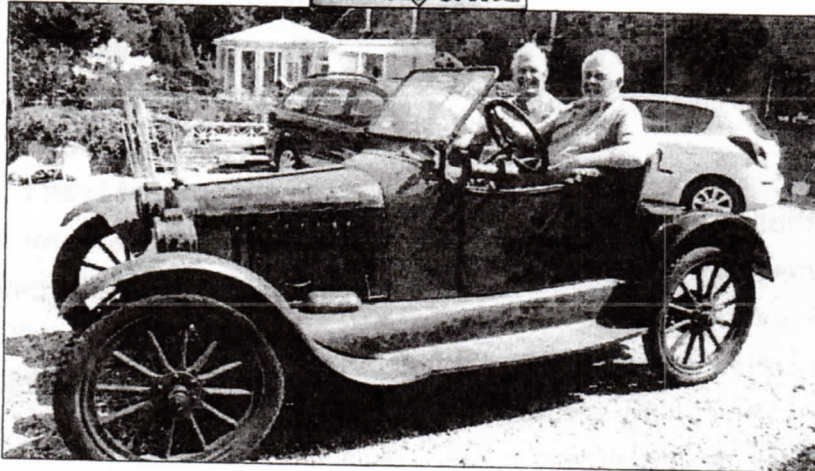


# SAXON



# TIMES

Model A  
John Barker



September  
2015

## SAXON TIMES

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.  
Corvallis, Oregon 97330  
prichard5250@comcast.net  
541-602-3739

Saxon Times for September 2015

It sure feels good to be sitting behind this computer doing something for fun.

For those who don't know we bought a (new to us) home in town and on the first of the year we moved off the farm and into town. We still own the farm and all my garages and will be downsizing and moving some of the important things to town over the next year. That was pretty serious but on May 26, I was trying to trim the neighbor's tree so it would not "leak" on my car when I parked it the driveway. Well something happened and I fell from about 12 ft up a ladder resulting in a broken Pelvis and a major concussion. After 12 days in the hospital they moved me back to Corvallis and into a rehab center where I stayed for a month before moving back home still in a wheel chair and walker. Well 11 weeks later I was able to walk by myself a few steps. Well now I am finishing up PT and can walk a mile in a couple tries. **LIFE IS GOOD.** You won't see this 80 year old up any ladders without help anymore.

Several new cars have found me during the summer and I have helped a number of folks with their restorations. I have worked on the roster some more and have taken out some errors but there is probably some more that I can't see. If you see them please let me know. While on the subject I am going to add a separate column for UK address some of them have over 50 digits and just won't fit anywhere.

Good news is Gary Frankel is making great progress on his restoration. I am sending him my old top for patterns.

As I mentioned earlier all my Saxon Extra parts have to find a new home. I plan on keeping the carburetors and ignition parts to rebuild but everything else has to go. Most of it will be priced at shipping cost. If you are seriously restoring a car let me know and maybe I have some parts you need and you can have.

I will be keeping up my "how to manuals" and will answer all questions on them and well as sending them out in the mail (E).



HOW DOES THIS WORK ?????

I really enjoy the calls I get about how this or that work and try my best to have the answers handy. Here are some answers that Elliott wrote down for someone with a new Saxon.

### **Front wheel Alignment. (From B5R manual)**

"To make steering easy the wheels are set with the distance between the edges of the tire rims  $1\frac{3}{4}$ " greater at the top than at the bottom. This brings the point of road contact more nearly under the center of the knuckle"

"This is counteracted and the tire wear equalized by a slight to-re-in in the front. The edges of the rim should be  $\frac{1}{2}$ " closer in the front than the rear"

(The B5R used 24" dia. Rims while the A, B, & 14 used 23", but I don't think that should make much difference.)

### **Lubrication**

#### **Motor**

Model A's with external oil reserve. (1<sup>st</sup> 8000 model A's) "The height of the oil in the oil reservoir is determined by a pipe plug near the bottom of the crankcase of the right side. Oil should be poured into the oil tank with the filler cap off and the stop-cock open until it begins to flow out of the pipe plug hole. Shut off the cock leading to the crank case. Fill the tank level full. Screw filler plug down hard into the gasket, and open the shut-off cock. Capacity of the oil reservoir, 2 quarts.

Saxon fours after the first 8000 motors. The capacity of the reservoir is 4 quarts. "On the left side of the crankcase pan are two oil level cocks. The upper one indicates the high oil level and the lower the low oil level".

## Trans-Axel

The Saxon Transmission & differential each have a capacity of 2 quarts. The manual calls for different lubricants. "Transmission oil" and "Non fluid oil".

