



## Lackawanna AUTOMOBILE COMPANY

WYOMING

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### SAXON TIMES

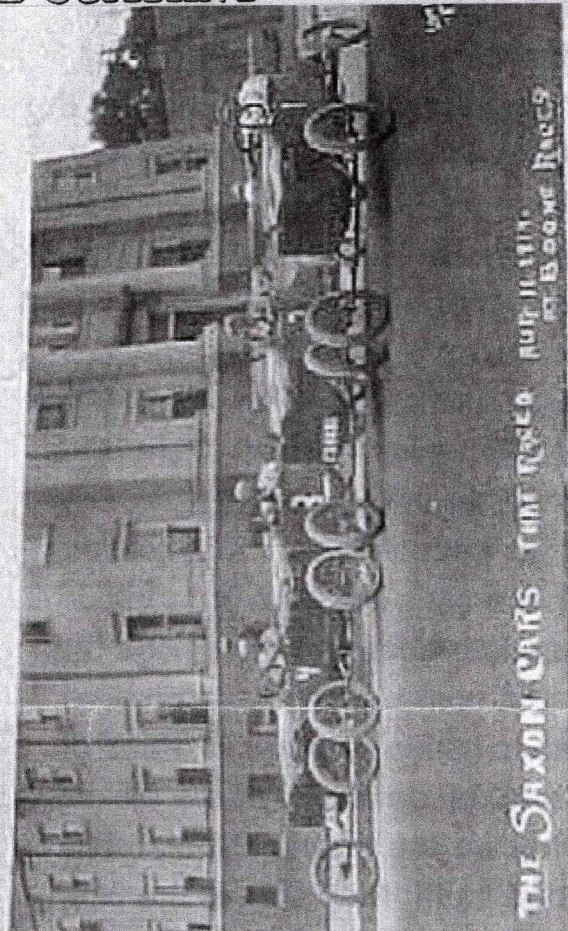
A registry of current Saxon automobile owners. It is published twice a year in about March and September. The main goal is to distribute information about the remaining Saxon cars and their owners. I also assist in finding parts and information for current restorations.

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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Corvallis, Oregon 97330

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541-752-6231



THE SAXON CARS THAT RACE AT BOONE RACES



SAXON DRIVERS AT BOONE RACES



## MARCH 2011 SAXON TIMES

This has been quite a winter for most of you. Fortunately all our snow fell as rain and ran down the drain. It sounds like quite a few Saxons changed hands since the last issue. There has been a lot of correspondence every week which brings up a subject that I have been a little vague on. I know that a lot of us have "Piles of Parts" from just owning a Saxon or any other antique car for that matter. These piles are from an apple box size to a garage full of things that might come in handy some time. I like to group them all in "Piles of Parts" by definition so we all know what we are talking about, really good stuff! Now comes the pitch, there are some really industrial type guys out there are trying to make a car out of "pile of parts" and always need something to move the project along. I know it took me 35 years to turn 7 piles of parts into a very nice car. Any way when you see an ad for parts wanted, give them a call and encourage them to get going and find out what the holdup is right now, maybe just the phone call will give them the motivation to get

back to work and get another Saxon in driving condition.

With all that said I also have another suggestion. If your "Piles of Parts" are looking pretty formidable and your age is creeping up there, give some serious thought to buying an older restoration that is running and driving so you can enjoy driving your car to the local Parades, car shows, fairs and club events. You can put your remaining energy into up grading the car with a starter or a bulb Horn or gas lights that everyone loves to see. Then you can offer your "Piles of Parts" to someone younger that needs them to get another car going. I will gladly advertise your "Piles of Parts" and list some nice cars that are for sale. I know there are quite a few cars that are for sale by the owner and or their future heirs. Most were running before being put in storage and wouldn't take much to be running again and would be great fun to drive and show off. At least after retirement everything you do should be more fun than work. [Another note here: The hard to find parts have been recast and are or will be available at reasonable prices.] *Walt*

## FOR SALE

1916 Roadster model 14

Older restoration (1962)

Runs well and in good shape.

Has spare engine and other parts.

Has some literature

**\$16,000 OBO**

Peter Denman

7896 HWY 109 West

Arthur, Ontario Canada NogiAo

519-848-2711

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## THE CD THAT TELLS ALL THE SECRETS.

Elliott Fletcher has put all the literature that we know about on a CD. This includes Parts books for all models, owner manuals, Atwater Kent manuals, and all kinds of advertising and photo's.

Elliott Fletcher

360-688-3532

epjaf@broadstripe.net

## PARTS FOR SALE

Rear Bibs professionally reproduced from original pattern

Part number 1553R for model A

Part number 1555R for models B, 14, B5R. These are very nice and only a few cars still have them.

