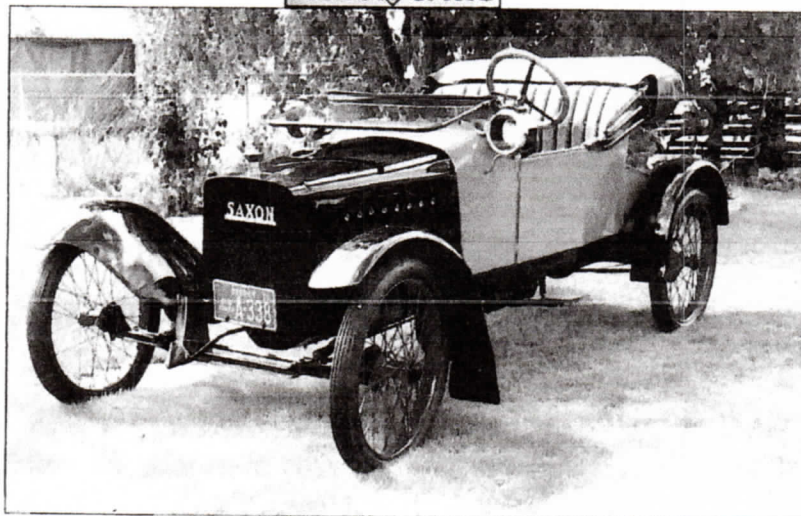


SAXON



TIMES

Model A
Manufactured
3-18-1914



August 28, 2014

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
5250 NW Highland
Corvallis, Oregon 97330
prichard5250@comcast.net
541-602-3739

I hope you noticed the **NEW** front page. It is a result of several suggestions. I talked to OLD CARS magazine and they suggested that the news letter have a name on the 1st page that they could recognize. Fair enough, I had wanted to change things around a little for a couple years. I then asked some friends for some suggestions and amazingly they fit right in with what I had in mind. Then a couple of hours of training on "Publisher" and I have the current Front Page. Probably can never duplicate it but I know it can be done. There is another suggestion of 4 issues but I vetoed that and will try to get out 3 issues; January, May, and September. It was also suggested that I only include the roster in one issue and take the pages left over for a Technical issues. I think this should be fun for me at least. I love to get my hands dirty and make something better than original. Maybe only make the original work better, so I will work on my writing skills and see how that works.

I am most knowledgeable about 4 cylinder cars and have had everything apart at one time or another. My next challenges will be a Floor mat! With the "SAXON" word on it. I have started the art work and will soon go to Portland, OR and talk to a vendor or two about what can be done to look the best and then what I can afford. I am looking at \$100 but I want it to look original, Sooo.

While in Portland I will be talking to a friction guy that makes all kinds of fork lift brakes and clutches and get his ideas on a lined emergency brake to work inside the steel drum. That is what you can expect.

Now what I did this summer. On July 20, I took my car to the Forest Grove Concourse De'Elegance. In Forest Grove, Oregon. I have or had been working for "that day" for the last 5 years and everything I did was to make my car more show worthy and dependable at the same time. Well Murphy has taken up residency in my life so everything did not go the way it was planned. In June I was supposed to have the fenders repainted. Well the painter quit for a better job and the shop was too busy and wanted more money and had a long list of excuses. In the past I always did my own painting but for health reasons I could not do it right then so I had to bite the bullet and put up with a couple paint cracks in each fender and show it like it was. I continued to work out the details. When the day came, I felt good knowing I had done everything I could. Well everyone showing cars at the show stopped by to talk several times and praised the work I had done on a very obscure make. Even the judges stayed and asked a lot of question and even got down on their knees to see the brake straps. My dream had come true and I had the top of my bucket list filled. More on another page.

TECHNICAL FOLDERS

I have a number of folders on repairs I have under taken on one or the other of a Model A and a Model B there are a lot of pictures and I still have a foggy memory of things I did 20 years ago. I will gladly share this information with any owner.

1914 information

Brakes 4 cylinder

Carburetor

Clutch

Coil Rebuild

Electrical

Front wheel

Tapered bearings

Gas tank (gauge)

Lights

Radiators

Roadster tops

Serial number

Starter modification

Call me for copies 541-602-3739 or
prichard5250@comcast.net

#####

I owe someone the bearing numbers for changing over to roller bearing on the front wheel they are.

