



D E C E M B E R 2 0 2 5

# SAXON TIMES

## SAXONEERS

Some of us (you?) are occasionally nostalgic for the days before ChatGPT, the Internet and cell phones. In looking over past issues of the *Saxon Times*, and some correspondence I found from the 80s, I'm impressed at how hard it was then to restore, to collect parts and otherwise improve our little cars.

Thirty years ago, it took weeks and weeks to find a single part unless you went to Hershey. But seeking parts, locating Saxon owners and seeking information was a tedious process of writing letters, taking long trips and constant phone calls.

In a letter to Saxon owners dated April 16, 1984, just 41 years ago, Walter Prichard, who really began the Saxon Registry, announced that he was trying to put together a group of Saxon owners to get them they need to locate parts in order to preserve and restore their cars. He sent this letter out to 15 known Saxon owners whose names included notable such as Elliott Fletcher, Don Haig, Don Hewlett and George Kois'. I should add that I've bought cars many years later from Don Hewitt's estate and George Kois' estate.

In a separate document from Laverne Burt, a fellow I met in southern Maine when I was just beginning to learn about Saxons some 15 years ago, he is sending a publication out to Saxon owners. He divides his letter into four sections: section one - Saxon owners with whom he has corresponded, section 2 - Saxon owners and their addresses as best known, section 3 - Saxon owners with incomplete or unknown addresses, and section 4 - Saxon parts for sale. There must be a record of how all this came to be, but Mr. Burt says in the opening paragraph this is his first attempt. "In starting a Saxon owners organization, I've spent considerable time, a lot of paper envelopes and many stamps to try to compile as complete a list of Saxon owners as possible. I have written to every name on the following list and I'm very sorry that the return hasn't been better." His list has 28 people and businesses with known addresses, and 42 people and businesses in the second group.

When I met Walter Prichard in Corvallis, Oregon, the list he had contained a number of people, at least a third of whom didn't respond to his mailings. I made at that time an attempt to locate those people, but without success. By the time of his death Walter's list was not a strong one. That's when Jeryl and I made the attempt to create a list of bona fide owners of Saxon automobiles.

Our list is certainly incomplete. We know there are many other Saxons out there, but it is a good list. We get calls weekly from new owners and from people seeking parts or complete cars. It's really great fun to hear from folks about their Saxon projects. There is a great deal of work to be done in attempting a complete Saxon registry, but aided by modern tools of communication there's a lot less paper and a lot fewer stamps. Still the work remains and trying to bring owners, cars and parts together ... well, we still need your help.

### IN THIS ISSUE:

Longtime Saxon collector RANDY MARCUS gives us his fifty year history with Saxons, plus a look at his current projects.

From a *Saxon Times* of March, 1990, member James Smith of Harrisburg, Michigan, lets us in on the operation of the MAYER L Carb.

Let's get them back on the road!

Alex and Jeryl

## MY SAXON STORY: Randy Marcus

It's been quite a while since my obsession with antique cars began — since age 3! My parents loved to tell the story of my passion being triggered by a visit to Henry Austin Clark's Long Island Auto Museum, yes, when I was 3 years old. From then on, I was very fortunate that my dad would take me to many of the local, and some not so local, old car shows, and that every family vacation included at least one car museum. By the time I turned 13, I'd saved enough to purchase a '38 Buick sedan, which I fixed up and sold for a small profit, enough to look for something older.

In early 1976, a '14 Saxon roadster was advertised in Old Cars Weekly, and Dad drove the 4 hours to central Massachusetts for us to look at it. I'll never forget climbing around the many cars in that dim, chilly barn to see the Saxon. It had been part of a defunct museum, and had the museum's name painted on the side. Though it was in good shape, its running condition was unknown. The \$1,300 asking price was more than I had to spend, and I was able to negotiate it down to an even \$1,000, but before I could make the purchase, it was sold. If anyone knows where that Saxon ended up, I would love to know.

