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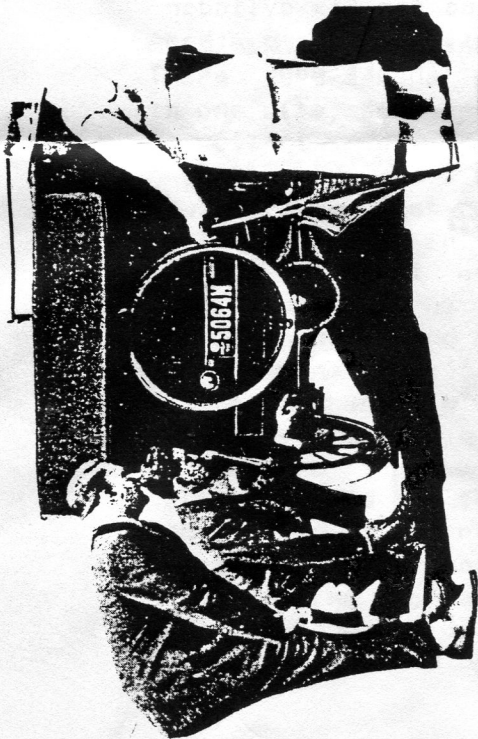
December 15, 1915.



SAXON TIMES SEPTEMBER 1985

by Walter Prichard

"After a year's driving experience, I find that for economy and service, the Saxon "Six" exceeds my expectations."—
Fred C. Taylor, Algona, Iowa.



High-Priced Cars and Saxon "Six" Use Same Rear Axle

The rear axle bears most of motoring's severest strains: it does the double duty of carrying the car's weight and transmitting the "driving push." It must be right.

So Saxon "Six" went to Timken for its axles. Timken axles are right. Proof of their worth is found in their use by Cadillac, Hudson, Winton, Stutz and many others of America's high priced cars.

Another of Saxon "Six's" fine car features is its cantilever type springs.

With them possibility of breakage is reduced to lowest limit, noise is eliminated and riding comfort increased. In all its features Saxon "Six" is a quality car. In its roadability and easy handling it is a satisfying car—a car that gives you pride and pleasure of ownership. It costs \$935 f. o. b. Detroit.

Let us give you your demonstration today.

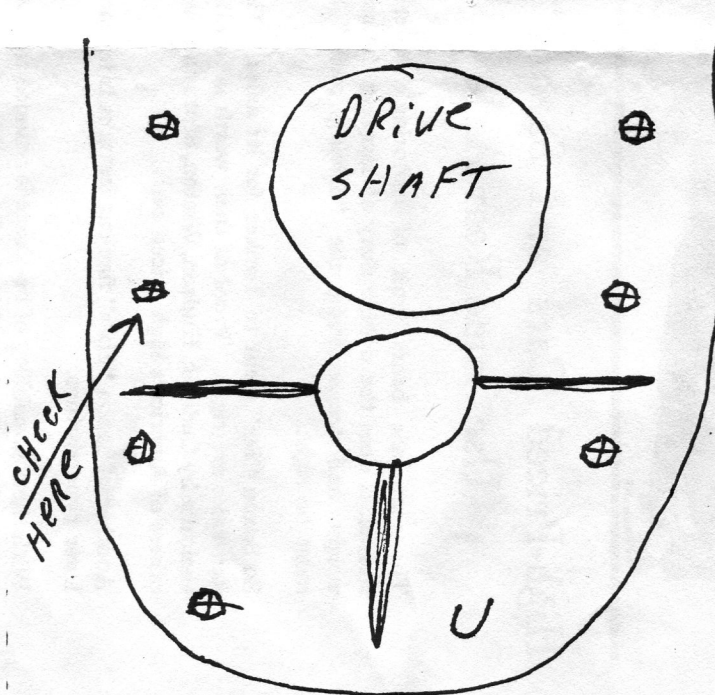
Restoration Tips, by Don Haag

The rear axel seals are felt and of course they leak. I have a manual called "Book of Instructions for Owners of Saxon Six Cylinder cars" and my references are from this book. The seal inside the outer bearing, (ref) code numbers 3851-S, 3852-S and 3853-S, symbol numbers E-2-3007, E-2-3008, and E-2-3009) can be replaced with a neoprene seal Victor #64395, or Rawhide #12545, or Chicago rawhide #12551. The OD of these seals is just a little bit small, but put them in the freezer overnight, and make a shim or .003 shim stock. I made a loop of shim stock, and put it in the axel housing. Then put the frozen seal (smaller now) inside the shim loop in the axel housing, and let it warm up to room temp. It fit very nicely, and will not leak. Remember now since no diff. grease gets to the bearing, it does need to be greased regularly.

