

March 2009

CABLE ADDRESS  
SAXON  
DETROIT



TRADE MARK REG.

## SAXON MOTOR CAR CORPORATION

Office of  
President and General Manager

Detroit, Michigan, U.S.A.

Replying to yours of  
May 18th, 1917.

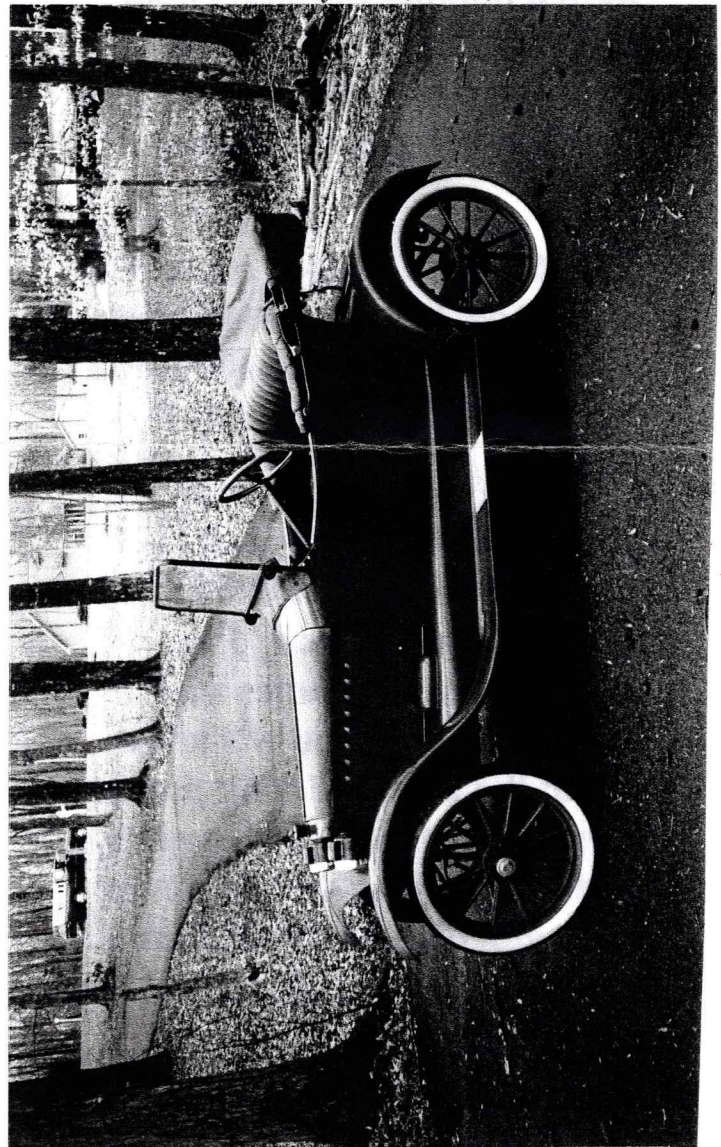
### SAXON TIMES

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  
[Prichard@proaxis.com](mailto:Prichard@proaxis.com)  
541-752-6231



**JAMES & OLGA SUTCLIFF**  
**SPARTA, TENN**

## **SAXON TIMES March 2009**

This probably the latest that I have ever been getting out a News Letter. For the past 6 weeks we have been touring the South and South West. There were a number of things I didn't see the 1<sup>st</sup> time through so I went back. It is good to be back home to my Garage and my cars.

Last fall I talked about the rear wheel bearing. Well I did find a solution. Maybe not what I had hoped for but it did work fine.

On the past several mailing I have had quite a few newsletters returned. I am going to list the names and maybe some of you will know about the cars and their present owners or at least the owner's addresses. I am sure the cars are probably still there I just don't have an address and the cars don't speak English very well. Any way all the help you can provide will be appreciated.

