

# SAXON TIMES

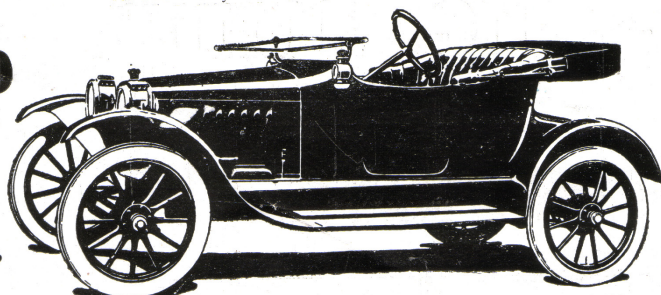
for one to-day.

Complete  
£150

Tax £3 3 0

Ask for complete details.

**Saxon Motors,**  
40, Sackville St.,  
London, W.



Godbolds.

## The Virtue of Saxon Assembly

In a July 9<sup>th</sup> 1914 issue of the British journal *The Automobile Engineer*, their "correspondent in America" describes the remarkable "adaptability" of the Saxon chain assembly system of The Saxon Motor Corporation of Detroit. After describing how Saxon had adapted an old plant for assembling Saxons, the writer takes pains to note that the Saxon is designed a built exclusively to use parts made elsewhere. It is a fully "assembled" car.

Why was this important to Saxon, and thus to us?

In most of their literature Saxon emphasizes the quality of their assembled parts. Created by "the Chalmers men," notably engineer George Dunham, the Saxon was designed to be light and to take advantage of commonly available parts, but of especially high quality.

The *Automobile Engineer* explains:

"The Saxon Company...[does] nothing but assembling, and all the parts of the car come in completely finished, and only has to be added to the chain assembly at the proper point. The heavy parts, such as the frames and springs, come from local factories, and are delivered right at the assembly from the automobile truck. The front and rear axles are also brought in this same point. ... The two models, a small four-cylinder runabout and a six-cylinder

touring car, are built entirely separate from one another."

(The Saxon, it should be mentioned, was marketed and sold in England with success).

This focus on assembly was important because its efficiency was instrumental in the company's ability to purchase the best parts available, thus responsible for much of the cars' success, reliability and endurance.

In sales brochures Saxon touted the quality of its design, but also the quality of its parts.

One such brochure on the Saxon Six, reproduced below, associates Saxon with excellence, or, as the brochure asks, "If a Man Is Known by the Company He Keeps Why Not a Car?"

In a letter to Saxon president Harry Ford dated January 12, 1916, B.F. Tobin, president of Continental Motors ("Powerful as the Nation") speaks of a guarantee of "first grade motors"; and that Continental guarantees their motors for one full year, a long guarantee at the time.

Indeed, the quality of those little Saxon engines was such that, long after a roadster had completed a lifetime of service, its engine kept on long after powering sawmills and motorboats.

— Alex Huppé

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If "A Man Is Known by the Company He Keeps" Why Not a Car? Note the Associates of "SAXON SIX"

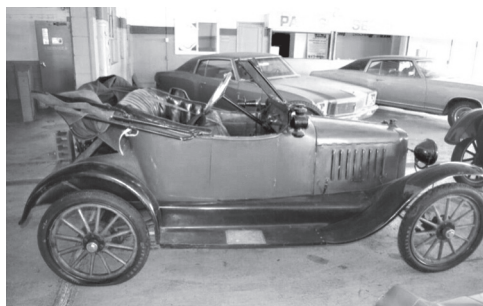
Continental Motor	Timken Axles	Timken Roller Bearings	Timken Spiral Bevel Drive	Semi-Floating Rear Axle	Fedders Radiators	Spicer Universal Joints	Exide Storage Battery	Remy Ignition	Bendix Drive Starting Mechanism
<b>SAXON, \$935</b> Paige Lexington Velie Auburn Moon Davis Jordan Liberty Columbia National Patterson Bour-Davis	<b>SAXON, \$935</b> Cadillac Peerless Hudson Stutz Liberty Premier Velie Jordan H. A. L. Moon Packard	<b>SAXON, \$935</b> Packard Locomobile Pierce-Arrow Cadillac Peerless Hudson Chalmers Oldsmobile Winton Hupmobile	<b>SAXON, \$935</b> Cadillac Chalmers Franklin H. A. L. Hudson Locomobile Marmon Mercer Packard Paige Pierce-Arrow Simplex Premier National	<b>SAXON, \$935</b> Pierce-Arrow Premier Stearns Packard Peerless White Hudson Reo Fiat	<b>SAXON, \$935</b> Pierce-Arrow Packard Winton White Chandler Pathfinder Oldsmobile Chalmers Hudson Paige	<b>SAXON, \$935</b> Packard Peerless Hudson Chalmers Moon Cadillac Stearns Winton Liberty Jordan	<b>SAXON, \$935</b> Pierce-Arrow Packard Cadillac White Buick Franklin Hudson Cole Auburn	<b>SAXON, \$935</b> Stutz Haynes Stearns-Knight Peerless Studebaker Kissel Paige H. A. L.-12	<b>SAXON, \$935</b> Paige Cadillac Peerless Hudson Chalmers Stearns Winton Pierce-Arrow Scripps-Booth