Inner Timken 02473

Outer Timken 1975

000000000000000000

SPARK PLUGS

Champion plugs hotter down to colder

W95D

W89D

W16Y

W20

W18

W14

W10

W85n

If your plugs are black with carbon you should probably go to the next hotter plug



PARTS FOR SALE

I have a little story to tell you about parts. I am not looking for sympathy I brought this on myself, probably by being a little greedy.

It seems that a long time Saxon owner had sold his car and still had a pile of parts left over, mainly small parts. Well I am running low on quite a few things so I thought I would purchase his stash. Well the price was a little high but what the heck. He arranged the shipping and I just had to pay for it. "Big mistake" it cost as much to ship as I paid for all the parts. A radiator and some front hubs weighed a ton and they are probably of very little value. (Scrap)

Now you know why I have these things.

For Sale

1 set of very nice electric headlights that have lived the last 90 years on the wall. NO RUST, nice reflectors probably need resilvering, sockets for bulbs original and the doors and glass are original. \$200 Plus shipping.

Walter Prichard

541-602-3739

prichard5250@comcast.net

FOR SALE

1 electric taillight and license plate bracket. Looks new with lenses and bulb. \$100. Walt

Side light Electric original and probably not Saxon. 5" in dia. nickel rim, reflector and bulb, Nice \$75
WALT

Atwater Kent distributor if I go thru it \$125 as is \$75. Walt

Honey comb radiator and shell if interested I will take pictures of both sides and check for leaks. Make offer. Walt

If you are working on a car and need some strange part let me know. I will be downsizing this winter. I hope to keep my coil boxes and Mayer carburetors to rebuild but everything else will go including Chevy parts. I hate to ship but I will learn and do the best I can.

May be working

REMEMBER

It is with great sadness that I have to tell you that Jim Reed passed this past spring. His health had been deteriorating for the past couple of years. Jim was our head light and side light expert. Jim and I corresponded for many years before we met and he was an all-round good guy that loved sharing his expertise building Bulb horns and rebuilding lights and generators for gas lights. Jim told me he started repairing musical instruments shortly out of High school and it was his hobby before he found antique cars. Jim retired from the Postal service about 10 years ago. He will be sorely missed. His 1916 Saxon was sold at auction in June to Randy McElhoe. I remember the top for his car. It must have had 20 or 30 coats of top coating and varnish. When I saw it, it was hard as a rock but looked totally original and well preserved. Keep watching over the Saxons Jim and I will try to keep the model T head lights on T's. WALT

FOR SALE

I still have a couple of rear apron for 4 cyl Saxons. These were professionally built From Jim Reeds original. Price \$125 this is only 1 hour at a good shop.

Walter Prichard

5250 NW Highland Dr.

Corvallis, OR 97330

Prichard5250@comcast.net

FOR SALE

I have a set of wire wheels that I am not going to use. We will have to talk about the price. I am not sure how round they are. They are not cheap if interested call 541-602-3739.

FOR SALE

Roller Smith, Battery gauge for a 6 cylinder Saxon. The gauge is vertical with OFF in the center, Charge and discharge on either side. SAXON, on the bottom. Very nice Nickel plating (original) \$75.