\$185. Walter Prichard

541-752-6231

[Prichard@proaxis.com](mailto:Prichard@proaxis.com)

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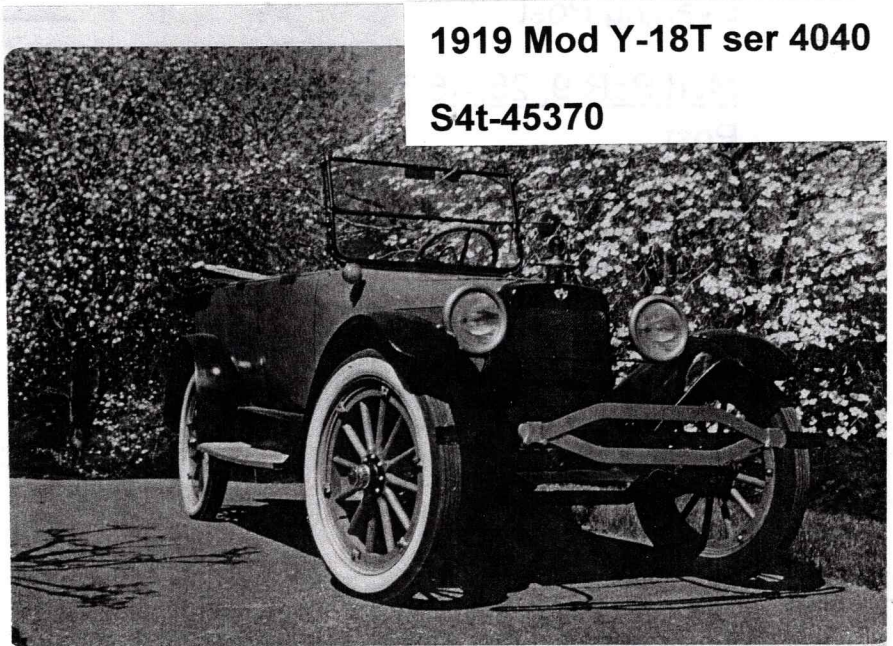
## WIRE WHEELS

I still a full set of wire wheels for sale. I also have several singles and some spokes

Walter Prichard

541-752-62341

[Prichard@proaxis.com](mailto:Prichard@proaxis.com)



**1919 Mod Y-18T ser 4040**

**S4t-45370**



## WHEN AND WHERE?

When and where were the first ads for my car? Elliott Fletcher has researched this in his quest of the history of SAXONS and I found it interesting.

Mod A (1) 1, 24, 14 Automobile  
Topic

A (2) 1, 6, 14 Saturday  
Evening Post

A (3) 8, 01, 14 Colliers

A (4) 10, 17, 14 Country  
Gentleman

Mod A2 11, 14, 14 Saturday  
Evening Post

Mod S (6) 12, 1914 Automobile  
Trade Journal

Mod B 2, 13, 15 Saturday Evening  
Post

Mod 14 8, 28, 15 Saturday  
Evening Post

Mod B5R 9, 25, 16 Saturday even  
Post

Mod S4 9, 25, 16 Saturday  
Evening Post

Now hit the antique stores and find  
you own first issue Ad.

## DO YOU HAVE E-MAIL

If you have E-mail and I don't have your address and you would like to be on the Saxon list send me your E-mail address. I would like to let everyone know when I am starting to work on the Times. Then you could send me a list of things that you Want or have for Sale. My memory is not working so good any more. I know there are several people that have some needs and I can't find them written down anywhere.

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John Guy needs Small "Pile if  
Parts" to continue his restoration.  
He could probably help you clean  
out a small building.

John Guy

832-244-2101

brushrunabout@gmail.com

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## Wanted

Top saddles for 4 Cyl

Billy Wolf

207-854-2188

peggywolf@yahoo.com

Too Late for printing but family needs help. 1914, #4073 wire wheels, nice top, runs good and starts easy. \$8,000 Jack and Mary Guerrie, 303-772-0873

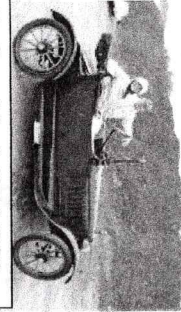


# STUTTER 'N SPUTTER STUTTER 'N SPUTTER

## NEWSLETTER



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Alex Huppe & Jerry's 1914 SAXON

# SAXON

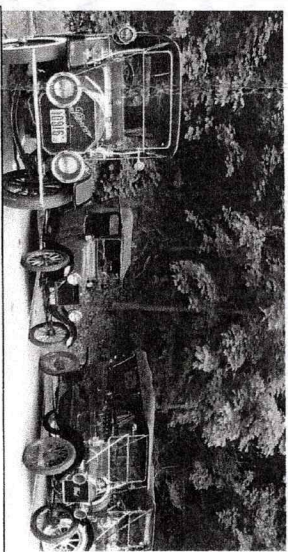


"In 1916 Saxon was the eighth largest manufacturer of cars in America. Its claim to fame was its price (\$395 for a four-cylinder roadster and \$795 for its six cylinder touring car, both engines manufactured primarily by Continental) its extraordinary durability and its economy of operation. It was the Volkswagen beetle of its day. Advertising for the car stressed its endurance (in 1914, 135 miles a day for 30 days, averaging 30 m.p.g.) its ease of operation (in an era of well-muscled chauffeurs, the car was often shown being driven by women) as well as its popularity. Saxons were produced from 1913 until 1922, done in by the recession then.

