LE ADDRESS
SAXON
DETROIT

SAXON

TRADE MARK REG.

SAXON MOTOR CAR CORPORATION

Office of
esident and General Manager

Detroit, Michigan, U.S.A.
Replying to yours of
May 18th. 1917.

SAXON TIMES

MARCH 2007

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.

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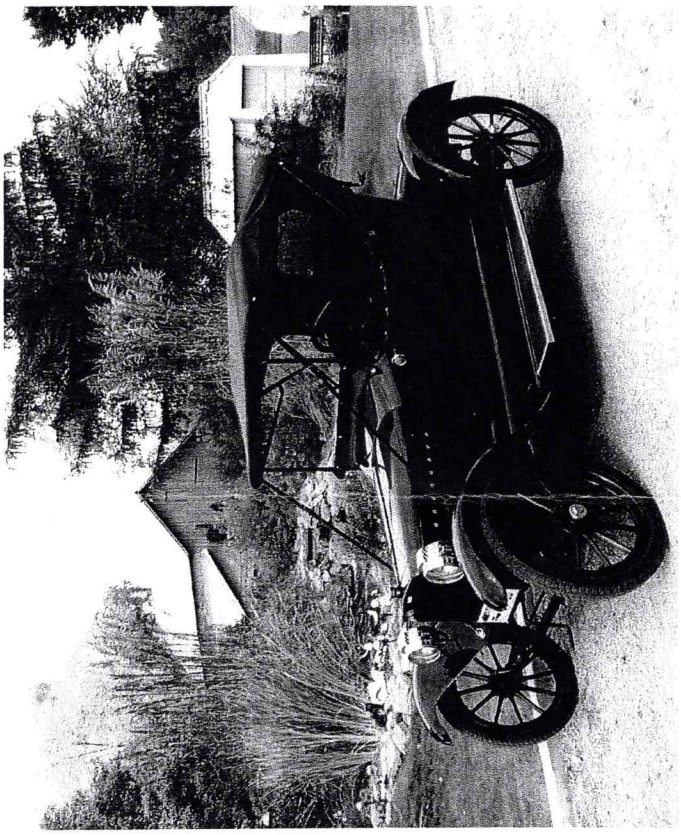


John & Bea Armine wish to thank all persons who have expressed words of encouragement, Moral support, advise, Parts, Labor and technical information as necessary for the restoration of our 1915 Saxon Roadster Car. It has been 2 years of fun, Thank You.

SAXON TIMES FOR MARCH 2007

Here we are again ready to talk about Saxon's. You are lucky if you didn't hear me last week. Things got pretty grim for a while.

First the good news and then the better news. I imagine you all saw or heard about the little custom roadster that was for Sale on E-Bay. I thought it was kind of cute with the custom fenders and everything. I understand that it did sell for a tad over $12,000. Although I didn't see it in person, it looked like it was really nicely detailed without any work need to show and play with. Of course this was all from E-Bay pictures but it looked like a reasonable price when compared to other cars original or modified. I know this hurts those of us who think that these cars should be kept original, and I am one of them. In reality that is just not possible for all of us. Good fenders are impossible to find, Hoods are impossible to find and really tough to make. There are few body people who can make a silk purse out of a sow's ear any more. So what if the radiator doesn't have square holes and is honey combed. Just to see the core is great and there isn't anyone who can fix the square cored radiators. What I am trying to say is lets not be so concerned about total restoration back to original but to get the cars out in front of the public and let everyone enjoy then. And that goes double for the owners.

I am really glad I said that and will continue to encourage everyone to make their car as original as possible down to the finest detail. However if it comes to not completing the project do what you have to complete it and enjoy it but don't do something that can't be undone at a later date.

I did get a couple of nice photos and will use one or more again.

It is still amazing that I am still finding new cars in one shape or another. However if you check this roster with ones several years ago you will find some names dropped. I did all I could and I feel most of the cars are still there but I can't get any response.

I guess that is enough for this issue. Look elsewhere for the "knock that was". Walt

What Kind of pistons you have?