Walter Prichard, 541-602-3739

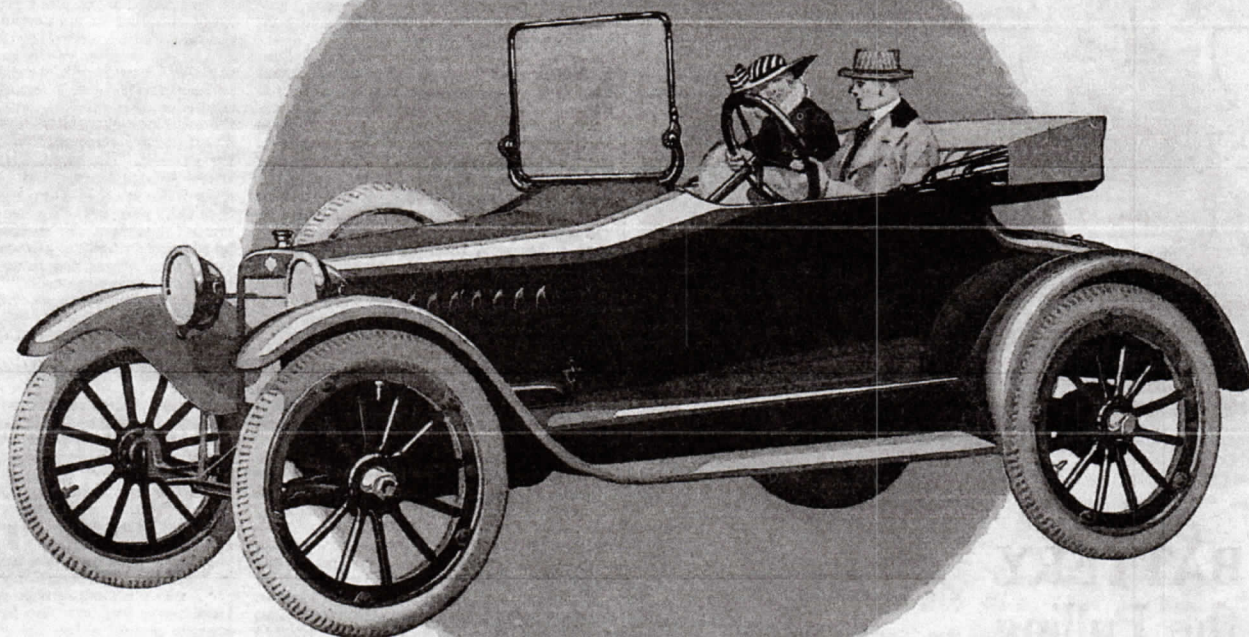


TRADE MARK REG.

SAXON MOTOR CAR CORPORATION

CABLE ADDRESS
SAXON
DETROIT

ERIES



SAXON ROADSTER

with many new features

NEW FEATURES

New style body; bigger, roomier and more completely comfortable.

Electric starter and lighting—two unit system by Wagner. There's none better to be had.

Demountable rims with 30"x3" Goodyear tires.

New style top with Grecian rear bow.

Electric Horn.

Tire Carrier.

Speedometer, standard equipment.

New design of carburetor which gives greater efficiency and easier starting.

PRICE, \$495, F. O. B. DETROIT.

SAXON Roadster is now a complete and finished automobile to the very last detail. No car at any price carries more conveniences.

It has now one of the finest and most efficient two-unit starting and lighting systems that can be purchased. No other car at any price has a better starting and lighting system.

Think what this means in time and trouble saved when you want to start.

Who wants to waste time and risk an arm cranking an automobile motor? An automobile without a starting and lighting system is now as out-of-date as ox carts were before motor cars were invented.

In the Saxon you simply press a button with your foot and your motor goes humming away.

Saxon Roadster has now demountable rims with 30"x3" tires. Here again is the Saxon Roadster owner saved time and trouble. For in case of accident to the tires the demountable rims make tire changing an easy and speedy operation.

These larger tires mean also a higher-standing car, more road clearance, much greater riding comfort and longer tire life. Tire troubles will be nil to Saxon owners, for this car, we believe, has a higher proportion of tire surface to car weight than any other car on the market.

It has a new style body of greater beauty and added grace. And a new style top with Grecian rear bow.

It has an electric horn. It has a tire carrier at the rear. And as a part of regular equipment it has a speedometer.

The carburetor is of a new and unusually efficient design. This makes for more nearly perfect performance and easier starting.

It is the only roadster at like price which has a three-speed transmission.

It also has Timken axles. No better can be bought. It has Hyatt quiet bearings throughout the chassis.

Then there's the Saxon high-speed motor of remarkable power, speed, smoothness, flexibility and ability to cool under all conditions.

And there's the ventilating windshield, the long vanadium steel cantilever springs, adjustable pedals, and 15 other refinements.

In every particular of maintenance Saxon Roadster is unusually economical.

Under average conditions it gets 30 miles of easy going from each gallon of gasoline.

A single pint of oil will last for 125 miles.

And a trifling sum covers the cost of repairs over quite a long period.

From the standpoint of performance, of operative economy, or of feature attractions, Saxon Roadster can fairly be called the greatest automobile value in the world.

