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SAXON MOTOR CAR CORPORATION

Detroit, Michigan, U. S. A.
Replying to yours of

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.

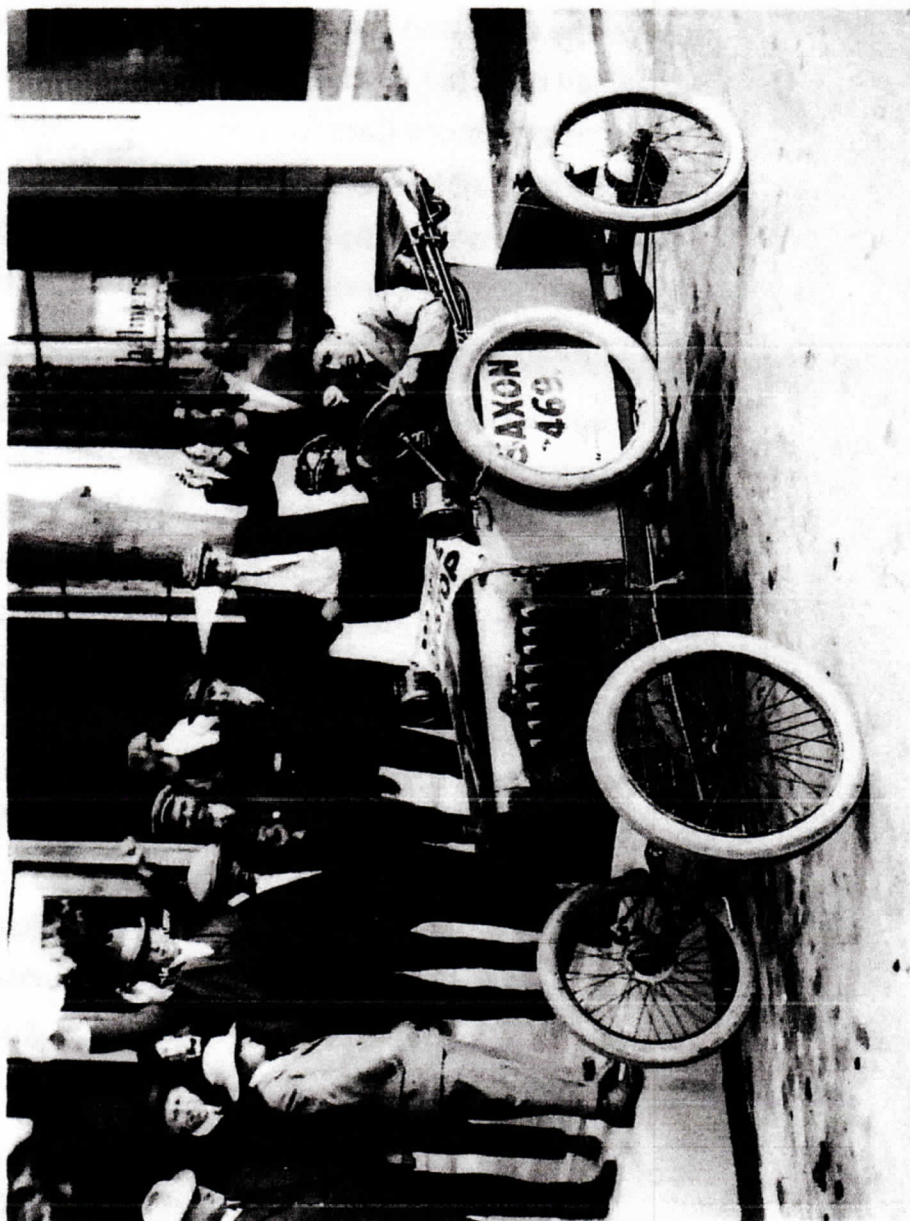
Contributions of short articles and for sale and wanted Items are most welcome and encouraged. If you have something; you can send it by mail or use E-mail and WORD files and it saves me a lot of time. I like to use columns either way.

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SEPTEMBER 2016

Saxon News letter



September 3, 2016

JUST RAMBLING IN A SAXON

I am kind of glad that summer is about over. We have had some really hot days with no rain since June.

My phone has been working most of the time and I have talked "Saxon" all over the world. I have found a couple more Cars for the roster. Best of all I have been able to answer a lot of questions to get some Saxon running better and make a few really happy owners.

I was looking for a nice front page picture for the bulletin and it could have been "your car" in whatever state of restoration it is in. Elliott Fletcher sent me the one I used. If you will note what the guys are wearing and those neat hats. These are all real people just slouching around looking comfortable and kicking tires. Reminds me of an old car meeting or our local parts house in the 50's. I just can't figure out why the windshield is off.

