



TRADE MARK REG.

CABLE ADDRESS
SAXON
DETROIT

SAXON MOTOR CAR CORPORATION

Sales Department:

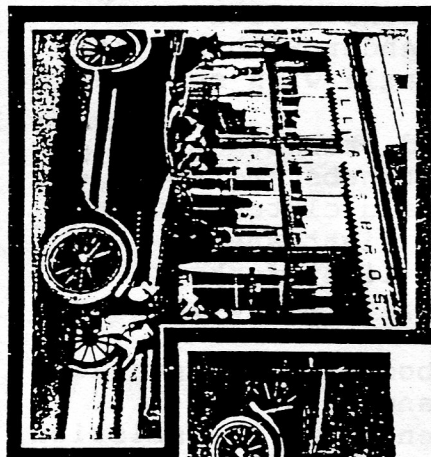
Detroit, Michigan, U. S. A.
Replying to yours of

December 15, 1915.

November 1992

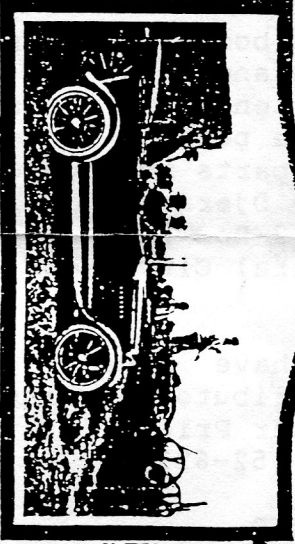
Saxon Times
by
Walter Prichard

A registry of current Saxon Automobile owners. It is published twice a year in about march and September to distribute information about the remaining Saxon Automobiles and their current owners. Also it should help locate parts and information for these cars. There is no charge for this service. I put out the Times because I want to return something to the hobby for all the pleasure it gives me. I work for a living like most people and the cost isn't something I can't handle. However if you would like to help, My out of pocket cost is about two dollars per Year. I would like to thank all those who have been helping me through the years. Contributions of articles, FOR SALE and WANTED adds are welcome and encouraged. If you have articles or restoration hints and would like to write them in a form I can copy it would be even more helpful. Please send any correspondence to Walter Prichard, 5250 N.W. Highland Dr, Corvallis, Oregon 97330



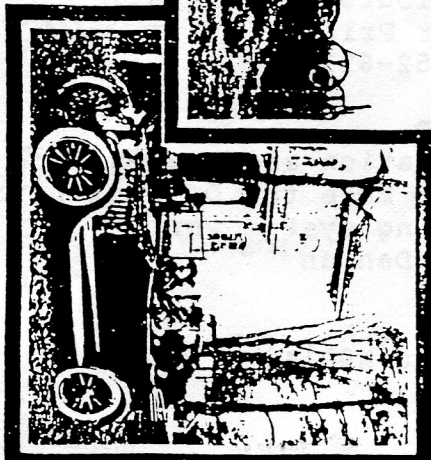
Time Saved Paid for the Car

"I built a grain barn in a hurry last summer. Every day I had to fly to town for something and my Saxon car was the best investment I ever made. It saved me a lot of time and money. I have it now and I know the value of a car which saved so many farmers' crops."



Saved the Alfalfa Crop

"My Saxon saved me a \$100 crop of alfalfa last summer. It was mowed on it and down, and was perfectly dry by night. With my Saxon I saved enough money in an hour to have it back and in the barn before crying."



Visiting Friends

"It is so easy to get to our friends in our Saxon car. My wife and I have only a week instead of one a month. I have been to my friends and back in one day. I have been to my friends and back in one day. I have been to my friends and back in one day."

When Time Is Worth
\$100 An Hour

SAXON TIMES OCTOBER 1992

I am really late getting the times out this fall because I am trying to get a lot of loose ends tied up before I get my shoulder fixed. The truth of the matter is I haven't gotten much restoring done either. Between my work and the Apartments there hasn't been much time to do anything on my cars.

This past summer I have found that a number of the address's I have are not good and that there are a number of cars that have changed hands and I don't have the new owners name. Please look over the roster and if you see a bad address or a car that has changed hands please let me know so I can update our records. If you have sold your car and still want to keep in touch let me know and I will keep your address and send you the Saxon Times. I would like to ask all of you to help me keep track of where the Saxons are. It might not mean much now but when you need a part or someone needs to know about some little detail so they can do the job right it is sure nice to know where a car is that we can look at.

If you have solved a problem on your car or you have some special talent on some detail let me know and I will pass the word. There still seem to be quite a few cars out there that need to be restored or are in the process now and it sure helps the owners to know that someone else has solved the problems that they are stuck on now. Like wise when in trouble give

me a call maybe I can be of some help. I do have a few parts that I share and collect also I do know of some people who might have that part that you are looking for.

While I am laid up this winter I will make up a list of cars that have gotten away and the last known address maybe we (You and I) can find them.

Walt

FOR SALE

for a early 4 cylinder
front fender with bracket
rear fender with bracket
front axle with springs
frame
fan and bracket
2 front hubs and spindles
brake and clutch petals
2 head light shells
2 head light forks
engine, no manifold
head
rear body tin no deck lid
carb and dist cap
rear end and transmission, no
brake parts.
All parts must go as a lot
Lyle Djernes
Rt. 2 Box 248
Central City, Nebr. 68826

I have several unmachined distributor housings.
Walter Prichard
503-752-6231

WANTED

Information and experience on
how to make the Detroit Lenard
charging system work
Peter Denman
RR 4
Arthur
Ontario N0G1A0
Canada

Thru the Mail from Saxon Owners

(continued)

Minister Recommends Saxon Roadster

I wish to put myself on record as to the advantages of using a Saxon car. I have made so many successful trips in this car at such a low cost, that I feel I cannot too highly recommend this car for the use of other ministers. I use my car every day looking after a large pastorate, besides attending a few weddings, etc., and my actual running expense is less than one dollar each week. For the minister who wants lots of service with as little trouble and expense as possible I know nothing better than a Saxon Roadster.