I also replaced the outer seal on the axel outer bearing to keep the grease out of the brake lining. Ref; code number 3816-S and 3817-S symbol E-2-2050 and E-2-3053. A poly pak 2500 2000 is a neoprene seal that will fit. It is a little bit of a hassel to get it in place where the old felt was but it is sure worth it. I have not found a substitute for the rear bearing yet. The original is a timken 317T, which of course is a tapered bearing. If anybody has a new number that is available, I'd like to have a copy.

Another Hint. There is no place to check and see if the transmission is full, low or empty. I made a sketch of the trans. looking at it from the front of the car, toward the rear end. By removing the marked screw, if the grease runs out you're OK. If the transmission is low on fluid, no grease will run out. I determined this by draining the trans. and putting in 2 Qts of fluid, as stated in the book.

My thanks to Don Haag for these fine tips for Six cylinder owners, If any one else has similar help I will be more than glad to get it out where every one can use it. Thanks Don.



Saxon times September 1985

I hope you like the front Page of this issue. It is made up of a Sales Dept. letter head from a letter of Dec. 15, 1915 telling A. R. Beagle that he has been accepted as a Saxon Dealer. Below that is a copy of a full color Post card (actual size with the margins cut off) that was part of the factory advertising to be sent to prospective buyers. This card is of heavy material and is very beautiful as you will note it was never sent.

I hope this has whet your appetite because I have a story for you. Several years ago I heard about a fellow up in Washington who had some Saxon parts, and or cars or something but they didn't know his address. Well I kept asking and I finally asked the right person and they gave me his whole name and address. I sent off my usual letter and I didn't hear anything for a while and I had mentally filed that away for the next trip up to Wash. to look into futher. Well I finally got a note back from Betty Beagle and indeed her husband did have a little Saxon stuff and in fact his father had been a Saxon dealer and he had some litature and etc. I put my thermos bottle down and got out my writing material and answered that letter and took it right back to town and mailed it at the post office. I can assure you I had several really good nights sleep dreaming about what might be there. I didn't get back an answer in a week or two and I made plans to go on a scouting trip as soon as I could, it is only about 250 miles away. Well another week or so passed and I got a cute little notice in the mail about "Beagles Garage Sale" that weekend and it was open to car club members on Friday evening. I can assure you that the next morning I told my boss not to expect me Friday. I called and talked to Mrs Beagle and asked if I could come early and she allowed that I could come in the afternoon.

At 2 minuets past one I drove up their driveway and the drooling began. There were several piles of litature. Some early factory correspondence in one pile, some early magazine ads in another pile, Some early factory promotinal adds in another, and a whole lot of factory manuals on still another pile. Yes I was in heaven for a while. There was one just one small thing that kept bringing me back to reallity and that was those small numbers up in the corners of every piece. Well to begin with I didn't let that bother me to much. I got one of every manual in a pile that I would get no matter what. Then I started adding some choice correspondence and of course all the Saxon Days magazines I didn't have. By that time those S es with the lines through them in front of those little numbers in the corners that looked like this \$ really brought me out of my trance A quick look through my stack told me a check would be needed and I picked out a few more choice Items and then gave Betty my pile and asked her to add it up while I went up to the other buildings and looked at the rest of their goodies (Her Husband Roy has had several strokes and is in very poor health and cannot communicate very well) but he showed me his saxon parts of which I bought most of it that was Saxon and That Some one could use. Roys father also had been a HUPPMOBILE dealer and Roy had collected Hupps (about 20 for sale) , American Austins

(about 20 for sale), and a life time of other memorabilia of being a Auto dealer all his life. Well I got back to the house with my pick up loaded with parts and got the bad news. Betty had added up those pieces of paper and they came within \$20 of what I had estimated I picked up a few more pieces and paid my bill and left knowing that I did have the heart out of that collection. I had aslo told Betty that I would make her an offer on what was left after her sale. About a month or so latter I did get to buy all the rest of the litature as no one else had been intrested. Now you know the whole Story. And you also will know why my restoration project will be a little slower for the next year. Else where in this bullitin please note the Article from Carette magazine. that is another story I will tell You about someday.