That "one that got away" left a deep impression on me — I became a bit of a Saxon fanatic. But it would be over 10 years (including finishing high school, college and grad school, starting a career and getting married) before I had a chance to acquire another Saxon. In 1987, I was put in touch with Walt Pritchard to see if he knew of any Saxon roadsters for sale. Walt knew of a Saxon for sale, but it wasn't a roadster, it was the very low production delivery car, the only one he had ever heard of. Walt also noted that it was in pieces. I was thrilled to learn it was a deliver car, because I had always been particularly interested in antique trucks, and I was not put off by the fact that it was disassembled.

The Saxon's last owner, Bob Blaine, had passed away, and his widow, Joyce, wanted to find a good home for the pile and shelves of parts that were occupying her garage. So my buddy Dana and I went out to Detroit and cleaned out Mrs. Blaine's garage. Because I was living in an apartment in New York City at the time, I deposited the pieces in Dana's garage near Ithaca, in upstate NY. I spent the next few years coming upstate to sandblast and prime Saxon parts, and bringing them back to my NYC apartment in a duffle

Editor's note: Randy's nice, original delivery car is believed to be the only original left. Saxon was marketing the roadster and the delivery car of businesses, with advertisements that showed a board room with a CEO saying "gentlemen, let us SAXONIZE our sales force."



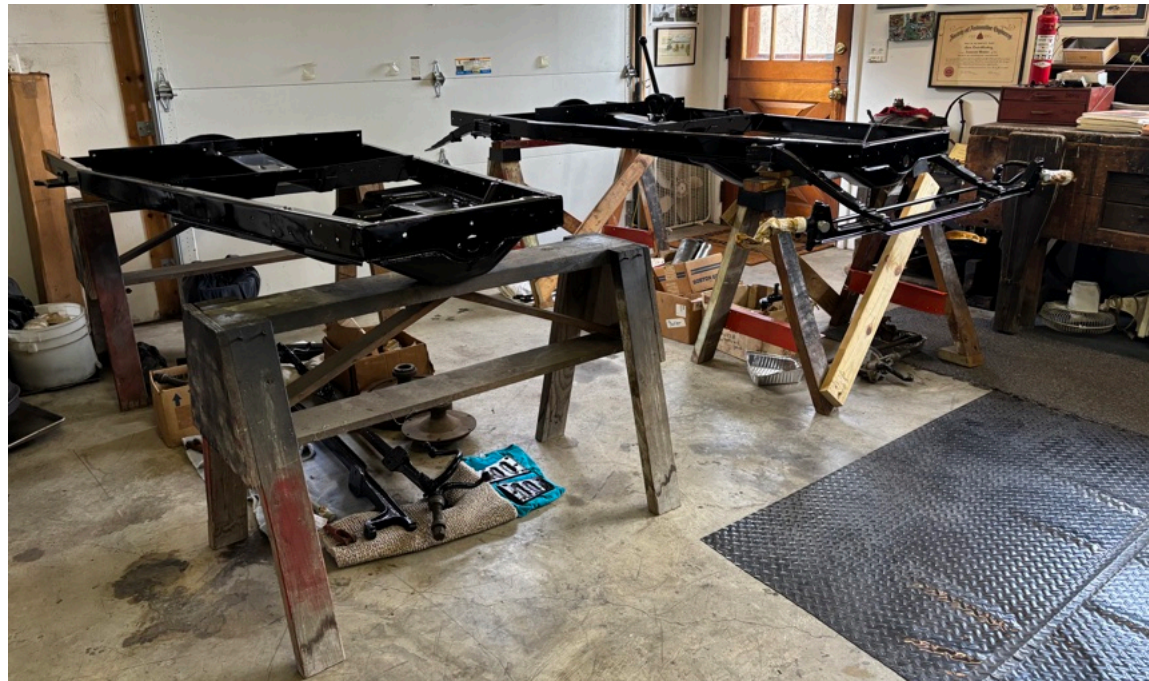


bag to wet sand in the bathtub. My new bride thought it was an odd use for the bathtub, but I remained in her good graces as long as I cleaned the tub after wet sanding.