F. Z. HARTER.

Low Up-Keep Cost and Absolute Reliability Proves Saxon Worth to Salesmen

I bought a Saxon four-cylinder roadster, with electric lights and starter, from your concern early in the spring. I started right out to sell in line of merchandise in territory covering the southern and central parts of Minnesota and the eastern section of South Dakota.

As my car was one of the first ones on the territory in the spring, you will no doubt appreciate the very bad condition of the roads. But I can say that I was not obliged to miss any towns, nor was I delayed on account of not being able to get through. My starter never failed to work during the entire season and I was never "towed in."

I have nothing but praise for the Saxon roadster, and can also state that it is very economical to maintain.

GRACE E. CAHILL, Minneapolis, Minn.

Averages Thirty Miles to the Gallon of Gasoline With Saxon Roadster

Heads and Tails Weather Paid to Stop It

I take great pleasure in informing you that my 1915 Saxon roadster has during the past year given me the best of service and satisfaction. I am averaging thirty miles per gallon of gasoline, and have driven about four thousand miles over all kinds of roads and under very adverse conditions. The minor troubles which I have experienced are so slight that I cannot mention them and I therefore recommend this car to any prospective buyer as the best buy for the money.

L. E. KIRKMAN, Cincinnati, O.

Saxon Roadster Runs Smoothly and Quietly Over Miles of Frozen Roads

My Saxon car has always been faithful to a dot. I put it on roads every day that were frozen stiff and the way it stood up under the abuse is truly wonderful. One would naturally think it would squeak, but so far has not been the case; it runs just as smoothly and no more noise than when it was turned out from storage. In my mind it has made a wonderful record, and you may be sure that my name will continue to remain on the list of Saxon owners.

G. W. HARTER, Armstrong, Ill.

Saxon "Six" Gives Real Dollar for Dollar Value

Overlooks from Standing Start in Forty Miles in City Block

Last May I purchased a Saxon "Six" Roadster and on June 13th started on a trip through New York State. Throughout the entire trip the car ran perfectly and I returned home without making a single mechanical adjustment.

The Saxon "Six" is light, staunch, and powerful. The three things necessary in a road car. I did not realize just how powerful until I reached the northern part of New York State and made a three day drive through the Adirondack Mountains. When it comes to hill-climbing the Saxon "Six" is certainly "there," and for acceleration, well, forty miles per hour from a standing start in a city block is quite some record.

Previous to buying my Saxon I owned several different makes of cars, but I have never received the value dollar for dollar—that I am getting out of my Saxon.

HOMER T. MONTAGN, Adrian, Michigan.

Six Thousand Two Hundred and Fifty-One Miles on One Set of Tires

Yon H. Howard, Representing Peck Brothers, Mfg. Company of Kenosha, Wis., Finds Saxon "Six" Satisfaction in Saxon "Six"

With great pleasure, gentlemen, I want to state that I have driven my Saxon "Six" 6,251 miles on the original set of tires and have experienced none of the "big bangs" so common to motorists—I believe the Saxon car to be the best car on the market under \$1,000 and can show records to prove it. Incidentally Mrs. Floyd is an enthusiast of the motorist and finds the Saxon "Six" easy to operate. I average 18 to 20 miles to the gallon of gasoline and am well satisfied in every way.

Saxon "Six" Makes New Low Speed Record

J. V. Baldwin Motor Co., Drives Goldstone Car 24 hrs. at Average Speed of 2.8 Miles per Hour

Out in California automobile distributors are continually performing speed "stunts" with their cars. The J. V. Baldwin Motor Company, of Los Angeles, have turned over a particular car and christened it the "Goldstone Stunt Car" which is continually establishing performance records and winning supporters for Saxon "Six."

Accompanying the drivers were two observers who, at the end of the run, signed an affidavit as to the authenticity of the performance. After the completion of the run at small speed, the drivers drove Saxon two laps around the track at a gallop of 32 miles per hour.

It was expected before the trip was made that the average for 24 hours would be slightly lower, but a heavy fog swept in the night preceding the trial and it was

GOLDSTONE-SAXON
L.A. 19 GOLDSTONE
213 MI Thrill Snow & Mud 65 55 min.
213 MI Thrill Snow & Mud 65 55 min.
68 MI. 24 hrs. Sealed Clutch

ing 68.2 miles in high gear in 24 hours. Instead of seeing how fast the car could travel for 24 hours continuously, the purpose of Mr. Baldwin was to determine how slowly a Saxon could travel in high gear. The result was that for the 24-hour run, the car averaged 2.8 miles per hour. Not only was the car bolted and sealed in high gear, but the clutch was blocked in, and it was agreed that should the motor ever stall the test would end.

necessary to "speed up" to three miles an hour to keep up the circumference. This Goldstone car of the J. V. Baldwin Company promises to establish for itself a unique place in motordom. At present it is working on an economy test which is expected will establish a record for gasoline consumption. The records of this car, when it gets through with its special performances, will make interesting reading.

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.

