



# Sales Department Bulletin

SAXON MOTOR CAR CORPORATION

Serial Number

Detroit

## The Saxon "Six"

alone among cars of like price — approximates in actual performance the records made within the past year by newly designed multi-cylinder type, high-speed motors of the costly priced cars.

**PROOF**—A Saxon "Six" covered 490 miles from Los Angeles to San Francisco in 13½ hours, beating the "Lark," the Southern Pacific's fastest train, by 15 minutes.

**Let us give you a Saxon Demonstration**

"Six" Delivered to You in Whittier \$915  
Roadster, Whittier, \$515

**Walker Bros.**  
**Garage**

Saxon Agency. 409 W. Phila. St. Phone 29  
Repairing, Car Storage 7-1-46

### SAXON TIMES

by

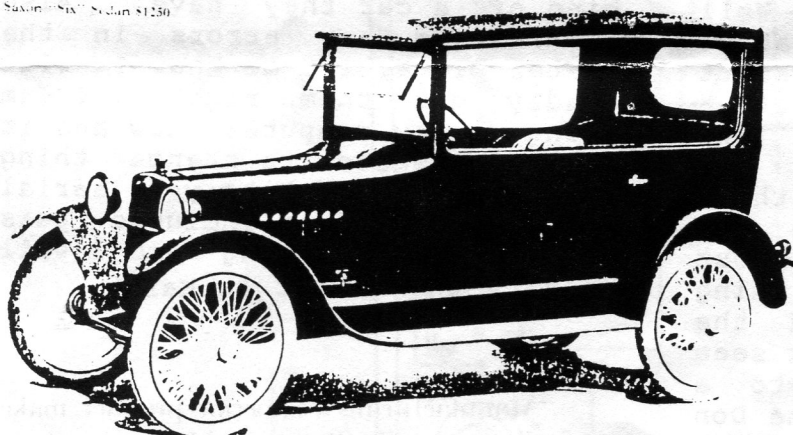
WALTER PRICHARD

A registry of current Saxon Automobile owners. It is published twice a year in about March and September to distribute information about Saxon Automobiles and their current owners. Also it should help locate parts and leads on cars and parts. There is no charge for this service. I put off 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 are about two dollars a Year. I would like to thank all the people who have been helping me though the years. Contributions of articles and FOR SALE and WANTED are welcome and encouraged. If you have articles or restoration hints and would like to write them in a form that I can copy it would be even more helpful. Please send any correspondence to Walter Prichard, 5250 N W Highland Dr, Corvallis OR 97330

### None Better at Double the Price

I believe my Saxon to be the best car on the market. It runs all the time, anywhere, at a minimum cost and this is, I believe, the real requirements of the modern automobile.

W. R. PERCEVAL, Northville, S. D.



Preserve these bulletins in a binder for ready reference

September 1989

Miscellaneous Rambling:

Well summer has come and gone around here. The shorter days are telling me I can forget the garden and the lawn isn't growing any more and what ever I didn't get done this summer is just going to wait until next summer it's time to work on the Saxon again. Actually I did sneak in a little work this summer and put the engine together and it is ready to start pretty soon. Also last spring I did paint the body just like the brochure says "Richlieu Blue bright". Well enough about my car.

I really don't have any great restoration tips this time except to say the Egge made my pistons and they really looked nice and fit just right.

I would like to tell you the story on the car I thought Don Garlits had. It seems that I got the information right off a then new 1989 calendar and I thought it should be right. Well that's what I get for thinking. As soon as Don Garlits got the Saxon times he sends me a real nice letter and explains that he has a early Metz but he really don't think it is related to a Saxon. Well I am feeling bad about publishing something that wasn't right so I sent him a letter explaining where I got the information. Then a week or two latter I called one of those adds about a Saxon for sale and I talked with Stan Knotek about his car for sale and one thing led to another and I found the real owner of that car. It seem that he had had the car to a auction in Florida at the Don Garlits Museum and that is probably where they got the beautiful picture. Any way Don

Garlits is a heck of a nice guy and he doesn't own a Saxon but he does have a very nice museum of cars as well as his famous dragsters. Stan Knotek has a very nice very early (about #300) Saxon that he is still trying to sell at a very realistic price. I just wish it was closer and I had the money I probably would buy it. It still has the funny oil system and the flat pan and two speed transmission.

At the Portland Oregon Swap meet I talked to a gentleman that says there are at least two Saxons in Texas that I don't have listed and one of them is a wide track car. If any one knows about these cars or can find out about them please let me know. Also there are couple more in North Dakota and Wisconsin that I have heard about, they are not running but is someone collection. I also heard that the Saxon in the ^Twinfalls area went to a scrap yard in parts and is gone now.