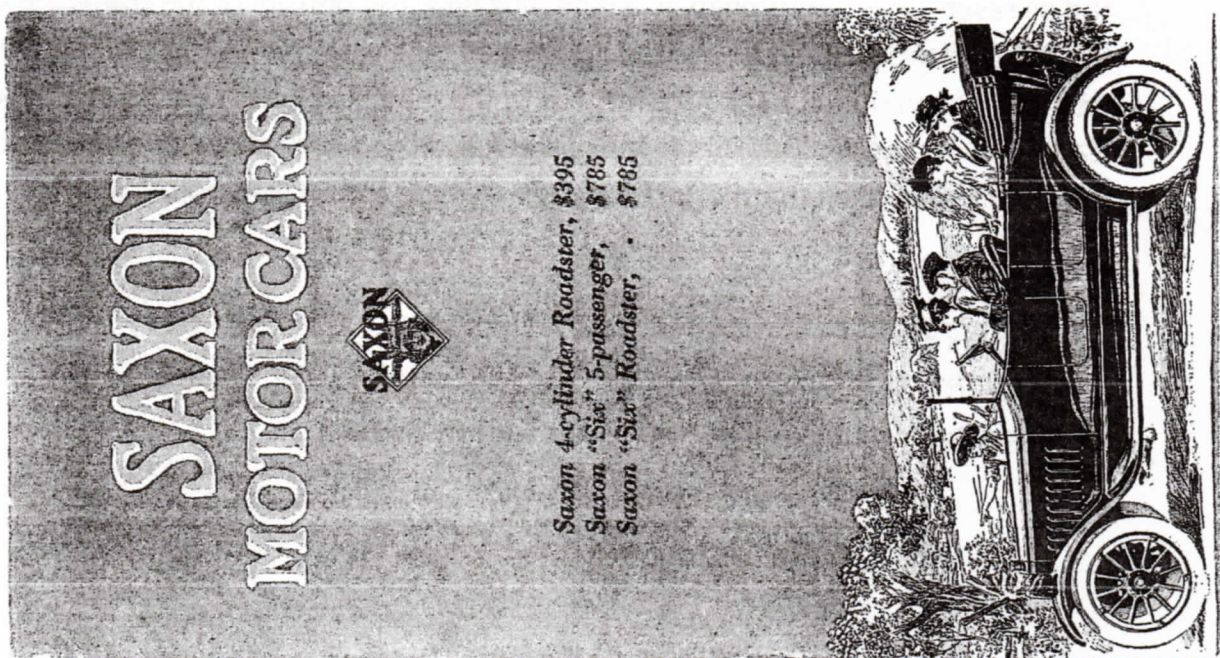
Macs sells an oil they label as 600W. The W does not signify "weight". They are selling it for both the T & A differentials and A transmissions. I think it would be OK in our Saxon rear ends. I am not sure about our transmissions. I believe lighter oil not grease would do a better job of lubricating the transmission bearings. Mobile 150 might be better. I use Lubriplate that is 250 SAE gear oil) but it is very expensive, due to special order & shipping. I use Lubriplate SPO-288 for my transmission and SPO 299 for the differential. And it comes from Cleveland.

This was written by Elliott Fletcher.

I have a couple of addition that I make.

I use synthetic 10/20 engine oil and I keep the shut off on the crankcase closed while just running around less than 30 miles. It keeps the engine cleaner and smokes less when the crankcase gets over full.

Most of my steering problems were solved when I converted to roller bearing in the front wheels. *Walt*