This is an appeal to the 6 cylinders car owners. I have

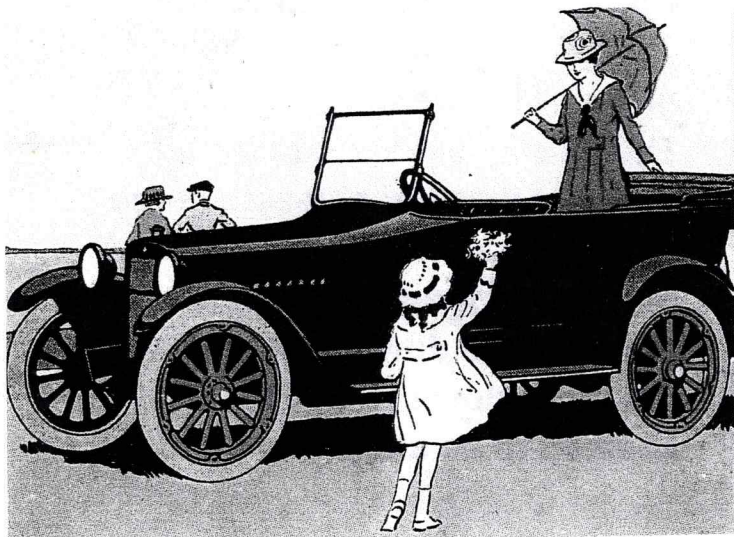
not had very many parts in my hand for the 6's and have only seen 4 of them. Would the present owners send me clear copies of ads or any other literature that you might have. I do have the part manuals for all the models but nothing else. How strong are they? Will they keep up with a 4 cylinder Buick? 6 cyl. Buick?, Model A? How do they do on the hills? I sure think everyone would like to know. Please!

It is amazing that I am still finding cars out there that I haven't heard about from someone. At least 2 more have surfaced. I used to think that there were probably 115 or so roadsters out there but I now think that number may be closer to 140 complete cars. On another note I have had 2 people tell me they were just going to send their pile of parts to the scrap dealer. I think they are hoping to get me to give them some outrageous price for scrap iron. There is no way can we save all the old parts nor do we want to. There are only a few Parts that I am really interested in saving. Mayer



carburetors are on the top of my list followed closely by Starter Generators. Then come the gears for the right angle drive for the distributors. Then comes the clutch shaft and 2 bladed aluminum fan blades. Then the list falls of considerably to include Atwater Kent distributors and nice coil boxes and original switches. Maybe this small list will help you prioritize the extra part you have or need. If you need any of these parts let me know and if you have any let me know and maybe we can get something together.

I sure hope someone can help find some of the returned address. Have a great summer and show people there were cars other than Fords that were good looking and dependable!  
Walt



## FOR SALE

1914 Rdst 4 Cylinder

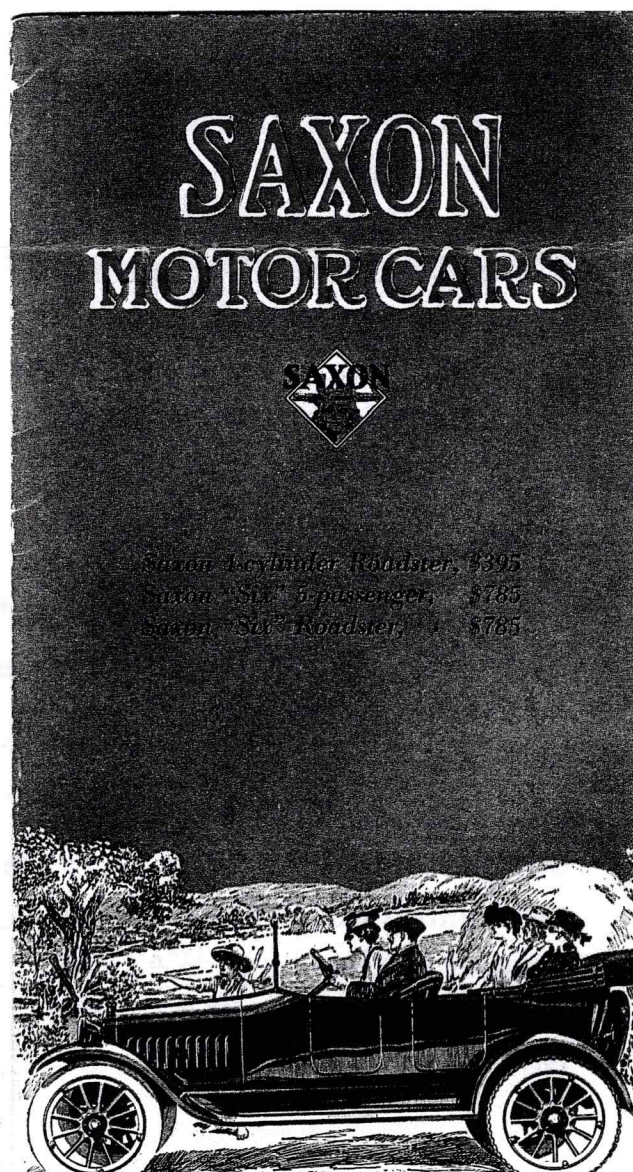
Older restoration but looks presentable \$6500

Gary McCormick

PO Box 508

Meredosta, ILL 62665

1-217-370-7936





Rear wheel bearing.