Six cylinder Saxon! These are a bit of mystery to some of us 4

cylinder fans. To better understand them I will share a few observations. Well the first thing is they are bigger in every way. One front wheel weights more that 2 of the 4 cyl. Cars. I saw very few assemblies that one man could handle alone. Of course they are larger with a lot more room for the driver's feet. The passenger doesn't have to be so friendly and has a little breathing room. You can even bring a lunch and your favorite beverage in the rear seat. They have real power to spare. You can even mount your machine gun on your roadster and chase Poncho Villa

Now they do have a few problems. The gas tanks were made from tobacco cans and from all the solder I saw they had leaking problems. The teeth on the flywheels have neat pattern of wear. On the fly wheel they tried welding new teeth on and then several other unique things while on the car. I am sure I missed a lot but they must have been fun. I sure would like to have one just to see how much power they really had and how fast they could go.

7, 28, 16

Timing a 4 cylinder Saxon (and others)

I am going to try to cover the basic that we often overlook when we focus on one thing. It is tough to fix the ignition by chokeing the engine so here we go.

To begin with I would suggest that you check out your distributor for missing or broken springs and make sure it returns back to 0 advance every time. This will save a lot of swearing and very sore shoulder if it is still advanced when you attempt to crank it. This is also a good time to check out the coil. The original coils tend to still work well for about 2 minutes and then get weaker and finally don't work anymore while you pull what's left of your hair out. When it cools off it is good for another 2 minutes and more frustration. My suggestion is go down to your NAPA store and get a new 12 volt coil (no resistor needed) and wire it into a circuit on the bench with your newly rebuilt distributor and slowly turn the distributor and watch the sparks fly across a spark plug. If your wiring skills with alligator clips are like mine you will also have sparks going everywhere and a new coil really bites when it finds your naked body whether you are watching or not. Now is the time to figure out the timing, it isn't hard but takes a few steps to get it right so you can have a reference that is dependable and cuts out a lot looking for ghost and head scratchers that test your patience.

When you begin to time the ignition on Your Saxon you will find very little information on all those little marks on the fly wheel. They (Saxon) seemed to think the valve timing is very important. However when the engine was built the timing of the cam shaft in not changeable unless you are out one tooth on the timing gear. For this article I am going to assume the time gear is in the right place and we only have to be worried about finding top dead center (TDC) of the number one cylinder (note, not all engines use number 1). After sanding the flywheel very carefully and replacing all the marks, I still could not find TDC for sure. Note there is no reference to take a mark to; at least I could not find anything in the books I have available. SO a little reverse engineering is in order.

Having worked around the rear main bearing carrier when I installed the starter I was aware of the flat spots around the carrier bolts for the rear main bearing and would you believe there is a bolt on the top of the carrier that is not being used for anything else . I made a little L shaped bracket with a hole and pointer on the end that stuck out over the flywheel (3/8" clearance) and presto I now have a reference that is accessible and easily seen when the engine is running. I just use my old timing light that clips around the spark plug wire and a spare battery. Now I am getting ahead of myself.

Now find the TDC without removing the head or other dreaded things. I had a head that was off the engine and I looked it over and decided to bend up a little wire that would go into the spark plug hole and extend into the cylinder and stick up from the head on the outside. Now you can feel the engine turn over and feel the rod as your wife turns the crank. Presto you can feel the top dead center. Now if you are very meticulous you will mark the fly wheel with your Silver pencil and go by top dead center and come back the other direction and feel the top again. I did this several time and split the difference for TDC and then rotate the flywheel and make a perminate mark. A straight row of center punch marks looks good and hold white paint so you can see it next year.

I want to regress a little here to give you a little more confidence. When you try the welding rod in the spark plug hole, look in there with a good light and see the edge of the cylinder bore. When the piston is down it is pretty easy to get the wire in there and standing up straight. However when the piston in at TDC it is a little tougher. With the wire, feel for the edge of the cylinder and the edge of the piston. You will feel the little groove now rotate the crank (lower the piston) and you will feel big gap where the piston was. Now you know exactly where you are. With a broken stark plug, slide the wire though the hole and screwed the plug into the head. This will give you a good visual sight on then the wire is at the top of its travel. Now sit back and take big breath and under no circumstance crank the engine until you have removed the top bolt of the main bearing and installed your little pointer above your new white line for TDC

I assume that you have tested your distributor and it is in good working order. Install it and the inter shaft and then see if the rotor is pointed at a hole in the distributor cap. If so you are one lucky guy! If not I will try to finish your education. You are going to have to take the distributor out and the right angle gear case out and apart. You need to advance one of the right angle gears until the rotor points directly at one of the spark plug holes in the distributor cap. Then it can be reassembled again with that hole being number 1 cylinder. Now take your time and notice you can make any spark plug hole in the distributor cap number 1 and make it look real nice when finally fully assembled. Yes, I did that and after about the 3rd try it really worked and looked great!

Now you can visually time the spark to just go off on the timing mark. This will work just fine and was all they did when new. I took it one more step. I took my old timing light and hooked it up to a 12 volt battery, grounded the car to the negative side of the battery then I put the pickup on that number one wire and I was able to fine tune the timing. I could not tell the difference but it made me feel good to know I was now dead on instead of an extra 4 degrees retarded.

I know this is a little wordy but it is the best I can do right now. If you have any suggestions I would sure appreciate them. Walter Prichard, 541-602-3739

Now if you need help on putting that new coil in your old coil box I have an app for that and you will appreciate the new coil and much higher voltage that can fire off a severely flooded engine.

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