On another page you will find a copy of an original factory supplied bussiness card of A.R.Beagle. This card is folded and if you cut it out you can see the front, inside, and back. This is a two colored card with Red Saxon Embloms. I am having this duplicated at the local print shop, an antique in its self, and they should be done soon. The first 100 will have my name and address and the next 150 will have no Name or address on the front and should be very nice to put your own name in with a rubber stamp, typewriter or however. The printer will also be glad to print some with your name and address If intrested write me.

In corresponding with several of you I have been asked if there were any dues for Saxon Times? I am putting in the time to do this because I want to give something to the hobby that is needed and enjoyed and it is something I can do. I am not rich I am just a working man and up to now the cost isn't something I can't handle on a small scale. However if you would like to help on the cost, two dollars a year should cover my out of the pocket expense. I would like to thank all those who have allready sent me a donation. I will leave this matter up to you.

If you know of any owners That I don't have listed please send me their names and I will send them a copy of this Saxon times. A special thank to all those whose have written and sent me pictures of your cars I will have all these pictures on display at the Portland Oregon Swap meet The first Part of April 1986. I will also have some of my new litature on dispay and some duplicate for sale.

Carette

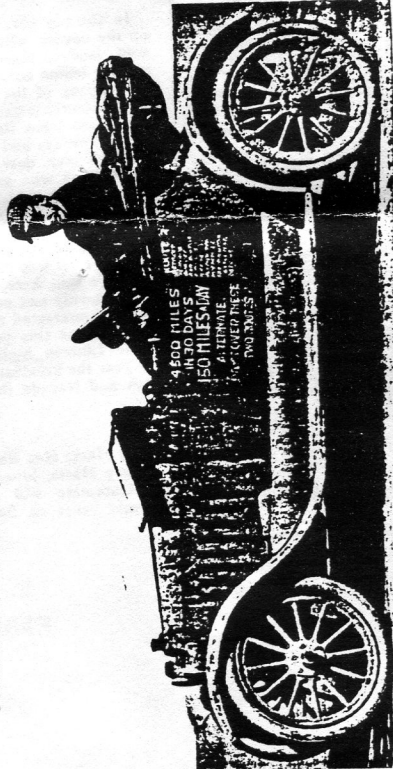
America's First Light Car Journal

June 1915

Ten Cents

Saxon Roadster Finishes 32-Day Run

Remarkable Economy Shown on Big Trip of 4,665 Miles



Driver J. Eckert at the Wheel of the Saxon, Which Averaged 37 Miles to the Gallon

Sensational results were secured by the Saxon roadster which has just ended the 32-day run for a total distance of 4,665 miles, over two routes that included some of the worst roads in Michigan. J. McM. Wetmore, of the Wetmore-Quinn Co., Saxon dealers, who conducted this economy and reliability test, announced details of the showing made by the Saxon roadster which went through the long grind. According to the report which Mr. Wetmore received from J. Eckert, driver of the car, the machine ran 4,665 miles on 127 gallons of gasoline, or an average of 37 miles to the gallon, making the expense for gasoline \$13.97. The oil consumption was 63 quarts, the average mileage on a quart being 74 miles, with an expense for oil of \$11.10. The total expense for car operation throughout the run was \$25.07, or an average of \$,0053 per mile.

The economy record made in this run, from April 26 to May 27, is considered all the more remarkable in view of the fact that for at least half the time the Saxon was on the road weather conditions were unfavorable, heavy rains on two occasions lasting for almost a

solid week at a time. A considerable part of the distance covered in each day's run was over roads which at best are far from favorable for touring, and when soaked with rain are in places almost impassable.

The daily runs made by the Saxon led over two routes, each one being traversed on alternate days. Route No. 1 was from the Wetmore-Quinn headquarters on Jefferson avenue, Detroit, out Gratiot avenue to Mt. Clemens, and from there in turn to New Haven, Armada, Romeo, Oxford, Orion, Highland, Milford, Pontiac, Birmingham, Royal Oak and back to Detroit. Route No. 2 led to Monroe by way of Delray and Wyandotte, thence to Dundee, New Boston, Romulus, Wayne, Plymouth, Northville, Farmington, Center Line, and back to the Wetmore-Quinn headquarters.