Please note that a lot of owners and address have changed this summer. Again if you know of any other Saxon owner please sit down and drop me a note with their names and address and what kind of a car they have. Also if I have any errors in the roster please let me know I will gladly get them right. I am using my new computer now and it is a lot easier to change thing so I you would like your serial numbers and models included pass the information along and I will up date the roster in March.

"Manufacturing a superior product makes selling easy." Perhaps this is greatly responsible for the phenomenal sales-success of the Saxon Motor Car Corporation





# Saxon

1915

## DETROIT WARD-LEONARD GENERATING, STARTING AND LIGHTING SYSTEM

### ATWATER KENT IGNITION

**BATTERY.**—Battery is 6 volt, 60 ampere-hour. The positive (+) terminal is grounded.  
**IGNITION.**—Type K-3. Breaker contacts separate .010 to .012 inch. They are made of tungsten. When the condition of the points affects the ignition, remove and resurface with fine emery cloth or against the flat side of an emery wheel, finishing on a hard oil stone.

**OILING.**—Put a drop of light engine oil on each of the wearing parts of the breaker and 4 or 5 drops of light engine oil in the oil hole beside the notched shaft every two weeks. If the car is driven more than 500 miles in two weeks, the oiling must be done every 500 miles.

**TIMING.**—Breaker contacts separate when the piston entering power stroke is on top dead center, spark control lever and breaker assembly in the fully retarded position.

**FIRING ORDER.**—The firing order is 1, 5, 3, 6, 2, 4, or 1, 3, 4, 2.

**SPARK PLUG GAPS.**—Spark plug gaps are .027 to .030 inch.

**STARTER-GENERATOR.**—Model R.S. Starter and generator are combined into a single unit. Starter is connected to the engine through a chain drive.

### Starter Data

Torque	R. P. M.	Amperes	Volts
2 lb. ft.	1250	100	5.4
4 lb. ft.	1000	135	5.1
6 lb. ft.	700	175	4.8
8 lb. ft.	500	220	4.5
10 lb. ft.	300	260	4.2
12 lb. ft.	200	300	3.9

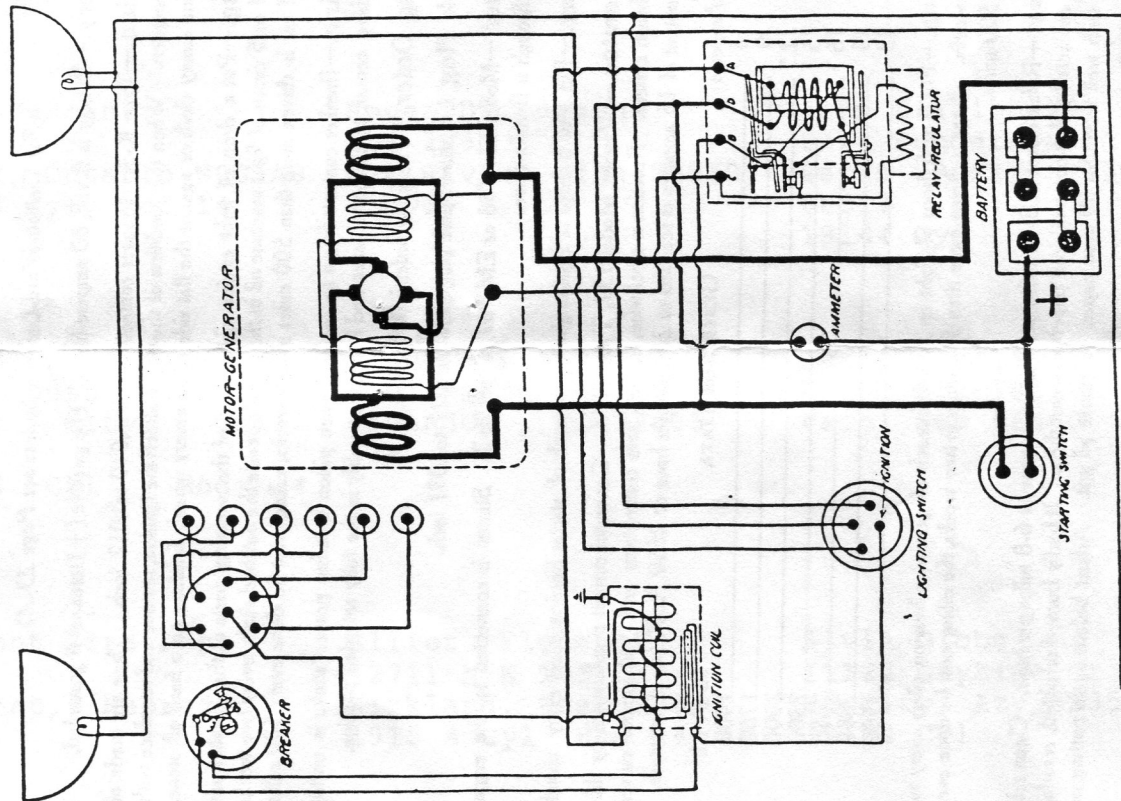
The lock torque is 20-23 pound-feet. Starter cranks the engine at 220 R. P. M.

