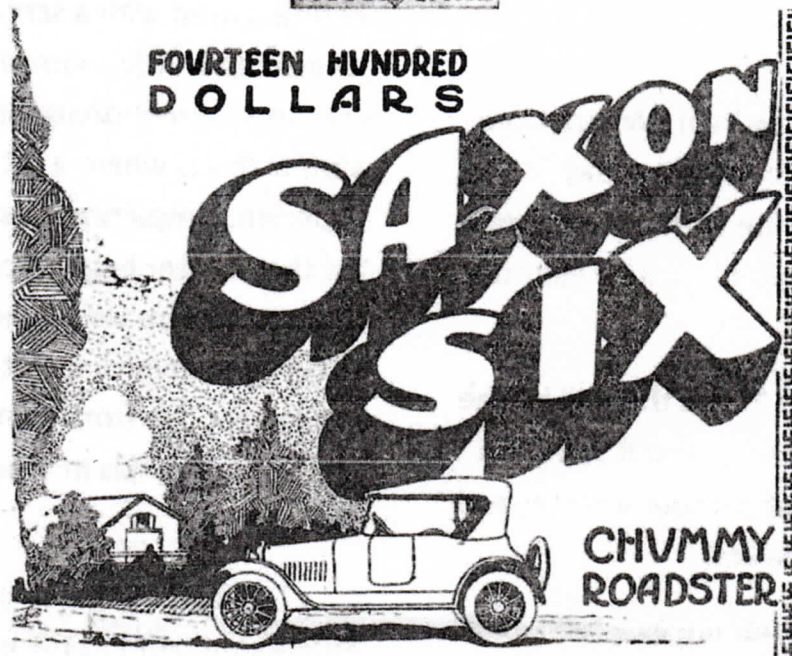


# SAXON



# TIMES

Fun AD 1918



January 10,  
2016

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

January 4, 2016

Saxon Times

What a great New Year! Where I live we seldom get Snow but today everything is white with freezing rain and snow. It looks like a new year of great challenges.

For Saxon Times this will be the first January edition. And it will even be a bit different without a roster and only technical issues.

In my other life as a teen ager I was gifted (didn't know it at the time) with great curiosity and an outgoing personality, no fear of work, great need of money for my beater car to look better and go faster. This led me to be on first name basis with 2 parts houses and Western Auto, 3 wrecking yards, 2 truck shops (late night shifts) one body shop, a machine shop, Blacksmith shop and an upholstery shop, creamery and several old country farmers. I wasn't afraid of broom handles or shovel handles and could work up a sweat with them or lean on them with the best! Working for the old Bohunks I

learned great lessons in listening and keeping my mouth shut except to laugh at some of the jokes I still don't understand and drink really bad black coffee stirred with a screwdriver and laced with a little moonshine. The reason for mentioning all this good stuff is this is where a lot of my experience repairing cars or anything for that matter began. I answered to KID when there was something new to be done involving cars or driving, like kid get this from somewhere or KID help drag this in. (more gas in the tank)

This issue I am going to talk a little about paint in the early teens. I researched a lot of it and asked folks I thought knew something and went through my library gleaning a little here and there. I also plan on printing my "how to work on a Mayer carburetor". I was helped formatting this article by a Saxon owner whom I have lost his name but am forever grateful. Remind me who you are please. I did most of this research by doing it and making it fit the directions in the manuals. I will know more when I start to rebuild those carbs and I have my "Mule" running.

HAVE GOOD 2016!!



January 7 2016 Early Painting process

### Automobile Painting, Early Years

Automobile and carriage painting just flowed naturally as there wasn't much demand to change. Everything looked good and the standard practices were producing very beautiful results. The only drawback was the time it took. Twenty days was about normal. If you were producing 5 cars a day that meant you had 100 cars in the paint department every day. Everyone wants their money for those parts and the cars are just waiting for "paint to dry!" Now that isn't totally true. For assembled cars the body's were contracted out (Wilson) for Saxon and 13-14 Fords. So the trim company would have stacks of body's drying and waiting to be shipped to the factory.