You'll see these in some good museums (The Henry Ford Museum has a good one) but seldom on tour. When my wife Jerry and I toured with the HCCA in Pennsylvania in May, and Massachusetts in October, the car drew a lot of attention from experienced brass-era buffs, who had not seen one being campaigned. The car is darned cute, and it has been fun to bring it up to touring standards. Our car was bought from an estate sale in New Hampshire and brought back to active duty by a restoration shop (Columbia Motors in Winthrop, Maine) and by my own contribution of sweat, worry, hope and money.

The Saxon Registry has records for about 130 remaining Saxons of the nearly 93,000 produced. Because of their reliability and simplicity, a great many of the 4 cylinder continental engines wound up powering small sawmills and other field enterprises. My car is a "total loss" system -- no starter, no magneto, no generator. It starts the old fashioned way -- the armstrong starter!"

(This article courtesy of Alex Huppe) THANKS!



1914 SAXON between a Pierce Arrow and a Ford Model T

DRIVE SLOW  
TO  
POVERTY COVE  
GARAGE  
361 Castine Road  
Castine, Maine  
Phone 907-249-8322  
A. Huppe

# SAXON MOTOR CARS

**SAXON**  
A Good Low Priced Car

**SAXON**  
FOUR-\$395  
SIX-\$785.95



# Saxon Model Identification

The small 4-cy Saxon had four models during its five year production span (1914-1918).

The 6-cy Saxon also had four models during its five year production (1915-1919).

An entirely new large 4-cy Saxon was introduced & built in 1920.

The small 4-cy Saxon models by model year were:

A	1914
B	1915
14	1916
B	1917-18

The 6-cy Saxon models by model year were:

S	1915
S2/3	1916
S4	1917
Y18	1918-19

The large 4-cy Saxon models by model year were:

Duplex	1920-21
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The small Saxon 4-cy models are the ones most likely to be misidentified. I believe this is caused by many things:

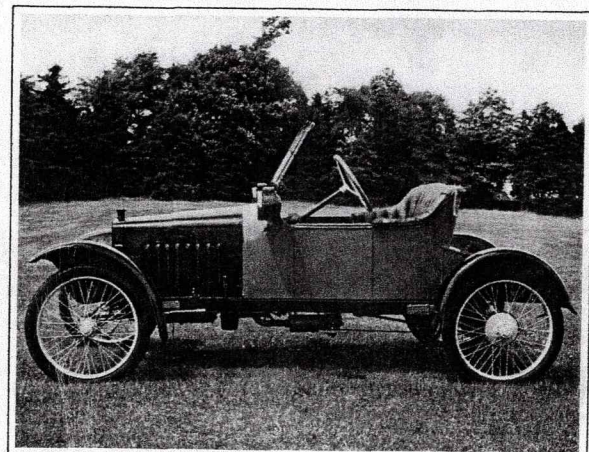
1. The Saxon Company was formed and the car was announced in 1913. Except for a few pre-production cars built in late 1913, production cars did not start shipping to dealers until the last week in February 1914.
2. The Model B started production a year later in February 1915.
3. The Model B was produced for only about 6 months. Model B motors were used in early Model 14s
4. The model numbering system was changed and model production year was shifted six months to late August 1915. The new model was identified as the model 14. (probably related to the taxable HP). As a result some surviving model 14s' are incorrectly listed as 1914 cars.

5. A year later the numbering system was once more changed. The fourth and final small Saxon model was again Model B (B5R, B6R, & B7R).

The small Saxon serial numbers started over with each new model. The small aluminum serial # plate was attached to the body seat kick board & the serial number was also stamped in the wood passenger door sill. The engine numbers were on a number plate attached to each engine. Engine numbers ran continuously up to over slightly over 40,000 (Saxon ordered their engines in lots of 10,000 from Continental) for each of the four models. Ferro evidently also built some engines).

Production figures are available but they don't always make sense. It appears some sources did not include the export models in their calculations.

I find that advertisements in major weekly publications such as "The Saturday Evening Post" are the most accurate indicator as to when the new models were available at the dealers. By 1915 like Ford, Saxon changed over to their new models in August and advertised them, starting in September, to allow the cars to be available at the dealers. The result is that over on-third of the planned 10,000 Saxon model year production was in the previous calendar year.



*This print from the file of P. D. de Rougemont, not for commercial use.*  
**1914 Saxon Runabout, Model A**  
 At \$295, the 1914 Model A Saxon Runabout was called "the poor man's light car." It had a 6-cylinder engine, and featured standard steel wheels instead of the very narrow ones then in vogue on cyclecars.