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TRADE MARK REG.

SEPTEMBER 2007

SAXON MOTOR CAR CORPORATION

Office of
President and General Manager

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
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541-752-6231

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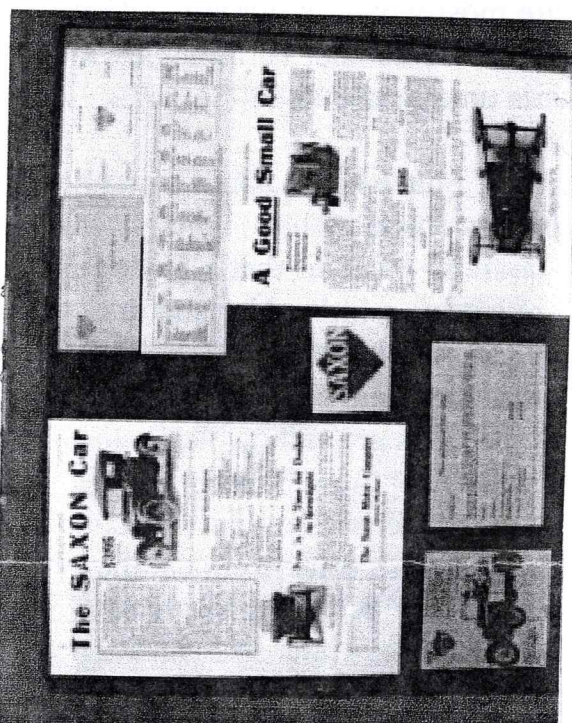
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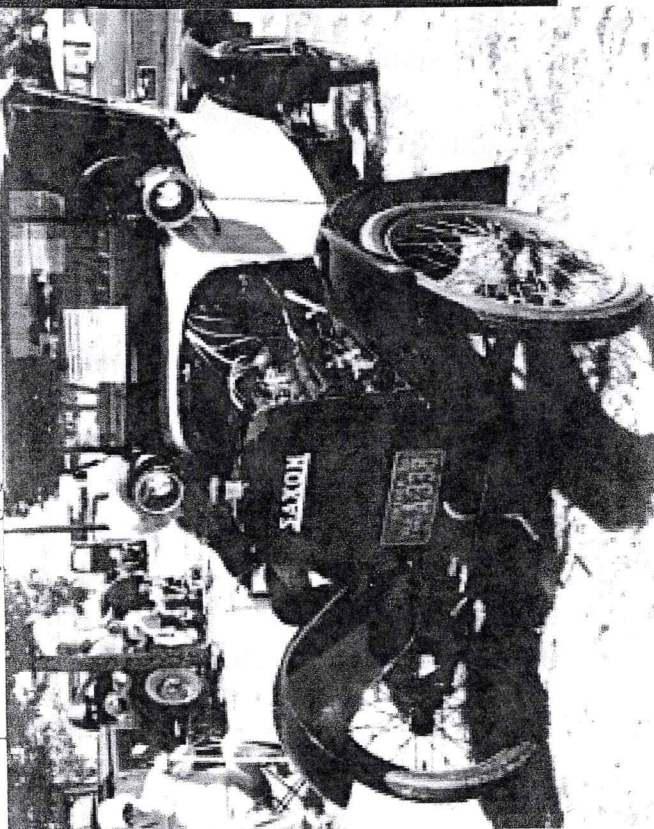
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ALBANY, OR, 8-25-07



SAXON TIMES FOR SEPTEMBER 2007

Have you felt that little chill in the air? The days seem to be getting shorter as well and the car shows are mostly over in our area. That means September is ripping by and it is time to talk about Saxon's again.

I have heard about a number of cars changing hands this summer. It seems that a few of us are getting a little older and are giving our cherished Saxons to other members of the family. Some of us are selling our Saxons in an attempt to get more storage space (my case) or we have found that we can't drive 2 cars at the same time. Whatever the reason please let me know so I can keep the registry up to date.

I sure hope you got your car out this summer. I took the "14" out to an orphan car show, I thought. It turned out to be a rod and Orphan and classic car show. Not exactly what I expected, about 120 cars and several thousand spectators. As in the past I took the hood off (one piece) so everyone could see what a basic car looked like. I also had an Easel with some original ads for folks to read. I can tell you there was never a time in 6 hours that there weren't at least 4 or 5 people there looking at the car. Often a

couple of families pointing out the primer cups and steering gear and flat belt and 2 bladed fan were standing around. Lots of stories about grand parents on the farm. Even one older fellow told me about his delivery wagon that he had in 1923. He sold it because it was getting cold in Michigan in November and he wanted a warmer car. The T coupe he replaced it with would never start and the fellow who bought the Saxon drove by him every day in a big bear coat. Just great stories and the kids sure loved blowing the horn. I felt bad sneaking off to see the other cars. Any way a great experience except when I started home. That carburetor went south again and I ended up pulling it in the trailer. More about this later. I was sure hoping to hear of others and their show or touring experiences and some pictures.