To explain this you need to know that the painting process entailed about 5 coats of clear varnish that needed to be rubbed out with a Pumice stone and dry at least 24 hours before the next coat. Then you start adding pigment to the varnish to get the desired color. The color coats could have been 10 to 20

depending on who was counting, and who was paying. Remember these guys were working with alcohol, turpentine, drying oils. The standard for dryness was the ability to mark you name with your finger nail. Then you could move to the next coat. From here the color control is all in the painter's hand. The color for the day is mixed in large buckets the size of what will be used in 3 or 4 hours. In some shops this was 3 or 4 cars per man. Then they had to sand/rub or however they got the car ready for the next day. Here it can be noted the different products were added to Varnish which is naturally clear.

LEAD, CARBON, IRON, INDIO, OYSTER SHELL. Then many other Organic compounds even blood was used to get a rich look.

Here I have to rely on 2 old painters that I estimated now as being over 60 at that time (their kids were older than my dad). They talked a lot about working on cars when they apprenticed, and laughed at the short cuts they used to take to get the varnish to dry faster and the shop to not burn down. It was very common when they used gasoline, Turpentine, cheap moonshine

(Alcohol) inside and out. Plumber's torches. Remember this is on the paint and the quality of cars The Saxon and Fords was probably toward the bottom. In the refinishing shops they speeded up the process in a number of ingenious ways. Then they developed a canvas wing like thing attached to a rear wheel to move a lot of air to dry the varnish faster. Then these refinishers had all kinds of tricks to get the colors to "kind of match". It should be noted that they didn't have sandpaper like we do now. About 100 grit was normal for cabinets the grit just went into the soft varnish or fell on the floor waiting to get into the next coat. They did use the reaper belts and washed them and dried them in the shop and were very close mouthed about how they were used and seldom when there were strangers in the shop. They were used like large long polishing rags. When pulled back and forth fast they generated a lot of heat that would melt the varnish and save a lot of work with the pumice stone and rotten stone. It also was really looked down on by the old timers. As I remember the washing had a lot to do with the belting and maybe they

added bon-ami or flour or cornstarch to the rinse water. Whatever it was saved them several days on a job.

Now back to the accepted practices. NASON Paints were one of the first to provide chemicals for the refinishers/rebuilders and all the shops in our area at least, the shops that had any credit, used their products because of great loyalty and they had the first painters tape. What a Joke! But those craftsmen were good and proud of the work they did.

Now let go up to the late 20's and times have really changed now they have lacquer paints and solid colors that can be put on in a day with a spray gun and look like new. Also the house/barn paints were better and cheap! The 'do it your selfers' and kids could get some cheap model T paint or better yet get some barn paint from a farmer and a barn brush and they too can improve the looks of something on its last legs. And the "BRUSH JOB" got its start and became a house hold word of scorn by the depression. And was practiced up to the 40's and early 50's. I didn't mean to go this far but I wanted to date those of us that use the "BRUSH JOB" as a derogatory



remark. It was a standard of excellence until the middle 20 and in Europe a lot longer.

Now for the part you have been waiting for. **SAXON COLORS.** I have been working with all of my literature for several weeks and many Bowl games checking on ads that Elliott and I have. Finally I have concluded the proper colors by date of the ads and some other folks who tried to put it together but probably didn't have Elliott's information on dates of ads. To begin with I have had over 10 piles of parts and have seen evidence of all the colors except white and Whalen Grey. Now to the real information on the years our cars were built. Saxon and other magazines list the color for 1914 Model A's, five series as **Richelieu Blue** and the same color is listed for Model B's for 1915. In all my literature the color was listed as Richelieu, Blue dark, Bright and True blue. I assume that a lot of difference can be explained by the AD copy writers and the pictures on their ads. I want to talk about this for a few lines. When I restored my model B I looked into the color and talked to a lot of old timers about the color they

painted their cars. One fellow told me about his car before he restored it. His father hated chickens and decided to keep the Saxon in the chicken coop because it was the only car that would start when 20 below and light enough to drive over frozen snow drifts. The car was used up to about 1950 and was still the original color when he moved it to his garage in the middle 50's he copied the paint and sent me pictures of his car and they were a great inspiration for my restoration. I started looking at my piles of parts and found this color was under a lot of places that I figured it had to be original. I took my picture and a number of parts with me to the paint shop (Ditzler) and we looked at a lot of blues. The first thing I knew it would not have any metallic in it. That narrowed it down to commercial colors for modern paint. Then it was down to which one so I took the paint chips of the modern paint and my pieces to two other shops and they pretty much agreed. Then to an artist friend and he agreed to three colors and I chose the paint I call Saxon Blue. Its code is **12375**. I painted my 1915 model B this color and was very happy with it. Al King and his wife Mille came by to get

some parts for his Saxon and this Wife Millie Explained excitedly that that was the color of Al's car when he was in High School! She had a major crush on him and his car but alas she was only a freshman and it took them 30 years to get together. So I rest my case on the exact color.