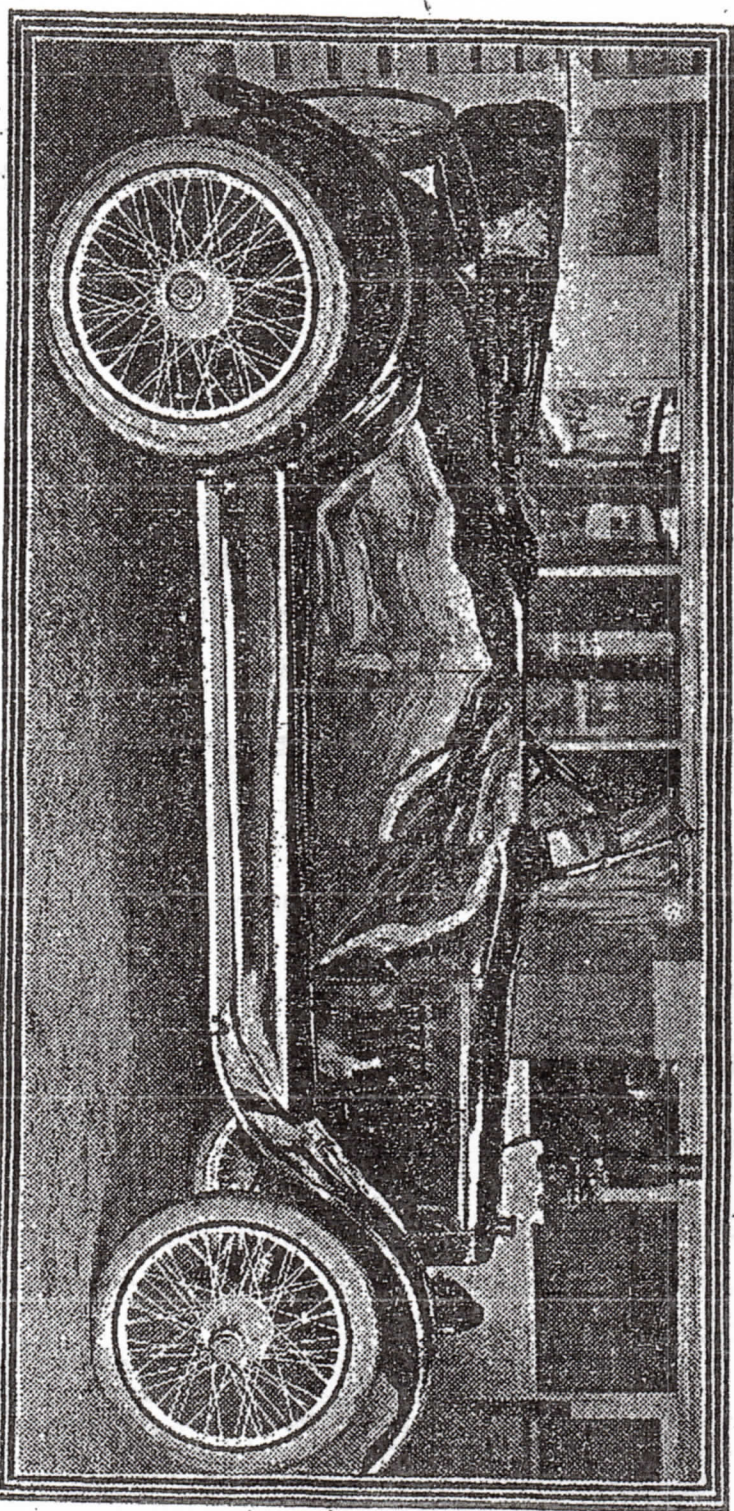




# Special Show Saxon Arrives for Exhibition

## Sombody Spills Distributor's Secret

SAXON ROADSTER IN SALESROOM OF SUMMIT MOTOR COMPANY



**G**OOD news, like bad, spreads rapidly. That's why the Summit Motor Car Company, distributors of Saxon sixes, couldn't keep a secret which they hoped to spring on the public at the auto show this week. It was, too good to keep. Sombody—Sales Manager A. C. Petridge hasn't yet found out who—got onto the fact that a special Saxon show-car was to be unveiled from a

freight car on a certain date last week. This inquisitive person also apparently derived considerable pleasure in letting as many people as possible know the fact, with the result that toward the latter part of last week Saxon enthusiasts commenced besieging the Summit Company's salesrooms on East Pike Street demanding to see this classy new Saxon product. Sales Manager Petridge is obliging by nature, and

so he "came across" with the car, placed it right out in the broad, free light of his salesroom, and removed all restrictions. All of this explains why many visitors to the auto show will have seen the new Saxon six. Thousands of motorists, however, have not had the opportunity of viewing it, and to such Petridge and the Summit Motor Car Company extend an invitation to "come and see."

Time Nov 9 - 1919



## FOR SALE AND WANTED

### WANTED

Fellow owner wants a model A (1914) that runs and drives. It can be original or older restoration.

Jerry Passehl

513, 160<sup>th</sup> st.

Latimer, IA 50452

Cell 641-512-0857

### FOR SALE

I have 2 rear aprons for sale at less than my cost! \$100 each

1 is for a model A (1st 6000)

1 for model 14

Walter Prichard

541-602-3739

[Prichard5250@comcast.net](mailto:Prichard5250@comcast.net)

## FOR SALE OR GIVE AWAY.

If you are restoring a 4 cylinder Saxon. Send me your wish list I have a lot of stuff that I can't store, like about 6 radiators and shells. There are several patterns that someone can use or whatever. However I want it to go to a project not just stored in a barn. The prices will mostly be shipping except for some items that I have a lot of money into.

Walter Prichard

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541-602-3739

Form 228

Wire to Goods Returned to  
**SAXON MOTOR CO.**

A 43901  
Tag No.

Fill Out Immediately on Removal of Part on  
which Credit is Desired

Number of Pieces one Symbol A I 331

Part Name S-4-T Motor Assy Less Carbure

From Car No. 25966 Model S-4-T Date 2-12-17

Returned for

Repair

Replacement

Credit Order JA. 0700 Invoice

FILL OUT OTHER SIDE

S. M. & T. CO.