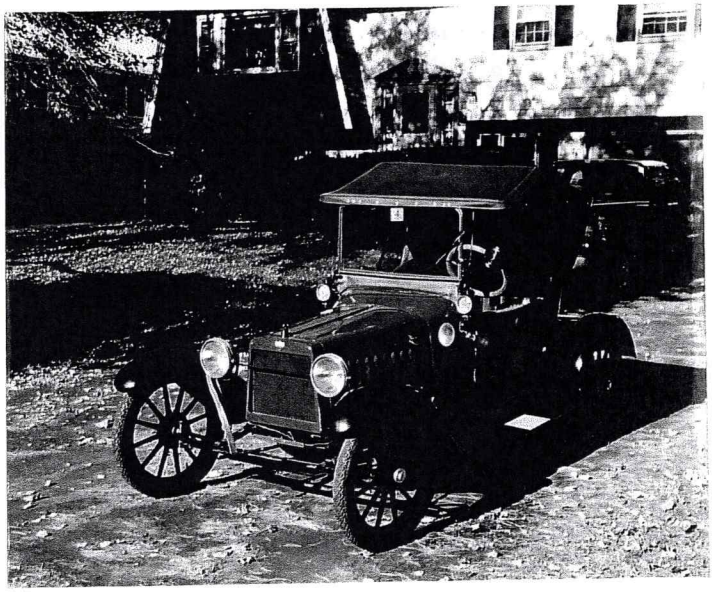
In the past 25 years I have heard stories about what kind of piston fit in the Saxon Motors. If you don't know the original pistons had 3 compression rings and **no** oil control rings. This was pretty common in the teens as oil was cheap and there was no stigma attached to a cloud of smoke following a car around. They all smoked and some a lot worse than others. The Saxon piston assemblies weigh 20 oz. (1 ¼ pounds) Modern aluminun pistons weight ½ that amount. This is a lot less weight on the bearings and allows the engine to accelerate a lot easier.

I have heard that Wisconsin V4 piston will fit. What model? There is a tractor piston that will work (Farmall cub won't work and weighs 22 oz anyway). I looked at several piston books and they wouldn't let me alone with the books. Any way here are the spec for the early engines (A and B) 2 5/8 (2.625) bore, Pin size in 5/8 (0.625), center of pin to top of the piston 1 5/16 (1.3125) called compression height. Or 1 inch from the top of the pin to the top of the piston.

If anyone has a book or great talent with the Internet I would sure like to know of a modern piston that would interchange with the Saxon piston. I would sure share this information with everyone. If you are looking please find a number for an oil ring that would fit in a 3/32-ring groove. The standard piston could be drilled with oil holes and new rings be used.

To conclude this discussion I feel that the new oils will provide plenty of lubrication for the valves with out running oil through the combustion camber. If you are unsure you could use a pure synthetic like I do in all my air-cooled engines and other antiques. It will keep the valves and rings free all winter and they start right up in the spring because they have good compression.

Now from you! Please let me know of any rumors, facts or fiction, of a piston that will interchange in these engines. It would be nice to spend $40 instead of $250 per new piston to stop that oil cloud from following you around. Thanks Walt



Tom Chapin
Model 14 Saxon

THE KNOCK THAT WAS A !@#$% TO FIND

As some of you know I have been chasing a knock in an engine that was fully rebuilt in 1975. The engine was bored and sleeved back to standard, New Egge pistons rings and pins, Valves sharpened and bearing adjusted to like new. All new gaskets and painted to look like a brand new one. When started in ran good but had a knock. Actually it seemed to get worse in the past few years.