I would like to editorialize a little here. It has been my observation the Classic car owners are doing a great disservice to our hobby and themselves with their snootiness. They enter the field and circle their wagon to face outward and retrieve their picnic baskets and chair from the trunks and hide under a tree. They don't talk to anyone other than their own kind and just wait for the judges who often one of their own. If they wanted to give the car-

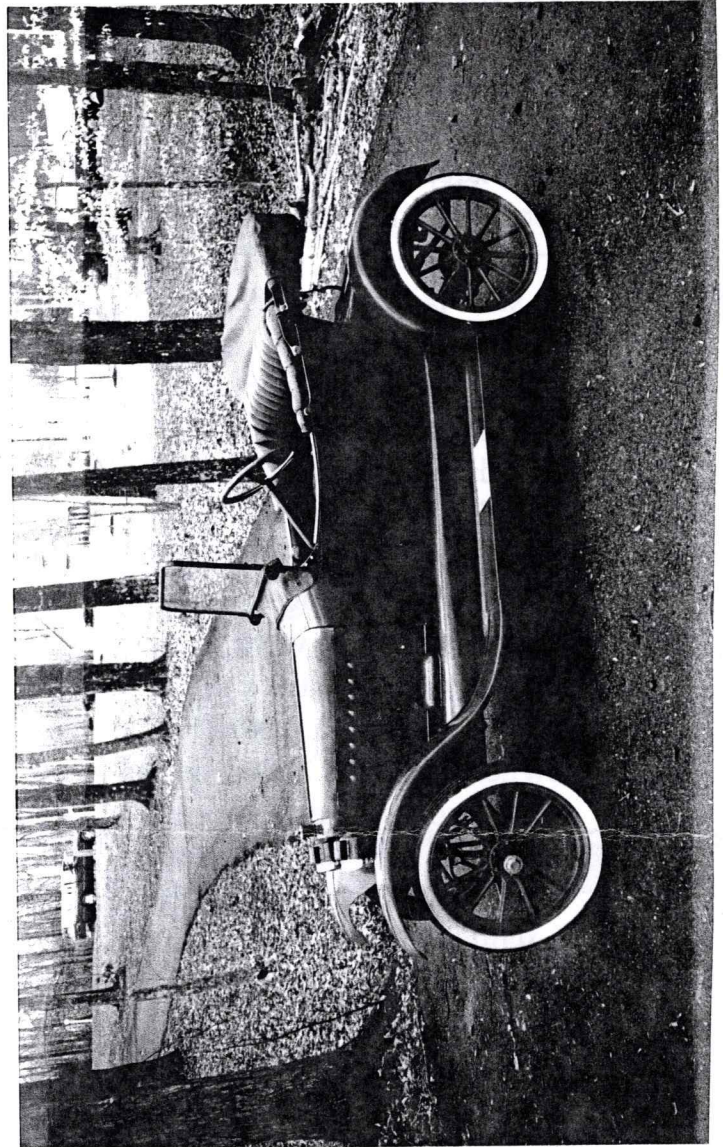
collecting hobby some appreciation of their cars they would open the hoods so us mortals could see fine engineering and execution of workmanship. They could show us the trunks and interiors. They could have displays that show particular innovations of their make and model such as mechanical power brakes and lever operated side valves on L head engines. How else are all these young folks going to appreciate Classic cars and give them the respect the owners think they deserve? You can do something about this! On your ballots for people's choice, give them, the sponsors of the show, and a note about the closed hoods. When talking to those people at shows and meetings let them know that the young people need to be able to look at their cars with the hoods open and doors open to carry on the appreciation of their cars. The young are the future and us old foggys are soon to be the past! *WAC*

From John Carini comes this information. The NAPA number for a new fan belt is 25-060-305 I have not checked but I think this is for a B5R.

FOR SALE

Alan Test has his very nice 1914 Roadster for sale. This is an extra nice car with a long documented history. Alan Test, 818-281-3655 Aft44@sbcglobal.net

James and Ola Sutcliff



E-Mail. Beginning this issue I am going to try to send this issue out in Electronic form. In other parts of the world the mail is highly undependable and I have lost track of several Saxons because they didn't get the mail. If you would like yours sent out Electronically let me know and I will do my best.