A few years later, we moved upstate, started new jobs, bought a house, and had 2 wonderful sons. I got a little bit further along with the Saxon restoration, but my focus was on family and career. I also acquired a few other old cars, the last of which was a '14 Saxon roadster that was mostly restored. Now that I have that roadster on the road, and I recently retired, I have returned to the restoration of the delivery car. Because I have been accumulating Saxon parts for nearly 40 years, I'll also put together a speedster like those seen in photos in the original Saxon factory magazine. With the two chassis squeezed in, my shop looks like a mini Saxon factory! If any of you is ever near Ithaca, NY, please come by for a visit and to see progress on the restoration of these 2 Saxons.

Enjoy the photos!

Randy





SAXON CARBURATOR  
MAYER MODEL L

The basic principles of a carburetor has stayed the same since it was first introduced. The carburetor still depends on the suction (vacuum) created in the intake manifold by the piston intake stroke to draw gasoline from a jet, in a mist form and to combine the gasoline with air. The spray or mist of gasoline is always affected by the temperature, valve timing, exhaust, inlet and combustion chamber design.

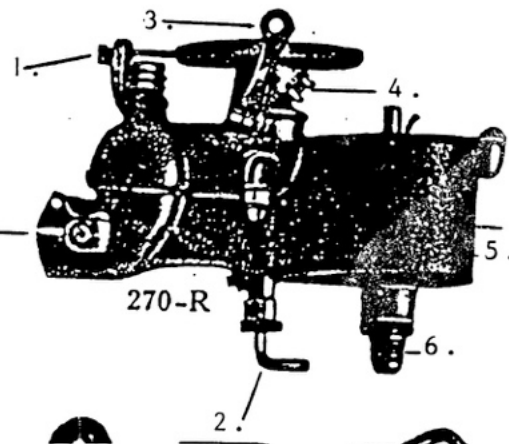
The gasoline/air mixture required to operate a engine varies in proportion to the demands, such as idle speed, (a rich mixture parts of air to parts of gasoline) requires a 12-1 mixture. Acceleration of 15-1 mixture and High Speed of 17-1 mixture or higher. Therefore a varying mixture of air to gasoline must be supplied, either automatically or in the Saxon Mayer system manually. (refer to the drawing item #1.)

The adjusting screw or gasoline needle valve (item #2.) regulates the amount of gasoline admitted into the mixing tube or the intake manifold to which the carburetor is bolted. Adjustment is performed with the engine at a idle speed. (normally a full  $1\frac{1}{2}$  turns counter clockwise from fully closed is ample to start a engine) With the engine idling turn the adjusting screw clockwise until the engine misfires then turn c-clockwise until the engine smooths out and runs flawless. The same can be accomplished by turning the adjusting screw c-clockwise until the engine misfires, then clockwise until it smooths out.

The throttle valve (item # 3) is located above the spray nozzle and in this case is a metal butterfly which is located before the carburetor bolt flange just before the intake manifold. The throttle valve limits the amount of gas that enters the cylinders and is controlled by the foot accelerator peddle or the manuel throttle adjusting cable on the dash marked "T". The throttle is adjusted for idle by the adjusting screw (item # 4.) The screw is turned in until the engine idles smoothly but not racing.

The carburetor float is merely a piece of cork which is heavily coated with varnish so that it stays afloat in the gasoline float chamber (item #5.) A level of gasoline is maintained in the float chamber for use by the engine when it is needed. The float has three serations on the float guide shaft which determines the level of gasoline in the chamber. A

spring clip is attached on one of these serations and when the gasoline reaches the level the needle valve stops the flow of gasoline to the float chamber and as the level of gasoline drops the needle valve opens and more gasoline is allowed into the float chamber.



1. manuel air adj.
2. fuel adj screw
3. throttle valve
4. throttle adj screw
5. float chamber
6. gas inlet/needle valve
7. hot air tube clamp.



The Mayer carburator has a Auxilairy air inlet which is designed to allow extra air into the carburator, leaning out the gasoline/air mixture to meet the demands of the engine at idle, acceleration and high speed. In the mayer secondary air chamber there is a metal disc which is manuelly opened by the dash control cable which is marked "A" on the dash next to the throttle knob. When this knob is pulled it raises the metal disc and allows air into the secondary chamber which blends with the gasoline idle mixture and leans out the gasoline which lets the engine run better at higher vehicle ground speeds.

