER H. PRICHARD

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Corvallis, OR 97330

SAXON TIMES FOR SEPTEMBER 2006

It's time to talk about SAXONS again. For some reason I don't have too much to share with you this month. I haven't gotten any new pictures lately and I don't know of any cars being pulled out of a barn either. Either I have been under a rock and the world has been passing me by or I have lost all my Saxon friends.

I think everyone knows I have a web site hosted by my son. I have tried to up date it but I am not a computer person and I get distracted easily. My son just doesn't have time to do it and anyone I know that does this sort of thing gets paid big bucks to do it. I am asking if there is anyone out there that would like to put up a Saxon web page? I hope that is what it is called. Any way I have lots of pictures of our restored and just collected cars that would make good filler. I also have some articles on repairing different problems that would be interesting. I would be very reluctant to put out the address list however. If you are interested give me a call 541-752-6231 and we can talk about it. By no means am I trying to stop putting out a written Newsletter. I know that there are some folks that don't do e-mail. I have to print out everything so I can read it over several times to be sure I know

what it says and I just can't do that on a computer screen.

I was hoping to hear about some of the shows you attended this summer. I think everyone would enjoy reading about the shows or parades even the small county fair type things. You can read about my first show elsewhere. While on the subject I could use some pictures. I have a printer that does a pretty fair job. They can be color but they need to be at a higher resolution than JPEG. (If you don't understand that just forget it) Pictures from film are great.

I heard about 5 Saxons in a Florida Collection. It may be some cars of an owner that I already have or they could be a new owner. I understand they are all restored. If anyone knows about them I would sure be grateful to hear more and have a name to associate with them.

Last but not the least is a small problem a lot of us have. We have a few parts that we would gladly sell or give away but we don't want to sell because we would have to put them in a package and arrange shipping. Then the buyer might think they are not as good as I said they were. I really don't have any real positive solutions. I am looking for suggestions because I know there are people (companies) out there that will pick up and package

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and ship items for a price. Has anyone used them? What does it cost? I know friends that just call a company and they come get a bicycle and ship it to the other coast for about \$100. I am not sure of all the details but they are riding the bikes home. I would like to share this information so that we could exchange some of the parts we don't need with those who really could use them. If you have any knowledge or experience let me know so I can pass it along.

Here is wishing you a good winter and hope you get a little restoring done (at least wishing) on your Saxon. WALT

ADDRESSES

I know I am the last one on the list to change the address when you move or the post office changes your address. It is causing some problems now. I am trying to update the address list and here is a list of folks who's address have changed and the news letter comes back. If you hve their names on another rooster please send me their corrected address Thanks Walt

Robert James Hart
Pakuranga, Auckland 1706 NZ

John Wohifell
Waterferd, MI 48327-2630

Pioneer Village Museum
Minden, Neb 68959

Salley Bergei
Omaha, NE 68046

Jeff Baker
Richmond, IN 47374

Jim Miller
Papillion, NE 68046

Any help will be appreciated Walt

Form 228

Wire to Goods Returned to
SAXON MOTOR CO.

Tag No. **A 43901**

Fill Out Immediately on Removal of Part on
which Credit is Desired

Number of Pieces **one** Symbol **A I 531**

Part Name **S-4-T Motor Assy Less Carbure**

From Car No. **25966** Model **S-4-T** Date **3-18-17**

Returned for

Repair

Replacement

Credit Order # **A. 9799** Invoice # **000964**

FILL OUT OTHER SIDE

S. M. A. T. CO.

THE FIRST SHOW

Some things are going to go right no matter how much we try to screw up. September was no exception. Last spring I made a commitment to get my Saxon out to at least one show. Well the 1st swap meet was a bust and I had to pull it on the trailer as it barley ran. That didn't count. It looked great but not to my standards if it didn't run as good as it looked. Then the summer began with another trip to Alaska. Then I helped put on a major bicycle event. Then the apartments need more than a month of TLC. Suddenly it was September 1 and the only show left was an Orphan car show. Well I really hate to go back on my word and especially to me. Sooo it was now or else. I had worked on the ignition and it worked great so it had to be carburetor. I got out all 5 of my carburetors and carefully took them all apart and measured everything and tried to reverse engineer them. Well I put the best (who knows) one together and back on the car with all new lines and a shutoff that was easy to get to. I got it running and determined it was very rich and worked and figured and screwed vales in and played with the air valve for 2 days and it ran a little better but still to rich. I took all 5 of them apart gain and measured the little springs on the air values

and sure enough I had 5 different lengths and strengths. Well I determined that I should go with the weakest and go to the strongest. Good choice as with the weakest it began running better and better and accelerated nicely. Every thing was great except that the engine still knocked (remember 2 years ago and the end play thing).

Well I decided I wasn't whipped yet. I took the tractor carburetor off the 14 and put on the carburetor that I have worked on for a week on the 14. It ran very nicely on Friday and the show was Sunday. I had some cleaning up to do and I put it in the trailer. I had not hauled it in this trailer before but headed out 50 miles away. Would you believe we all made it just fine and it drove out of the trailer and took the wife and I around the grounds and to the picture taking area and to out parking place in fine style.