**GENERATOR.**—Generator current regulation is by the Ward-Leonard Vibrator Regulator. Maximum current output of 10 amperes is reached at 1800-2000 R. P. M. of armature, or 11-12 miles per hour. Generator current remains constant at all speeds above 13 miles per hour.

**OILING.**—Put 5 or 6 drops of light engine oil in each of starter-generator oilers every two weeks. If car is driven more than 500 miles in two weeks, the oiling must be done every 500 miles.

**RELAY-REGULATOR.**—Type CC. Relay closes at 8-9 miles per hour. Adjust regulator to limit the maximum current output to 10 amperes. Increasing spring tension on regulator armature (moving member) will increase the output. Decreasing spring tension will decrease the output. Clean relay and regulator contacts by drawing unglazed paper between them. If badly burned or pitted, resurface with well worn No. 00 sandpaper. Remove all grit. Adjust before again putting into service.

**LAMPS.**—Head lamps are 6-8 volt, 14 cp. Dash and tail lamps are each 6-8 volt, 2 cp.



SAXON  
NO. 1000 LIGHTING SYSTEM  
DETROIT WARD-LEONARD GENERATING, STARTING AND LIGHTING SYSTEM



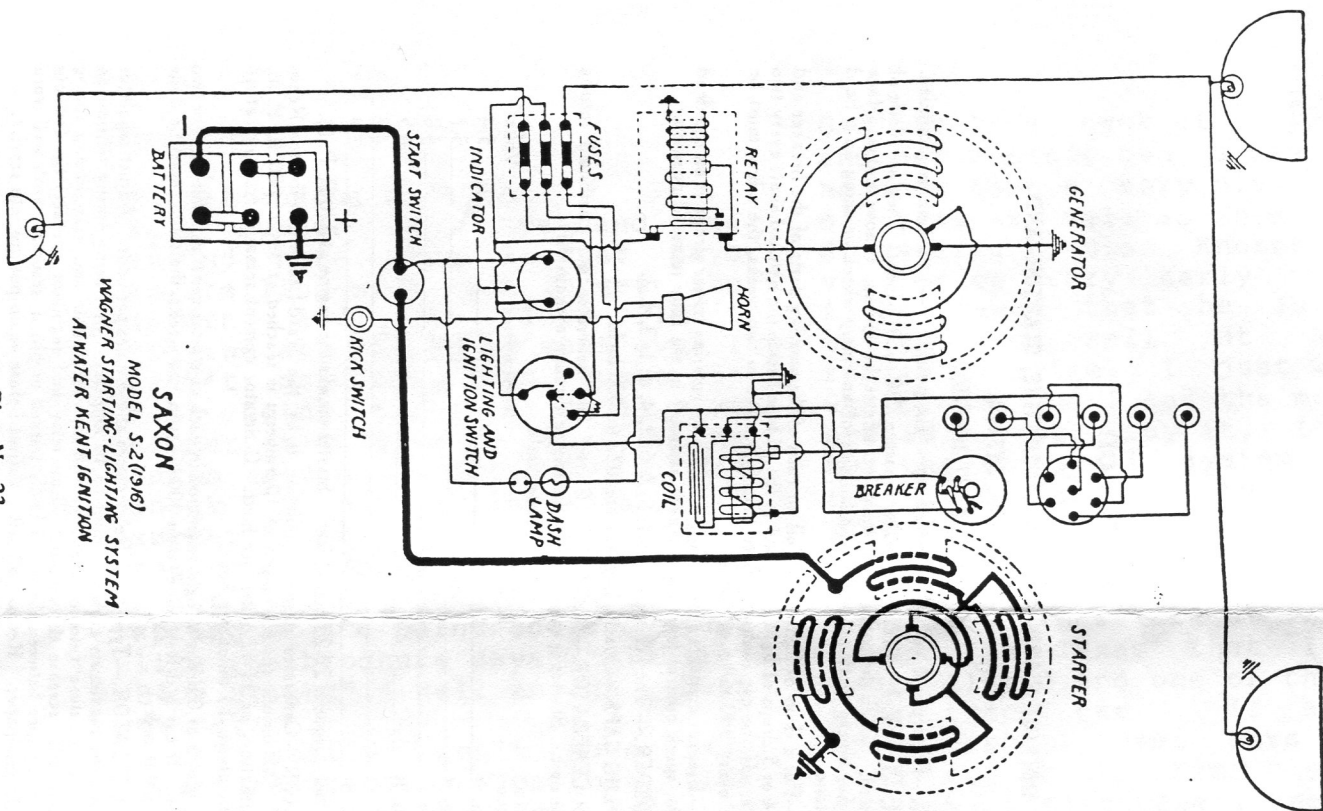
# Saxon

Model S-2 (1916) (Serial Nos. 5100 to 9099)

Wagner Generating, Starting and Lighting System

Atwater Kent Ignition

(For Detroit-Ward-Leonard System see Page 23-A)



SAXON  
MODEL S-2 (1916)  
WAGNER STARTING-LIGHTING SYSTEM  
ATWATER KENT IGNITION

Plate No. 23

**Battery.**—Battery is 6 volt, 80 ampere-hour. The positive (+) terminal is grounded.

**Ignition.**—Type K-3. Breaker contacts separate .010 to .012 inch. They are made of tungsten. When the condition of the points affects the ignition, remove and resurface with fine emery cloth or against the flat side of an emery wheel, finishing on a hard oil stone.