The purpose here is that the driver can lean the air/gas mixture as he drives down the road giving the engine precisely the right mix ture when needed manuelly by pulling the "A" knob out as the vehicle increases in speed. Of course when the vehicle is slowing down the knob would then be pushed in to enrich the air/fuel mixture, otherwise the engine could possibly stall.

A very important part of the Mayer system is the funnel style Hot Air Tube, which is attached to the air inlet of the carburator. This tube creates a venturi effect for the carburator. Because of its funnel shape the air that enters is increased in speed or velocity and this velocity further atomises the fuel into smaller particles and consequently is delivered faster and more refined to the cylinders for combustion. This in turn makes the engine run smoother and econimizes on fuel consumption.

In understanding your carburator and its operation there are some basic factors for its operation.

- 1, good engine condition to create a vacuum to draw fuel into the cylinders for combustion.
2. Properly adjusted float level so as not to starve or flood the engine.
3. Properly adjusted fuel feed valve to spray the right amount of fuel in to the carburator.
4. The proper adjustment of the manuel additional air feed.
5. Insuring that the hot air tube is in place and not obstructed.

If these 5 items are properly adjusted and in place your should not have any problems starting your Saxon engine.

Most of this information has been taken from the Dykes Motor Manuel and the procedures or ideas are not mine entirely, but those of people with considerable more knowledge then myself.

Hopefully this article will allow you to better understand your Saxon automobile and the Mayer carburator.

James H. Smith  
Owner of a 1914 Saxon Roadster.  
(Harrisburg, Michigan)

## FOR SALE

### ROADSTER for sale in

Australia. 4 Cylinder 3 Speed Gear Box. 12v Electric Start. Excellent Condition and always maintained. This car has participated in many rallies in Australia. And was One of a handful of cars to complete the Brisbane To Broome Rally a testament to its engineering. Price \$45,000 Aus dollars. (\$29,445.08 US)

Ron Sorensen  
[sorensenclan@bigpond.com](mailto:sorensenclan@bigpond.com)  
0408306182



### ROADSTER

Pasco, Washington: I heard from Andrew Pritchard this summer that his dad's lovely early roadster is still for sale. The family has lowered the price to \$20,000. You can contact Andrew at [andrewprichard@gmail.com](mailto:andrewprichard@gmail.com)

### ROADSTER

George Albright of Ocala Florida has a lovely roadster advertised in the HCCA classifies. I believe he still has a great many other parts to sell. Contact George at [gualbright@gmail.com](mailto:gualbright@gmail.com).





# FOR SALE

## 1915 TOURING

Reluctantly we are considering selling Don Haag's 1915 Saxon 6 cylinder touring. It's known as one of the more complete Saxons found . We are the third owners, Don bought it in 1963 in deer lodge Montana from the second owners. It has some modifications for reliable touring but all stock parts saved. We start and drive about every month. It now has 13000 miles on it and we bought it with 1236 miles. Really a lot back then.

It's been on hundreds of successful tours . Some not so much. Lots more to say but you get the basics.

My dad was very proud of this Saxon owning it for over 60 years, unfortunately now days he doesn't even know I'm his son. Such is life.

Not sure on price but they seem to be in the \$18,000 range.

Bruce Haag.

[brucehaag60@gmail.com](mailto:brucehaag60@gmail.com)



## ENGINE

I have a 1925 Saxon engine I want to sell. \$400 Don Cantrell, Billings, Montana. [classycars@icloud.com](mailto:classycars@icloud.com)