Cast your mind's eye back nearly three years. Recall the situation among two-passenger cars. There were none, remember, of really fine quality save those of high price.

Then came Saxon Roadster, designed to be good, to give the longest life, the greatest number of miles of satisfactory service at the lowest cost.

Furthermore, and this is noteworthy, it was built to be beautiful in body lines so that it might rank even in this point with its costlier competitors.

Saxon Roadster was built because of a need for a real automobile, carrying two passengers, that would cost little to buy and little to maintain.

It met that need and satisfied it so successfully that it became a car of national prominence within the week of its birth.

Despite the lowness of the price, fine materials were used in its construction. The best engineering ability devised each new development it adopted.

Pursuant to the policy decided at the start, to keep constantly improving and refining Saxon Roadster, this car has gone through phase after phase of gradual improvement, passing from one to the other without a break in production.

Each added refinement has served to increase the already wide margin of value by which Saxon Roadster leads its class.

Since the first Saxon Roadster went into road service the demand has been increasing rapidly.

There are many thousands of people who know the greater value of Saxon Roadster and will not be content with less. These have waited eagerly for this announcement.

Remember this: No car in the world, at so low a price, will give you all the features you find in Saxon Roadster—the only absolutely complete automobile ever sold at less than \$500.

(511)

ORATION, DETROIT

30 inch by 3 inch Tires with demountable rims

Wagner 2-unit Starting and Lighting System

Continental High-speed Motor

Three-speed Transmission

SAXON

\$395

\$395 Buys Saxon Roadster

Greatest Automobile Value Ever Offered

Electric starting and lighting system, Wagner two-unit type.
Demountable rims.
30 inch by 3 inch tires.
Hyatt Quiet bearings.

High-speed Saxon-Continental motor.
Schebler carburetor.
3-speed transmission.
Dry plate clutch.

Streamline body.
Feddners honeycomb radiator.
Atwater-Kent ignition.
Extra long vanadium steel springs, cantilever type.

Never has there been an automobile value that can compare to this. Just stop and figure up all that you get for \$395.

First and foremost, it buys a car with a 2-unit electric starting and lighting system. No more bother, no more danger of hurting your arm, no more labor cranking by hand.

Simply step on a button placed for your right heel and your motor is running. Simply turn a little switch and your lights are shining.

This Saxon Roadster at \$395 has a high-speed Continental motor. It is a motor of unusual power, smoothness, quietness, flexibility, operative economy, and coolness under all conditions.

The wheels have demountable rims. So it is an easy matter to change tires. And the tires are 30 by 3 inch.

Saxon Roadster has a 3-speed transmission. It is the lowest priced car with 3-speed transmission.

And you know how far superior a 3-speed transmission is to the planetary or 2-speed transmission.

The 3-speed transmission gives you far more speed on less power. It gives 25% swifter pick-up. And it protects the motor from over-heating and over-working because the proper speed can be maintained under all road conditions.

In addition to these features Saxon Roadster has the famous Hyatt Quiet bearings; a streamline body of racy smartness; Fedders honeycomb radiator that insures constant coolness to your motor; Atwater-Kent ignition system; cantilever type vanadium steel springs of extra length;

electric horn; extra tire carrier; speedometer; adjustable pedals; ventilating windshield; dry plate clutch; gasoline gauge on dash; new style top with Grecian rear bow, and one-man rubber top and top cover.

In short, Saxon Roadster is a completely equipped car down to the last detail.

And it sells for \$395. That is a clear \$240 less than any other completely equipped car.

Buy your Saxon Roadster now. Buy it while the price stands at \$395. Come and do it now.

35 Miles Per Gallon

Two Saxon Roadster owners drove 835 miles without stopping, over the worst roads in Canada, and averaged 35 miles per gallon.

.97 of a Cent Per Mile for Fuel

Another couple drove a Saxon Roadster from DuBois, Penn., to San Francisco in 21 days, covering 3600 miles, and the total fuel cost was \$34.95.

Two other Saxon Roadster owners drove from Tiffin, Ohio, to Los Angeles at a total expense for gasoline, oil, and incidentals of \$38.60.