**Oiling.**—Put a drop of light engine oil on each of the wearing parts of the breaker and 4 or 5 drops of light machine oil in the oil hole beside the notched shaft, every two weeks. If car is driven more than 500 miles in two weeks, oiling must be done every 500 miles.

**Timing.**—Breaker contacts begin to separate when piston entering power stroke is on top dead center, spark control lever and breaker assembly in the fully retarded position.

**Firing Order.**—The firing order is 1, 5, 3, 6, 2, 4.

**Spark Plug Gaps.**—Spark plug gaps are .027 to .031 inch.

**Starter.**—Model EM-158 or EM-167, Type 36-T. Starter is connected to the engine through a Bendix drive.

**Oiling.**—Put 5 or 6 drops of light engine oil in each of starter bearing oilers every month.

**Generator.**—Wagner, Model 157, Type 41-V. Generator current regulation is by third brush system. Rotation is clockwise, viewed from commutator end. Maximum current output of 16 amperes is reached at 20 miles per hour or 2650 R. P. M. of armature.

Ampères	GENERATOR DATA	R. P. M.
4	.....	1400
9	.....	1700
12.5	.....	2000
15	.....	2300
16	.....	2650
15	.....	3000
13	.....	3500

**Oiling.**—Put 5 or 6 drops of light engine oil in each of generator bearing oilers every two weeks. If car is driven more than 500 miles in two weeks, the oiling must be done every 500 miles.

**Relay.**—Relay closes at 8-10 miles per hour and opens at 6-8 miles per hour. Clean relay contacts by drawing unglazed paper between them. If badly burned or pitted, resurface with well worn No 00 sand paper. Remove all grit. Adjust before again putting into service.