At this time I should have put a zipper on the engine or at least wing nuts to put it back in. I am sure I have had it out at least 10 times. No exaggeration. I personally checked everything twice and took it to a shop twice. Well last year I decided I had to find the problem so I really got serious and found a way to measure the end play and found I had about 0.060 end play (someone lost a thrust washer) I got that solved and just knew I had it. Back in and started it up and sure enough "the knock was still there". Well I actually gave up and found I had another good block that actually didn't need to be bored. So I started to look for pistons that had oil control rings. Well Egge had six blanks and started to make me a new set and the blanks were bad and they offered to get some forged for me. That would have cost about $1000 and I passed on that. After a search in the catalogues at the local parts houses. I was still at square one and knew that Cub tractor piston would not work. While scratching the ground with my foot and scratching my head looking for Idea's I decided to get the carburetor working better so at least that was done. Well I pulled the head off the engine to measure the piston to make sure they were standard and see if they would work in the new engine. (They would) but with the head off I was turning the engine over and noticed the #1 exhaust valve was only going up about 0.080 and all the other were going up 0.250 like they should. Well I turned the engine on its side and open up the valve cover and discover the adjustment to had came loose and unscrewed so the valve have 0.150 clearance or so. I course I just knew I had found the knock so back into the chassis. Hook every thing up and start it and sure enough "the knock was still there". Right about now I would have pulled out my hair if I had any. To keep garage from burning down I call a friend and asked him to come over and listen to the knock. We shorted out plugs and listened everywhere and still could not figure it out so I called another friend who used to be a Chevrolet mechanic and everything else

through the years. John said he would grab some lunch and be right over. Well when he got here and I called Howard back and we started in on it. Now with 3 heads and 6 eyes and nearly 100 years of experience. We started to work on it. To begin with it was determined at it took about 6 seconds for the knock to begin with a cold engine. First we decided it had to be interference with the pan. So I took it off and viola no knock. However no sign of interference. Put half of the pan back on and no knock. Put whole pan back on and put oil in and knock is back. The only thing that we haven't removed is the oil pump. So off comes the carb and then the oil pump. Took out the plunger and spring, put it back on, carb back on, start the engine and no knock. It's late and us old guys are really beat so they go home and I get something to eat. Next day I disassembled the valves in the oil pump (drilled out the pins) and reassembled it with new pins. Now I just put a pipe on the oil pump to pump into a can and installed the carb and the pump worked great and no knock. Of course I found the nuts on the oil line to be different threads and cross threaded. So back to town again (remember this is a plumbing project and it will take 3 trips to town if I am lucky) get new tubing and build a new oil manifold. Install it and install the carb for about the 10th time and fire it up and you guessed it **"NO KNOCK"** and engine runs like a watch.

What was it? I am not sure but I really think it had to do with some thing in the oil pump out put valve and or something has plugged the line to the rear main. (Checked the front one already) The engine would run about 6 seconds before the knock started and we think it took that much time for the oil pressure to build up and not compress the oil in the pump when the cam came around it could not compress the piston of the pump causing the knock. When it had no oil to pump it worked fine.

Of course there were several other roads we took that turned out to be dead ends or lead to nowhere but the important thing was with old age and trickery we finally won even if it did take 3 of us to do it.

Now if you have a problem with your Saxon give me a call and I will call a meeting of the experts **(X-PERTs)** and we will apply a little black magic, good humor and many stories later we should be able to figure it out. Walt

Walt, As a result of studying the known Saxon serial # info and the motor numbers Saxon owners have sent me I have come to the following conclusions.

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1. Saxon ordered 10,000 each motors from Continental for the model A, B, 14, & B5R.

2. Saxon built approximately 10,000 model A's

3. They only built about 7,500 model B's.

4. The left over model B motors went into the first 2,500 model 14's.

5. Four cy. Saxon production averaged 32 cars per day. Or 192 per week.

6. Production of the model 14's began as early as the first two weeks of August 1915.

7. The model B motors would have been used up in about 13 weeks. Which means model 14 engines would have started going in about the second week of November. About 7 weeks (1344) of 14 identified motors would have gone into model 14 Saxons built in 1915. This would be equal to about motor number 21344.

8. The public announcement for the model 14 appears to be the two page add in the Sep 25, 1915 Saturday Evening Post. Saxon tried to have new model cars in the hands of its major dealers at the time of the public announcement. Out of about 2,000 dealers this would be half or 1,000 model 14s. This would be 6-7 weeks of production prior to Sep 25th. (Saxon announced its new models to the trade in July. Ford started production of its 1916 models on August 1st. I think Saxon was not fare behind. The Aug 28 issue of the Saturday Evening Post has a two page add showing a Saxon roadster with side lights but still the model B type windshield.)

Walt does any of this add up to your observations? Keep in touch, Elliott