Note these letters from other Saxon Roadster owners:

9000 Miles of Satisfaction

"The service I have had with my Saxon Roadster is the best ever. It simply can't be beat for the money. Have run it 9000 miles, and I am perfectly satisfied. The next car I buy will be a Saxon."—W. A. Sawyer, Silver Creek, N. Y.

Operates at Street Car Fare Cost

"I have driven my Saxon Roadster every day in all kinds of weather, as I am an outside salesman covering the city and country. I have had no trouble with the car and it runs perfectly. Saxon Roadster has increased my sales as well as improved my health. Careful records of the operating cost prove that it cost me no more to ride in a Saxon Roadster than it did to ride in slow, stuffy street cars."—Val. B. Holman, Detroit, Mich.

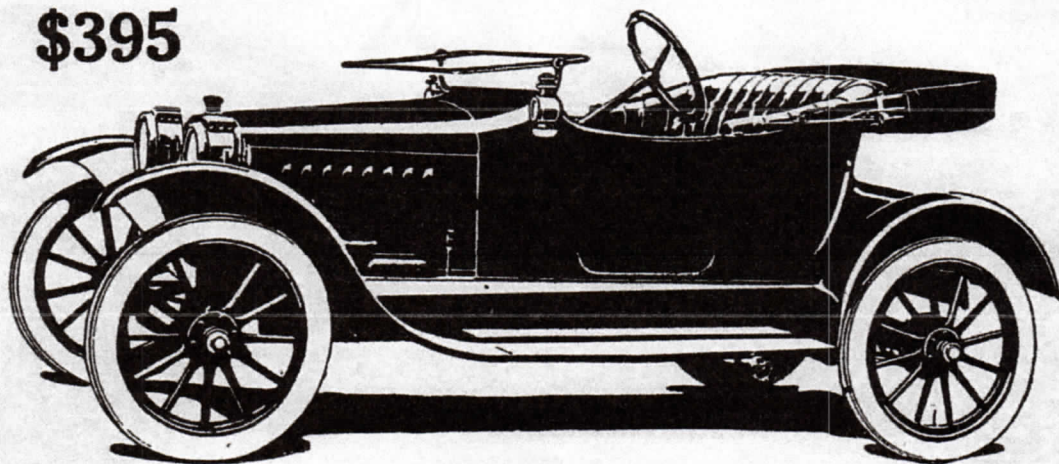
Calls It Ideal Car

"I have driven my Saxon Roadster every day, in rain, sleet and snow, since June 12, 1915, and each day I become more attached to it. To my mind there is no other car like the Saxon. Speed—good looks—economy—reliability—combine to make it the ideal car."—R. A. McClelland, Richmond, Ind.

SAXON MOTOR CAR CORPORATION, DETROIT

New Series Saxon Roadster

\$395



—today's choice among 2-passenger cars
New Features

Three speed transmission
 Timken axles
 New body—handsomer, roomier
 Improved high speed motor

Signal lamps at side
 Ventilating windshield
 Adjustable pedals—
 and 15 further refinements

To those Saxon Roadster attractions which earned its present prestige among 30,000 owners we now add over a score of further improvements. They mark the best practices in roadster construction. Judge the field of low-priced two-passenger cars by any gauge you like. In the end you'll agree that this new series Saxon Roadster stands out clearly—the pick of its class.

Feature Innovations You Now Find

Three-speed Transmission. This provides greater flexibility. Only the new series Saxon Roadster—among cars selling for less than \$400—has a three speed transmission.

Saxon high speed motor. This motor won widespread praise—when first brought out—for its power, smoothness, flexibility, ability to cool under all conditions and operative economy. It has been still further refined and developed.

Timken axles. No better can be bought. Ventilating Windshield, Signal Lamps at side. Adjustable Pedals—all equipment of unmistakable desirability.

A body of greater beauty. No one—we believe—will question the supremacy of the Saxon Roadster in the matter of handsome appearance. Its body is a perfect streamline. You are proud to own it—to be seen in it.

More room. Plenty of leg length. Spacious comfort for two large people when seated.

Most Economical Car to Own

And not only that but Saxon Roadster—all things considered—costs less to keep than a good horse and buggy. Against every sort of test—under hardest possible conditions—it has maintained an average operating cost of one-fourth cent per mile per passenger—30 miles to the gallon of gasoline—100 to 150 miles on a pint of oil—3500 to 5000 miles on a \$7.95 tire.