Throughout the run the driver and his car were checked in in each town on the route by newspaper men and public officials, who observed the record for gasoline and oil consumption each day. In Detroit the Wolverine Automobile Club acted as the observers.

Carette

June, 1915

Eckert's report shows that on the first day's run of 156 miles gasoline consumption was 4½ gallons. Two quarts of oil were used. On the second day 8 gallons of gasoline and 2 quarts of oil were required. For the four succeeding days the car ran on 4 gallons of gasoline a day. After the fifth day of the run the weather changed to rain, with roads none too good any time and in some cases almost beyond description. In spite of the handicap of bad roads and weather the Saxon went over the two routes every other day on schedule time. After the first 7 days it never used more than 4 gallons of gasoline for the entire distance, and on several days it consumed only 3½ gallons, maintaining an average of 40 miles to the gallon of gasoline.

Much information of an interesting nature to Michigan motorists is contained in a report on road conditions in Wayne, Macomb, Oakland and Monroe counties, just made by Eckert. According to his findings the road conditions between Detroit and Mt. Clemens along the Gratiot avenue route are good. A detour because of road repairs is necessitated at Van Dyke avenue, thence along this road Line to the 7-mile road and along this road back to Gratiot avenue. Between Mt. Clemens and Armada some bad stretches are encountered, but for the most part the highway is favorable. The Armada-Romeo road is reported good.

From Romeo through the various towns up

to Pontiac a great deal of heavy sand is met with. Furthermore there are many hills on the roads traversed, some of these having steep grades and being especially difficult on account of a heaviness of the roadbed. Hills and sand are the general order of things in a considerable part of Macomb and Oakland counties. Soft rough stretches are reported by Eckert between Pontiac and Detroit, which is the last leg of circuit No. 1. On this road a detour is enforced between Birmingham and Royal Oak and in wet weather this means heavy going.

Route No. 2 leads out of Detroit first to Monroe. The first 17 miles are declared to furnish favorable conditions for motoring. However, the final 22 miles of the distance are punctuated by clay which is difficult to go by way of Flat Rock and avoid some of these conditions, but this makes the trip considerably longer.

From Monroe through to Dundee and thence to New Boston the roads are anything but good. Heavy sand is traversed for a large part of the distance. At New Boston ideal conditions begin, with a macadam pike as far as Wayne. Heavy sand and soft dirt prevail from Wayne to Plymouth. The remainder of the circuit No. 2, leading to Northville and Farmington is reported good even in wet weather, with the exception of several short stretches near Farmington.

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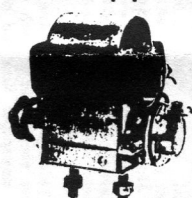
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Great American Desert Shorn of Its Many Terrors to Motorists

In the big blue geographies with the globe on the covers, which we used to ponder in the fifth reader, there was always a great irregular lemon colored spot on the western half of the map of the United States, labeled "the great American desert," and the text alongside elaborated upon its dangers, the burning heat of its limitless and trackless wastes, the awful deaths which descended upon those luckless adventurers who essayed to cross its borders in search of gold.

People who have never seen America's western desert still have their conception of it colored by those early impressions and imagine it today as it was described to them then. The desert is still here, true enough, but it is no longer deadly and no longer trackless, as thousands of interested tourists have found out and will find out this year.

The Lincoln highway will doubtless bring this year the greatest influx of easterners across Utah and Nevada that those states have ever

experienced and they will be surprised at the roads, at the accommodations, at the amount of traffic.

Beginning this year the people of the eastern United States will be able to plan and execute automobile trips across the continent to any part of the Pacific coast, and once arrived here they may safely and expeditiously travel throughout all parts of the country, from Sumas to San Diego and from Crater Lake to Carson City, over the splendid road system already developed and perfected.

The Automobile Club of Seattle has started a campaign for the rapid improvement of the Northwest trail, joining the Lincoln highway at Cheyenne, Wyo., cutting diagonally across Wyoming, through the Yellowstone, and continuing across Montana, with a side trip to Glacier National Park, made possible by the road constructed by Flathead Motor Club of Kalispell; then through Washington by way of the Snoqualmie Pass into Seattle.

Harry Hartz Has New Speedster

Harry Hartz, juvenile racing champion, and his teammate will have new cars for the juvenile races at San Francisco. The new

United States-Indian cars are the last word in speed creations of this type of car. They are fitted with an Indian twin motor, which is mounted on the left side of the chassis.

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