## INFORMATION NEEDED

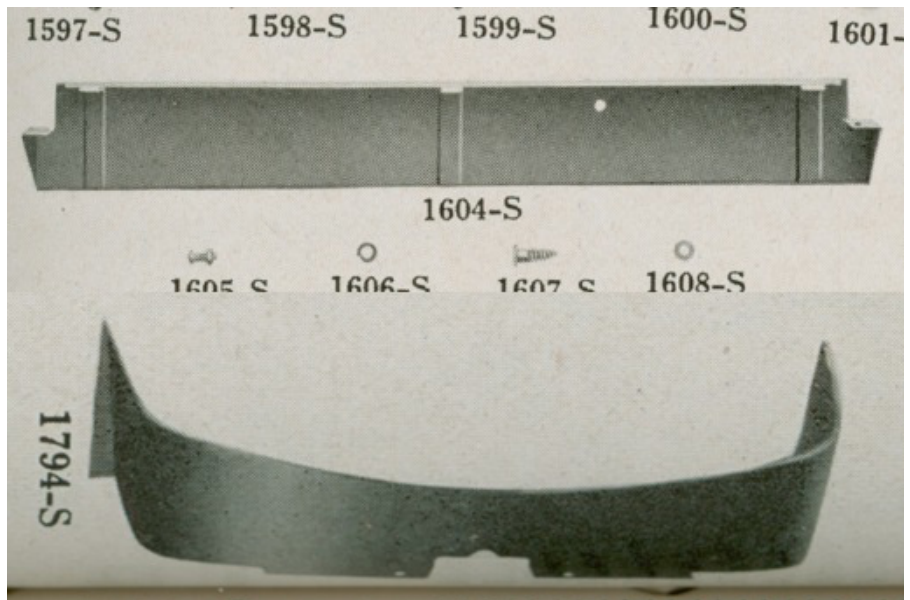
### Body Dust Bib

Wanted for 6 cyl.:

"Body Dust Bib" This goes from fender to fender under the back of the body.

"Radiator Splash Guard" Goes below and ahead of the radiator. Must be from a 6-cylinder Saxon.

Dave Neuhaus  
W2992 State Road 28  
Sheboygan Falls, WI 53085  
Cell 920-287-2143  
[daveneuhaus22@gmail.com](mailto:daveneuhaus22@gmail.com)



### Do you need one?

Saxoneers: in the past I have had made these Saxon scripts for both 4 and 6 cyl..Saxons. If there's enough demand I could have another run, cost to be determined. Let me know.

[alexhuppe@aol.com](mailto:alexhuppe@aol.com)



### Frame Rails

Does anyone have dimensions of the wood pieces in a 1916 model 14 roadster, especially the frame rails and specifically the thickness of them?

Thanks very much  
Dan Hanusa  
Cell: 712-796-6855  
[dhanusa@centurylink.net](mailto:dhanusa@centurylink.net)

### Hood Color

We've received an inquiry from editor Tracy Lester from HCCA's *Gazette*, curious that the hood of my Saxon was black. I had thought it was fairly common at the time, certainly among Saxons. Does anyone have any insight into hood colors? [alexhuppe@aol.com](mailto:alexhuppe@aol.com)

### Needed

Henry Fairey of Cambridge, United Kingdom, is looking for a steering column and wheel with the turning radius gears included. I have one but the cost of shipping it to England proved to be too expensive. Can anyone in the UK help him out? [henryfairey@gmail.com](mailto:henryfairey@gmail.com)

### YAY!

With help from some Saxoneers, the scanned archive of *Saxon Times* will be on the website shortly. It is not complete but it is what we have.

If you can fill in an gaps, please contact Alex at [alexhuppe@aol.com](mailto:alexhuppe@aol.com)



## AN EXCITING SPRING COMING UP

A golden Saxon roadster might be near you this spring during Women's History Month and beyond. A "Golden Flyer" wannabe will be piloted by your editors, loosely retracing the route of Alice and Nell's famous 1916 tour for suffrage. We'll start in Manhattan and then travel south and west, ending in Phoenix right before Easter. Late April and May, we'll be traveling north through California and then turning east to head back to New England. Yes, the Saxon will be traveling the major roads in a trailer but the stops for events at rallies and bookstores along the route will see some excitement. Backed by those involved with a passion for the Equal Rights Amendment, Alice and Nell will hopefully lead the way to the Supreme Court. If you are along the route. Come join us! The more (Saxons) the merrier. We'll keep you updated by email as to where we are when. It is going to be an exciting spring for sure.

If you would like to sign the petition for the ERA, visit [sign4era.org](http://sign4era.org).