Women find it easy to drive the Saxon because of its simple operation—its lightness—and short turning radius. City salesmen find it a wonderfully convenient and economical method of transportation.

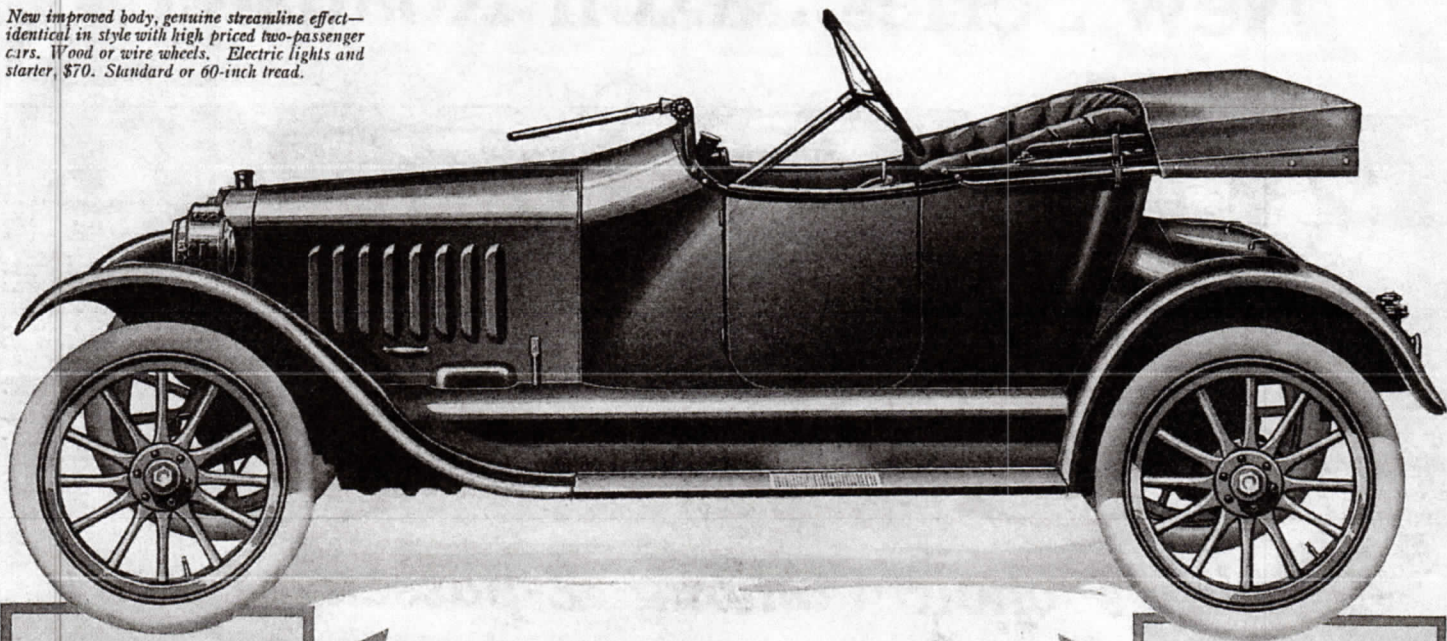
So ruggedly is it built—so reliable is the Saxon Roadster—that it will carry you comfortably, quietly and quickly anywhere larger cars will—even across the continent. Go see this new series Saxon Roadster at the nearest Saxon dealer's. Literature on request.



Standard Roadster	\$395
(Electric Starting and lighting, \$50)	
Delivery Car	395
Standard Roadster, detachable coupe top	455

Saxon Motor Company, Detroit

New improved body, genuine streamline effect—identical in style with high priced two-passenger cars. Wood or wire wheels. Electric lights and starter, \$70. Standard or 60-inch tread.



\$395

What
it
Costs
to
OWN
One

SAXON

The Car That Makes
Both Ends Meet

The Saxon has removed the last objection anyone ever had to owning an automobile—the *price* reason.

**1/2 cent
per Mile**

What
it
Costs
to
RUN
One

FOR the first cost of the Saxon places this sturdy car within reach of everyone. Its price is \$395.