HIGH GRADE UNITS ONLY ARE INCORPORATED IN "SAXON SIX"

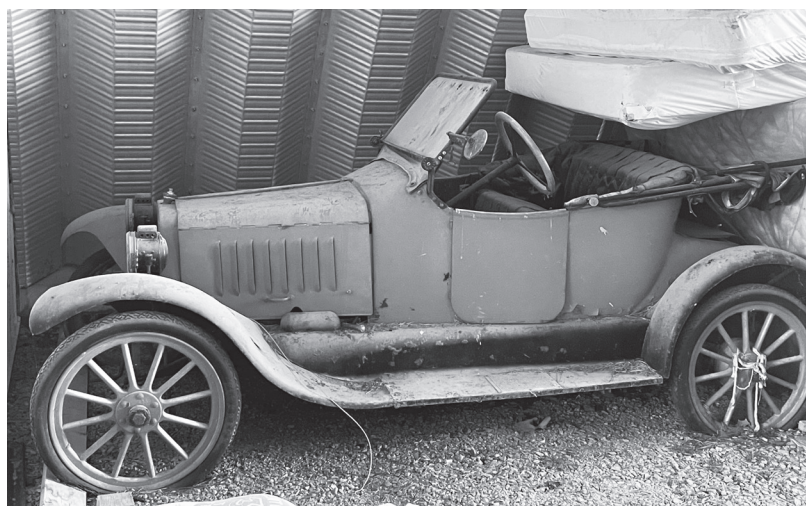
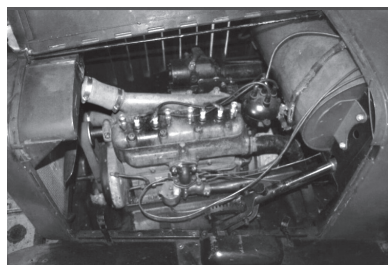


I just bought this one →  
at an auction and I'm  
looking forward to getting  
it running and cruising  
around. I've never owned a  
car this old and I'm hoping  
to find resources for parts  
and advice. You can add it  
to the registry.

What info do you compile? It was  
advertised as a 1915 but I don't  
know anything else.



Paul Eberhardt  
218-838-4717



## RANDY MARCUS

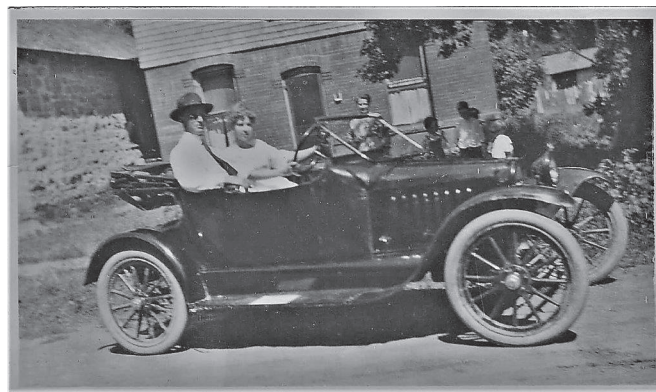


Longtime Saxon owner Randy Marcus of Ithaca, NY called to tell us that he had acquired a new project, a very early 1914 roadster. Some keys to its age are a solid hood (no central hinge), steps rather than running boards as well as the shape of the doors. With this car Randy also acquired a large number of Saxon parts to add to his considerable collection. IF YOU HAVE SOME SPECIFIC NEEDS FOR PARTS YOU MIGHT TRY RANDY.