Now the colors for the rest of the cars. The 6 cylinder model S seemed to follow the 4 cylinder color but there is precious little information on these cars. The model 14 and S2 had Richelieu blue to begin 1916 but toward the end of the year they advertised Acme Cadillac Green . All the chassis were black and painted at the Factory and the Hoods were black as well. I have to believe the hoods came with the bodys and were painted with the body.

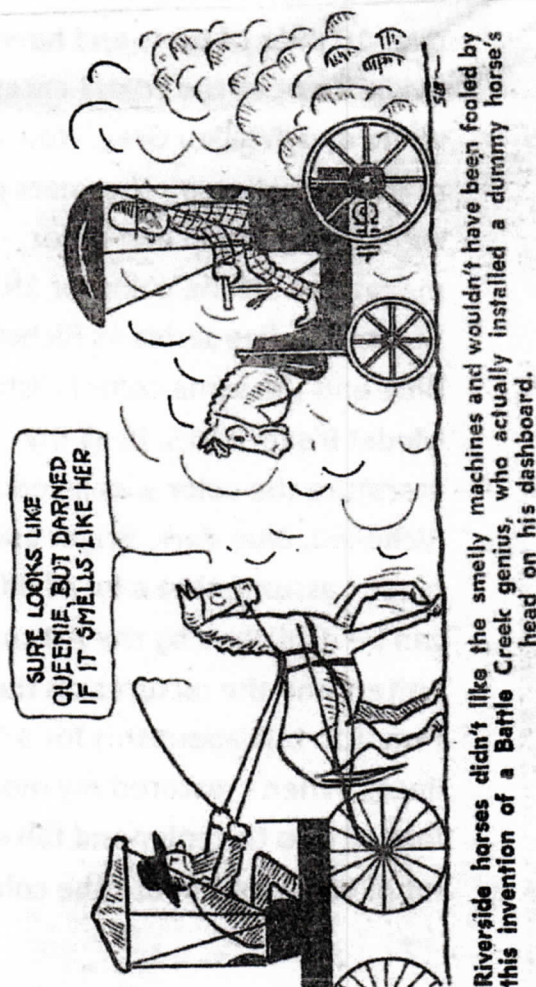
The 1917-18 B5R models and S3 models were Acme Cadillac Green and Whalen Gray. I am ending my reaserch with 1918 because the records become pretty mixed up when the 4cylinders were dropped and the advertising doesn't agree.

The wires wheels where black and at some dealers were painted Red as an \$8 option by the dealer. An

An older HCCA member told me his dad painted wire wheels Red for \$1 each for a number of years in the Los Angles area. From about 1912 until the early 20's



**A TREE** grew through the floorboards



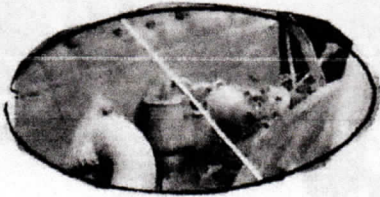
Riverside horses didn't like the smelly machines and wouldn't have been fooled by this invention of a Battle Creek genius, who actually installed a dummy horse's head on his dashboard.