And the after cost of the Saxon keeps it within the means of everyone. Owners are amazed at the economy records of their Saxons—28 to 36 miles per gallon of gasoline; 75 to 100 miles per pint of oil; 3500 to 5000 miles on a set of tires. Saxons average half a cent a mile in operation cost—one-fourth of a cent per mile per passenger.

And the Saxon stands up. It endures the hardest kind of usage without flinching. Many thousands of Saxons now in use all over the United States, in Canada, and in foreign countries have proved the sterling goodness of Saxon construction.

How We Can Do It

Some folks wonder how we can possibly build for \$395 a car that will do the things a Saxon will do. Good design is the answer—knowing how—having the right idea of what a light car should be and do, and then figuring out the best way to get these results at the lowest cost consistent with quality.

Our engineers had at their disposal all that has been learned about automobile building. They started from the beginning to design a light car for economical manufacture and upkeep. They adopted nothing freakish; but they found new ways to use many standard features. They also were first to use some brand-new things of proved efficiency.

For instance, they used, perhaps for the first time in this country, a high-speed motor. A few years ago it would have been impossible to build a motor the size of the Saxon and have it deliver

adequate power. Today we know how to do it. Saxon engineers have designed a motor that is at once light, powerful, efficient and very durable.

Saving 45 Parts at a Stroke

Saxon engineers found a method of spring suspension that makes a light car exceedingly comfortable to ride in and at the same time saves 45 parts. Think of it—45 parts saved by one idea of design. By so doing they not only cut down manufacturing expense, but reduced weight and complications, and entirely eliminated noise.

And still more wonderful—the Saxon type vanadium springs provide the fullest riding comfort. No less than 15 higher priced cars have already adopted this type of springs.

In the Saxon Roadster our engineers use one large steel stamping as motor base, subframe, sod pan and dust apron, saving another two score parts, providing a better construction and reducing expense. Right design, again.

And so on all through the car. By taking thought, we are able to offer for \$395 a better automobile than could be bought only a few years ago for five times the price. Saxon is the modern car.

The same thing has happened—though less rapidly—in other industries. You can buy today a better watch, a better locomotive, a better typewriter, a better sewing machine, for less money than you would have paid for an inferior article in the earlier days of those industries. Manufacturers have learned how to build better—at less cost.

What Saxon Owners Say

A year ago some might have called the Saxon "an experiment." But not today. It has made good. Read what these owners say:

"Today the Saxon is the car of the rich and the poor man alike. It has come to stay and I will always own a Saxon. I have driven enough to know how reliable it is everywhere."—Father McCabe, St. Columbus Rectory, Stonesboro, Pa.

"I am using my Saxon over rough roads which one week will be very muddy and the next sandy. It is standing up and is doing splendid work."—W. H. Hudson, Hereford, N. C.

"My Saxon has been driven 1800 miles—mostly through heavy sand and mud. I have only spent 15c for repairs. I average about 33 miles to the gallon. Recently I went through a mud hole where three large cars had been stuck and pulled out with horses."—George L. Jacobs, Marengo, Ia.

"My Saxon has given perfect satisfaction. I have been able to get 28 to 29 miles per gallon on an average run of 600 miles. Oil consumption runs from a pint to a quart to each 150 miles."—Mrs. L. A. Gulley, Champaign, Ill.

"As an automobile man for a number of years, I think the Saxon car is the best mechanical buy on the market within \$400 of its price."—F. L. Landis, Chicago, Ill.

"We have driven our Saxon 230 miles over rough roads, using 6 1/4 gallons of gasoline and one gallon lubricating oil; driver inexperienced."—Havre Commercial Co., Havre, Mont.

Saxon "Six" \$785

For those who want a touring car, this 5-passenger six-cylinder Saxon is truly an unusual value. It is generously roomy—in no sense a small car. It has 112-inch wheelbase, 32 x 3 1/2-inch tires, 30-35 horsepower, high-speed motor, electric lights and starter as regular equipment, and many other unexpected features. And the price, too, is unexpected—\$785 fully equipped.

See the Saxons at your dealer's or send to us for the latest issue of "Saxon Days."

Saxon Motor Company, Detroit