## ← NEW MEMBER. NEW SAXON.

I look forward to learning more as I get this car up and going.

Bob Helton

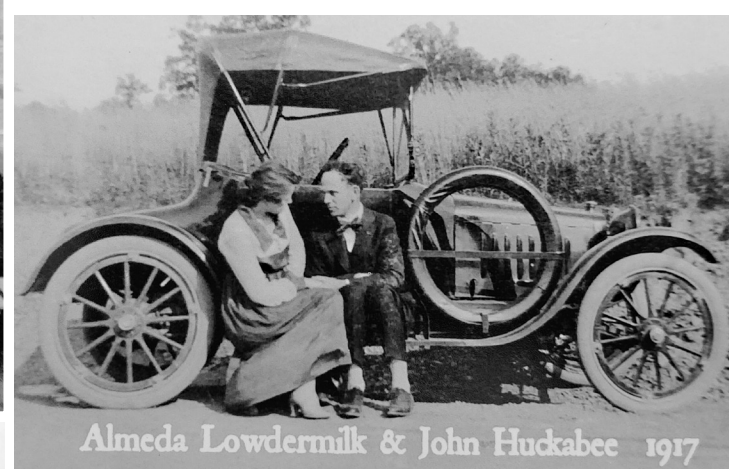


Saxon, tough enough for a deer hunt, civilized enough for a parade. The owners were brothers in southern Colorado close to the town of La Veta which is in the mountains a couple hundred miles south of Denver.

Ron Meining







My mother's parents who I never knew were both born and raised here in NC. My grandfather John Stamey Huckabee was born in Albemarle NC in 1886 and passed away in 1955. My grandmother, Almeda Louise Lowdermilk, was born in Norman, NC in 1895 and passed away in 1963. They were married in 1921 and had 4 children. My mother, their 3<sup>rd</sup> child, was born in 1926 and she just passed in 2017. Her name was Josephine Huckabee. All of these pictures were taken here

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in NC around the areas of Norman / Monroe / Ellerbe. What's funny is I am named after my mother being the youngest of five kids. She married my father Harry Gustav Fish Jr in 1947 and I came along in 1967 being named Joseph Huckabee Fish. I hope you can get some use out of the pictures.

Joe Fish, Wilmington, NC

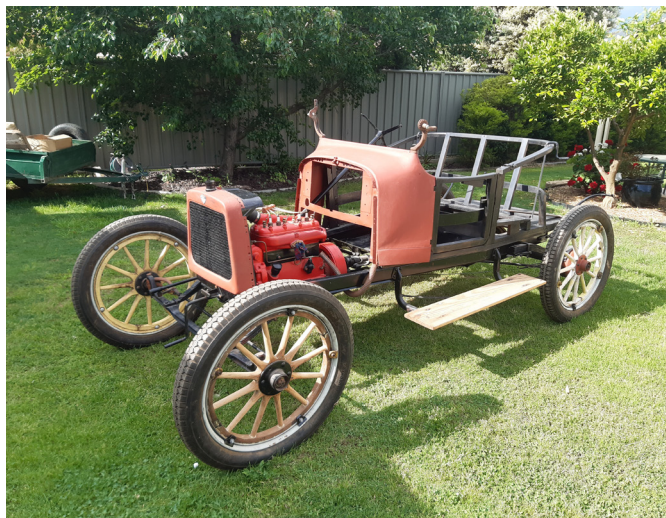
## CLASSIFIED

### WANTED

Wheel lugs, (5620R) Bolts (5621R) and Nuts (5622R), 20 of each required. (Numbers from Saxon parts list November 1921).

Accelerator pedal and linkages.  
Radiator cap.

Mick Newham  
15 Madigan Street  
Victoria  
Australia 3636  
Email: [a\\_newham@bigpond.com](mailto:a_newham@bigpond.com)



Questions? Item to sell?  
Need a Saxon?  
Have a story to tell?

contact: Alex Huppé

winter: PO Box 560  
750 N Tamiami Trail #1508  
Sarasota, FL 34236

summer:  
PO Box 560  
Castine, ME 04421

207-249-8592  
[alexhuppe@aol.com](mailto:alexhuppe@aol.com)  
[www.saxonmotorcars.com](http://www.saxonmotorcars.com)

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