Of course all my friends want to see the Motor so I took off the 1 piece hood and for the next 5 hours I told its story over and over. The kids loved the horn and everyone else loved the dashboard with no gauges, ring and pinion steering, 2 blade aluminum fan an exposed flywheel and distributor drive. No water pump and a vacuum oiling system brought on many questions

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I didn't win any trophies. The Studebakers and Packards got those but I sure got more than my share of attention. We were beat going home but it sure felt good to get the Saxon out and make a lot of folks happy seeing another rare and unique car. I think we will do that more often and make up a little display of the distributor and some of my Factory sales brochures. Now some one else tell us about your last show. Walt

PS the 15 engine is on an engine stand and I will figure out the knock myself.

For Sale

Very nice 1914 Rdstr. Wire wheels, Leather upholstery, runs and drives nice. Older restoration Jack Guerrie

1-303-772-0873

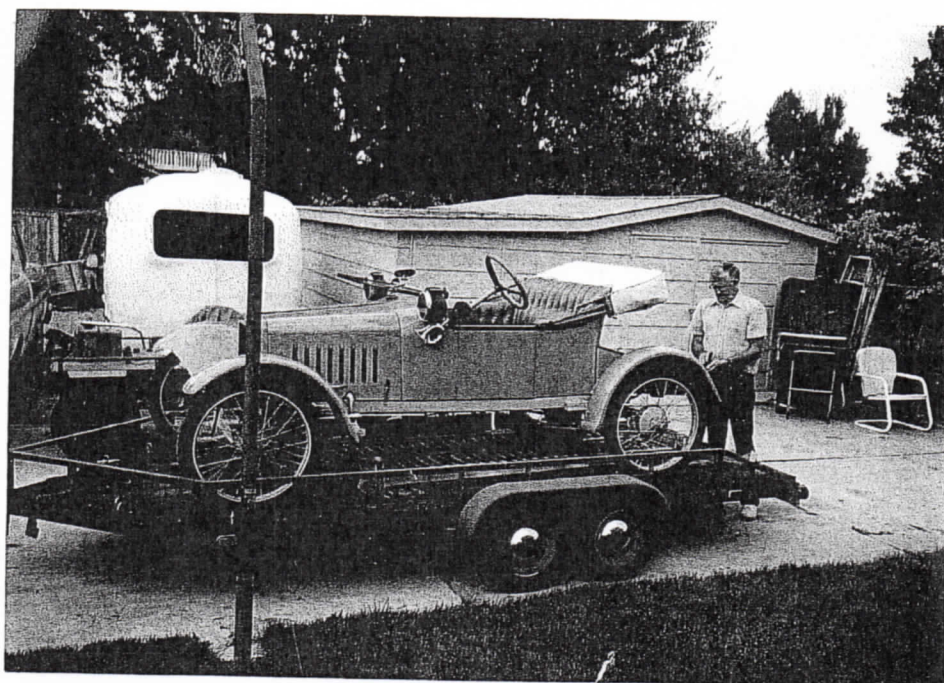
jpgandmrg@aol.com

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

Serial numbers and manufacture dates

If you have the manufacture date of your engine and or car let me know what it is and I will put it in the roster. Also if you have more than one car let me know and I will try to list it as well. I think this information will be interesting. I may have some of this information in the files somewhere but please resend it, as I am not to good at sorting paper. WALT



GAS LIGHTS?

Recently while looking through some of my old literature I found these instructions for a Victor gas generator

DIRECTIONS FOR USING GENERATOR.

1. Fill upper part of inside basket with good grade calcium carbide.
2. Fill top part of generator with clean water within an inch of top, then screw filler cap into place.
3. Turn back hook valve on top of generator until you get about 65 drops a minute. See where pointer stops on dial for future use, then shut off water by turning hook valve to the right.
(To get gas instantly give hook valve a complete turn to the left, holding it there for about 5 seconds flooding the carbide, then bring pointer back to proper place for 65 drops.)
4. Place top of generator in position on bottom of generator and secure same with side clamp.
5. Connect your hose leading to gas lamps and open valve to number on dial previously recorded.
6. To turn out lights shut water off by turning hook valve to right and disconnect rubber hose from generator, allowing gas to escape.
7. To clean generator valve, fill top with water, unscrew valve stem by turning to the left. Pull out stem 2 or 3 inches, run toothpick, wire or hat pin through drip hole. Allow all water to run out through drip hole. Then replace valve stem.
8. Keep clamps adjusted so that generator is always gas tight.

USEFUL HINTS.

It is a good plan when using an acetylene gas generator in connection with head lights to allow the rubber hose that fastens to lamp and generator to remain disconnected when not in use, this will allow a circulation of air to pass through the hose and pipe, drying out the water caused by condensation of the gas.

Try to keep the small metal pipe or tubing that is furnished with the car as straight as possible. Should it have a sharp downward bend or low place, the moisture caused by condensation will settle in this low place and form a trap. This will prevent a steady flow of gas and cause the flame to flicker. In this case disconnect your hose at the generator and let end of hose hang as low as possible, disconnect hose from both lamps and blow through same forcing water out of pipe at the generator end of tubing.

THIS GENERATOR IS ABSOLUTELY GUARANTEED.

Should you experience any trouble whatever, write direct to *The Victor Lamp Co., Cincinnati, Ohio.*