**Lamps.**—Head lamps are 6-8 volt, 17 cp. Dash and tail lamps are each 6-8 volt, 2 cp.

**Fuses.**—Fuses are 15 ampere.



# The SAXON Car

## Specifications of Saxon Car

**Front Axle**—Single-piece drop forging, I-beam section, heat treated. Ball bearings in hub.  
**Rear Axle**—Semi-floating. Pressed steel housing. Outer end of drive shaft carried on Hyatt roller bearing. Differential—two pinion, plain bearing.  
**Brakes**—Two sets of brakes on rear wheels. Service brake 8" diam. lined with heat-proof material. Emergency brake steel on steel 7 11/16" diam. Both brakes 1 1/4" face.  
**Body**—Streamline, two-passenger. Seat 16" deep, 40" wide, 30" from heel board to dash. 18" door.  
**Control**—Left-hand steer. Center control. Throttle control by foot accelerator, spark control on dash.  
**Transmission**—Sliding gear, progressive type, two speeds forward, one reverse. Transmission mounted on rear axle. Hyatt roller bearings on main drive shaft of transmission. Other bearings hardened steel on cast iron.  
**Drive**—Shaft drive, one universal joint, concentric torque tube.  
**Clutch**—Dry plate, five plate, steel on wire woven asbestos.  
**Frame**—Channel section pressed steel 3" x 1 1/2" x 1/4".  
**Fuel**—Gravity feed from 6 gal. gasoline tank, located under cow.  
**Ignition**—Atwater-Kent, 6 dry cells.  
**Tread**—Standard.  
**Wheel Base**—80".  
**Tires**—28" x 3" clincher.  
**Wheels**—28", wire spokes.  
**Steering Gear**—Bevel gear type, sector and pinion, 1 1/4" diam. steel tube post, 10" wheel. Drop forged steering connections.  
**Horse Power**—15.  
**Motor**—I-head, four cylinders cast en bloc, crank case integral, 2 1/4" bore, 4" stroke.  
**Valves**—Nickel steel head with carbon steel stem, 1 3/16" diam., 1/4" lift.  
**Cam Shaft**—Drop forged special steel, diam. 1", cams integral, driven by helical gears, two bearings.  
**Crank Shaft**—Special drop forged steel, two bearings, front 1 1/4" diam. x 2"; rear 1 1/4" diam. x 3". Crank bearings 1 1/4" diam. x 1 1/2".  
**Connecting Rods**—Drop forged steel, I-beam section, 8" centers.  
**Crank Shaft Bearings**—Bronze, babbit-lined.  
**Oiling System**—Vacuum feed. Splash distribution.  
**Cooling**—Thermo-siphon, cellular type radiator, fan.  
**Springs**—Cantilever type, front 22" long, 1 1/2" wide; rear 23" long, 1 1/2" wide; main leaf vanadium steel.  
**Equipment**—top, windshield, two gas head lights, oil tail light, gas generator and bulb horn.

## \$395

*L. O. B. Detroit.*



**Saxon Motor Car—with Top Up**

*Note the tapered bonnet, streamline body, oval fenders, wire wheels, left drive, adjustable windshield and general trim appearance.*

## Special Saxon Features:

### Good Looks

The first handsome small car.

### Left Drive; Center Control

Permits entrance from either side.

### Great Flexibility

High speed, long stroke motor gives 5 to 40 miles per hour on high gear.

### Ample Power

High speed motor, with large axle reduction, gives great pulling power.

### Low Cost of Upkeep

Twenty-five miles or better per gallon of gasoline; 100 miles per pint of oil; low tire cost on account of light weight.

### Vacuum Splash Oiling System

Efficient, economical, simple, no moving parts.

### Freedom from Vibration

Pistons and other reciprocating parts well balanced, light but strong.

### Cantilever Spring Suspension

Gives this car, with 86-inch wheel base and

28-inch wheels, the riding comfort of larger cars.

### Streamline Body

Handsome, stylish, up-to-date.

### Molded Oval Fenders

Distinctive appearance; thorough protection.

### Lots of Room

Wide, comfortable seat; ample leg room.

### Wire Wheels

Light, strong, stylish, easy on tires.

### Sliding Gear Transmission

Progressive type, used on many higher priced cars.

### Multiple Disc Clutch

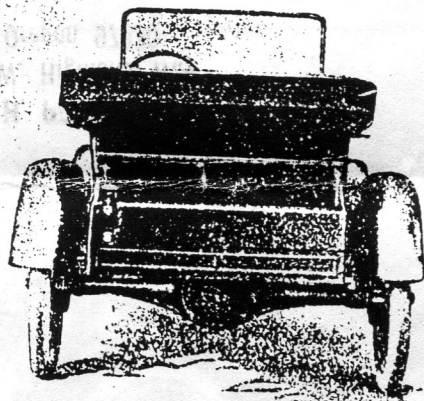
Dry plate type, asbestos-faced.

### Large Carrying Compartment

### Adjustable Ventilating Windshield

### Vanadium Steel

Used in many parts.



**Rear View of Saxon**

*Showing luggage box with top raised, oval fenders, rear axle with trussed pressed-steel housing.*

## Now Is the Time for Dealers to Investigate

For a car like the Saxon there is an unlimited market. Many thousands of people who have not been able to afford cars at former prices are ready and waiting to buy a car like this one. The field is almost unlimited.

Territory is rapidly being allotted. Perhaps yours is open. Write or wire if you want to get in on this money-making proposition.

**The Saxon Motor Company**  
**Detroit, Michigan**

In writing to advertisers please mention THE HORSELESS AGE.

Please send literature regarding Saxon Motor Car.

Name .....

Street .....

City..... State .....

If you are a dealer, please state what cars you handle and what territory you cover. H.A.