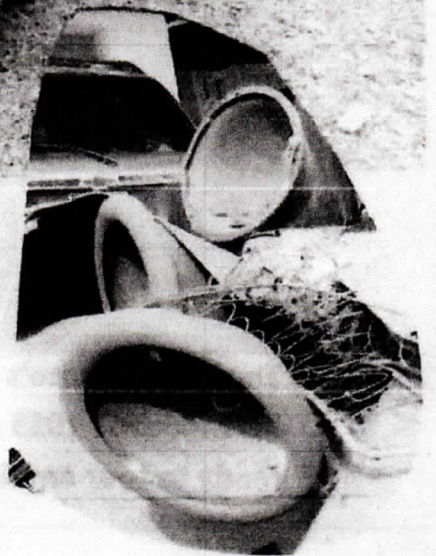
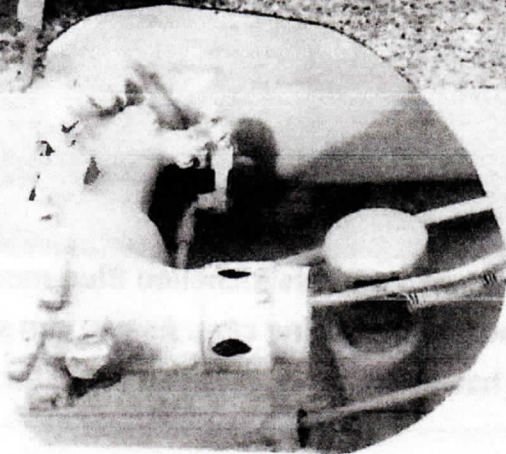
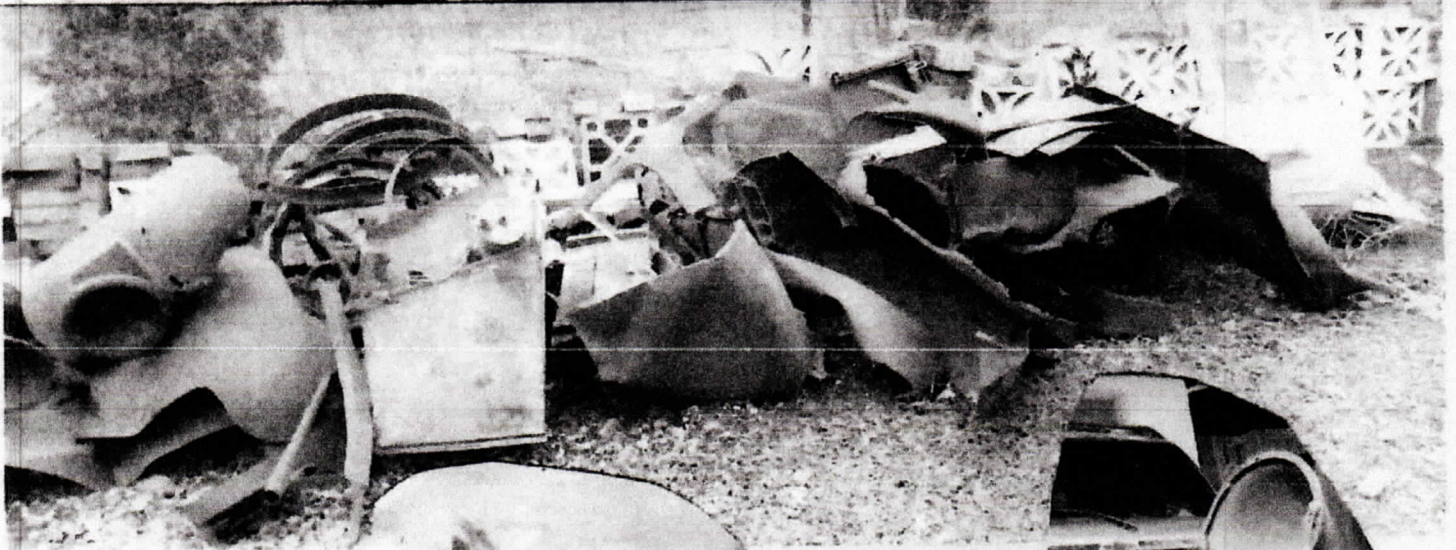
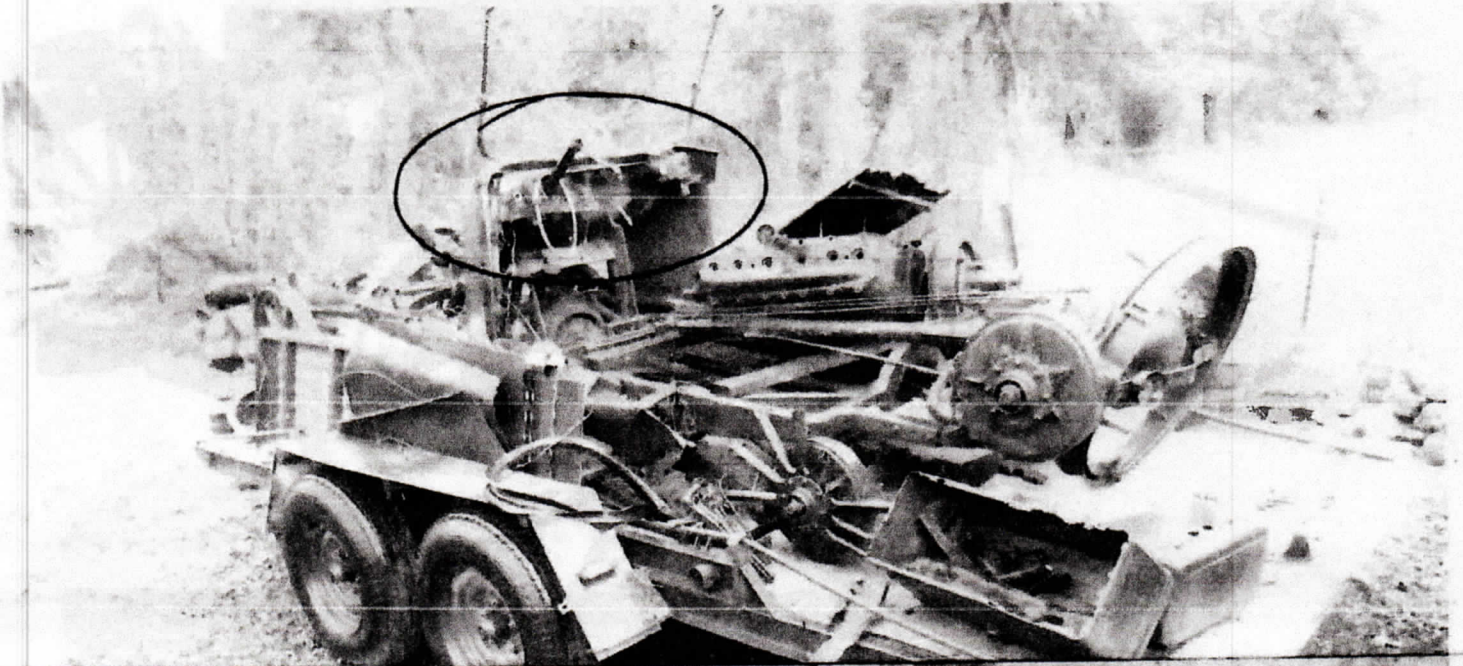