COILS

Atwater Kent Coils seem to work really good but for some reason they keep getting changed out and replaced with something else. I tried to use mine but they seemed to start failing when they got warm but never clear dead, Any way I lost patience and went to the NAPA store and got a 12V coil that did not need a resistor and wired it up behind the instrument panel and it worked great hot or cold and had a huge blue arc. Then I started to work on the "14" and it does not have a nice switch so I cleaned up a model K with the switch and push button on the front because they look really nice. I suspect they were used on a Franklin. Well it worked good for a while until it got warm and then it seemed to get weak and everyone wanted to blame the carburetor because they just checked the coil. Of course I had the experience of the "15" and decided to see just what is inside the coil. I strongly suspected a lot of very black and sticky tar so I put it in the freezer for a couple of days. Then I very carefully removed the top with a sharp flattened hacksaw blade and small hammer. The tar broke loose easily and I began to chip it out and found the coil and capacitor (condenser). With a little more

chipping I had it all loose. Being careful to keep the wires as long as possible I had an empty box with all the tar out of it and in the garbage can. Next I got another NAPA 12V coil that didn't need the resistor. It fit right into the box and with a few test fits and modifications I was able to hold it in the box with a hose clamp and had enough with to wire it up. I used heat shrink to insulate the wires and tested it and it worked great so carefully putting the top back on with some #2 brass screws it looks for all the world like the original. I do use the condenser (0.0047) externally across the points at the coil.

If you want to do this yourself let me know and I will send you a set of pictures of what to expect or call if you have more questions . Walt 541-752-6231

FOR SALE

Brackets to install a modern Starter. 1 for early 14. 1 for model B and later. With directions and parts list. \$60 each + shipping
Walter Prichard
541-752-6231
Prichard@proaxis.com

FOR SALE

By next spring I am going to have a set of wire wheels for Sale. They won't be cheap as I have a lot in them. If interested let me know.
Walter Prichard
541-752-6231

CARBUERATORS

These little Mayer jobs are or have been a real pain in my neck. I get them working good and the next time I want to show it off the little devils start acting up again. Well I finally had enough so I sat down with the few direction I had and 2 carburetors and started figuring out exactly how they were supposed to work and what was happening to mine when it acted up. Actually they are pretty simple if you have all the right parts. Unfortunately I had 5 different springs for the little air valve. The next thing was the air valve wobbled on its shaft and would go up and not come down and then it wouldn't run and just leak gas all over. Of course the float valve is very shaky but it only leaks a little and with

the vibration of a running engine it seems to work reasonable well but the float level was way to high. Now I feel can tune one up and the only rebuilding I needed to do was dip the float in a can of gas tank sealer and let it dry for a couple of day. Now the alcohol in the gas won't eat the varnish off the float. Then I replaced the shaft in the air valve. It was a little tricky but if you call I can walk you through it. (Brass welding rod exactly right size) It is a little tricky getting the float and air adjusted to run right but once it is done there isn't much reason to ever adjust it again. If you want to look over your carb and give me a call I will gladly help you get it working right. At a later date I will try to put it down in writing but not this month. Walt 541-752-6231

Wally Doane The Saxon and other memories

That sunny August day in 2005 he helped them load it on the truck and trailer and watched it ride away, like watching a member of the family he lived and worked with, strived for, and spent a bundle on to make it good, his beloved Saxon, yet in puberty, not yet finished and ready to show the world, it was gone with it's new master.

But isn't that how the relationship started. Somewhere, someone had abandoned the 1916 Saxon, five years older than he, in a field. It came to Wally as a load of rusted junk on a trailer, like a baby crying out to him to be loved and restored. And he did just that as much as the Lord allowed, scouting the country for parts and information, spending countless hours over 15 years fixing rusting parts and making missing ones. Even building it a home behind the garage.

Oh, this was not a new hobby, there were already many siblings in the barn, there were eleven in his harem. The Lloyd was another special one, so small and cute, on which he had spent so much time and love. There was the fire engine, the little roadster kit car, and others,

Only one is left now, the one that is his special pride, the one on which he had spent many happy hours with his only son, Roger, taking a Volkswagen Bug as a base and creating from the kit a Buggatti race car. With pride they showed it off in parades. Now it sits cold in a trailer, waiting for that loving touch to show off again.... Labor Day parades are only a week away..?

To this kid who did his first engine valve grinding job at age eleven; learned auto mechanics under Alfred Ida at Davis Tech High School; flew as radioman and gunner on a Navy B-25; built and ran his own garage and service station; designed and invented machinery in a furniture factory; built homes, designed and built mobile home parks; owned and flew four airplanes; owned and maintained two ocean going power boats, he drove one from south Florida to Michigan; then swapped it for land on which he designed and built a subdivision ready for homes; moved a church building to a new site and became the congregations leader; modified several motor homes and drove them from Manhattan to Pikes Peak and Alaska; maintained homes in Florida and Michigan; loved several women and married two; raised three kids to be solid citizens; who loves to cuddle and play with his grand and great-grand children, Aye, Life has been very good.

His Lord, whom he loves and serves has led him through so much, often on high, sometimes so low, but always onward. And now, as he prepares to meet His Lord, he uses his waning energies to try to clean up the garage and shed, patch the house, and be jolly and loving with those around him. God Bless him.

Kid brother, Dan. August 26, 2005