Last fall I promised you the results of much research into the rear wheel bearings of my 14 rdstr. To begin with I used the internet to check on every obsolete bearing company I could find. The same story everywhere. We stopped handling those 10 years ago and sold all our stock. I also worked the phone and called all the disconnected numbers of old suppliers. I was getting a little uptight about this as I always could find something that wasn't in production any more. I mentioned my problem to an old acquaintance and he suggested that we go talk to an old Sawmill Millwright. Well we went over to his place and talked to him about what they did to tighten up those bearings. In much detail he told us how to put a shim in the bore and then put the sleeve back in and they would go another 3 years before the shaft was completely worn down. Here we are talking about the outside race of the bearing. Well this was not what I wanted to do. However it was the only

solution I had heard of. Well I gathered all my axel shafts and cleaned them up and found I had 3 that had very little wear and the keyways were relatively good. Next I got a bunch of bearing together and found that they seemed to have little wear that I could measure. Then I got a rear axle housing with the center carrier in it and began experimenting with it on the bench with a dial indicator. My 14 and its original shafts had 0.0027 and 0.0035 play in them. This seemed to be about what they all had. Well after much wrinkled shim stock I figured a simple way to get the sleeve in without messing up the shim stock. A simple ring compressor and lot of oil and it did the trick every time. I wanted the shim stock whole across the crack in the race and wanted the ends about  $\frac{1}{2}$  inch apart. Then I drilled out the grease hole when finished. Then much experimenting with different sizes of shim stock (go to the hobby shop to find it 3 inches wide) and I was able to get one side down to 0.0008 and the other down to 0.0010 which seemed to be about right and

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## **Lost cars and their owners**

**If you know anything about the car they owned. Where it is? Who is the new owner? Where have they moved to? Have they deceased?**

**Jim Rathert last Address, 207 Maple Ave E., PO box 273**

**1917 B5R**

**Forman, ND 58032**

**1.Ron Botts 217 Mt View Dr., Martinsburg, W. Virginia 25401**

**2.Alfred Fernaughty, 13900 MarQuesas Way, Marina Del Ray, Calif 90292 . Model 14 Very Original, Maybe in Mexico**

**3.Pioneer Village Museum, PO box 68, Minden, Neb 68059, 0068**

**1914 -4 ser 6692**

**4.Sally Bergie, 9042 Jones St., Omaha, NE 68046**

**1914 4 Model A 3920**

**5. Walt Reeves, 4149 Tamworth Rd., Fort Worth, TX 76116**

**1915 Model B B5R324**

**6. Central Texas Automotive Museum, PO Box 160, Rosanky, TX 78953. 1916 4 cyl. Wide track. This is the only one I know of.**

**7.Jorge Landivar, San ta Cruz de la Sierra, Bolivia, Republic of Bolivia, South America, 1916 S4T 26858**



## **FOR SALE & WANTED**

I don't have much new this month. I am Reprinting Rebecca Hewletts ad because I had the address wrong and the E-Mail address wrong. Also Jim Reed is starting to run out of light parts. If you have extra parts for both electric or gas lamps you might consider just sending them to Jim. He has helped many people with his proper lights and his reproduction horns. I might mention that the barn find 6 cylinder touring has changed hands.

## **FOR SALE**

1914 Rdster with wire wheels,  
Starter and Generator \$19.500.

1916 6 cyl. Touring, new top and  
upholstery, new wood wheels.  
\$17,500

Rebecca Hewlett

401 Light House lane

Horton, MI 49246

[Becca828@netxero.net](mailto:Becca828@netxero.net)

## **FOR SALE**

Gas and Fork mounted electric  
head lamps, side and tail lamps.  
Reproduced Horns that attach  
to the manifold, Very nice.

Jim Reed

800 Washington St.

Blandensville, IL 61420

(PS Jim is running out of parts,  
donate your junk maybe it will  
help someone else)

## **FOR SALE**

All the Parts manuals and great  
reference pictures all on a CD!  
If you had this CD you could  
take it to the library or to just  
about anyone who has a  
computer and look at the parts  
manual for your car. The photo  
gives you an idea on how your  
cars should look.

Elloitt Fletcher

9529 212 St. SE

Snohomish, WA 98296

[epjaf@verison.net](mailto:epjaf@verison.net)

*Continued*

confirmed by the old mill Wright. Then came the seals. I had several numbers and bought those seals but wasn't happy with them and the amount of clearances I was working with, so I made new seals out of felt like the originals. I got the felt from Olsen Gasket co. They had some 1/8 inch stock and I made my own and think they will work just fine if I don't get to

ambitious with the grease caps. I am using synthetic grease that will not hold water and has a very high temperature rating. I discussed this fix with several other experienced gentlemen and they agreed that it should work just fine as long as I didn't go over 100 mph and kept the mileages down to less than 100,000 miles! And didn't use their names.