**The above Photo's are of Alex Huppe's and his Richelieu Blue model S2 1915 and his Model S2 1915 Acme Cadillac Green touring cars. As you can see they are ready to tour anytime. He also has a 4 cylinder model B roadster.**





## WALT'S YARD





## **SAXON 6 RESTORER WANTED**

This is going to be a strange year. I have already received several inquiries about 6 cylinder parts that are for sale. Now don't get excited! They aren't much, but a part of a cowl some rusty chassis parts. I only know of 2, 6 cylinder cars being restored from scratch. One is being turned into a speedster by a high school class and a museum. And Steve Hubjer has a Chummy he is working on. So the market isn't very great.

To add to this story I volunteered to haul home some 6 cylinder parts actually pretty much 2 complete mechanical touring cars in pretty rough shape all sitting on my trailer. Well I need my trailer now and again and the time came up and I had to do something. I sold one transaxle and proceeded to strip off all the parts I could get to. Then I took what was left to the recycler! 1980 lbs. Well to make a long story shorter the high school kids got word of what is left of a 1917 Saxon and bought it.

Well this kind of put me on the spot to give them some of the parts I have. My problem.

Well I have a full set of fenders that are restorable by someone. A cowl of sorts and touring body parts and castings, 5 or 6 doors with hardware complete.

Mechanical parts for the complete chassis, 5 or 6 springs. I even have an original brass carburetor and a starter. The prize of the whole thing is the complete set of levers that fit on top of the steering wheel. They are not broken however they are attached to the steering shaft. You buy it, as is, where is. It is all aluminum and looks impressive.

Well for about 3 C notes someone can have everything in that pile of parts. In fact bring a large pickup or trailer and I will be easier to deal with. I have to move off the farm sometime sooner rather than later.

Walter Prichard

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