



FEBRUARY 2024



SAXON TIMES

WEATHER FORECAST

A low cloud of lethargy stalled over Maine and Florida this past fall, casting a spell of inactivity at the Saxon factory here. But good news: lethargy is leaving as the bright sunshine of Saxon news climbs the skies. As my wife Jeryl and I have some increased time now, some of it will be devoted to getting the *Saxon Times* out more frequently. We are short on tech articles, so if you have something you've discovered, please let us know!

Due to cost and speed, WE ARE SENDING OUT EVERYTHING BY EMAIL NOW, so make sure your email is the correct one. The updated Membership list will be on the website under a "members only" page soon. The password will be sent to all members next month. If you do not want your contact information on this password protected page, please let us know.

Alex Huppé and Jeryl Schriever



Brad Hindall's 6-cylinder touring and Alex Huppe's 6-cylinder roadster. AACA Car Show, Sarasota, Florida, January 2023.

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SAXONS IN MUSEUMS

As we travel around visiting car museums, Jeryl and I often come across a Saxon or two.

This summer on a Franklin tour along the Hudson we discovered a roadster at the **Old Rhinebeck Aerodrome** in Red Hook, NY. In need of TLC, it's still a nice example. It is notable that there were a number car dealers in the early days that sold both Franklins and Saxons. Something for everyone.

Old Rhinebeck Aerodrome
9 Norton Road
Red Hook, NY



Old Rhinebeck Aerodrome

Speaking of Franklins, **The Franklin Auto Museum** in Tucson, Arizona, has received a gift: a beautifully restored roadster from Lee Edmonton. The maroon beauty is listed as a 1915, and from looking at photos, an early 1915. But we have to ask, how do all those teetotaling Franklins get along with a drinker? A wonderful museum, worth visiting, especially now they have a Saxon!

The Franklin Auto Museum
1405 East Kleindale Road
Tucson, AZ



Franklin Auto Museum

Seal Cove Auto Museum, near Bar Harbor on Mount Desert Island, Maine, continues to draw children in to see the recreation of Alice Burke and Nell Richardson's *Golden Flyer*. Many are girls who have read *AROUND AMERICA TO WIN THE VOTE*, a children's history book by Mara Rockliff, are particularly excited by the museum display.

Seal Cove Auto Museum
1414 Tremont Road
Seal Cove, Maine



Seal Cove Auto Museum

Member News

Please find attached photo of my 1916 Saxon car. Currently used every day in England. I believe the car was imported from the United States in 1992, having been on display there for about 40 years in the Auto Museum at Bridgewater [NY].

I have not seen another Saxon on the road in the UK yet, but time will tell! I use mine regularly and a great improvement on our previous car - a 1904 Cadillac. I always thought that it was earlier than 1916, but that is the date that the Vintage Car Club gave it (they often get things wrong!) It would be nice to get some information on it when it was in the Museum in Bridgewater and try and get a proper dating for it.

Jon Ward
Pack Horse Cottage
The Purlieu - Upper Colwall
Malvern- Worcestershire WR144DJUK



Jon Ward's Saxon photo clipped from a movie sent by Jon.

Good news, the beast fired up last month, after failing to get it started with the original Mayer carby I cracked the Sad's and fitted an old SU carby and Wow it fired up and ran like a very loud watch, as far I have been able to work out it's the first engine run in 50 years. Still have some body work, paint, upholstery and the wiring too be done. I fixed a very minor weep hole in the fuel tank with PPC Fuel Tank Sealer, the sort of product motor cycle restorers use for leaking tanks and so far it's working.

The idea of the newsletter by email is a great move will give members the chance to rapidly contact each other.

Best regards,
Mick Newham.

ED: I can see he's already come a long way with his work. Mick, we need to see a picture of that rig. I'm trying to figure out how the SUs from my Rover P4 would do that trick! Alex



Member News

Hello Alex

Late in 2022 the Veteran car club of Queensland Australia ran an endurance rally across Australia from Brisbane to Broom.

My wife Jenny Sorensen had purchased a Saxon from the US which she had shipped to Australia . She named it "Kitty".

After its arrival Jenny decided to enter "Kitty" in the Brisbane to Broom rally starting in Brisbane and crossing through the centre of Australia to Broom. Jenny drove "Kitty" the Saxon, 4,725 Km over 25 days all the way. Other than some minor issues, overheating being the main one, "Kitty" motored all the way

There was another 4 cylinder Saxon on the run. It was a Saxon that has spent its life time in Australia and is now owned by Ron and Annie Sorensen. Another Saxon a 6 cylinder owned by Geoff and Barbara Clegg also joined the run. Annie shared the driving with Ron as did Geoff and Barbara and **of all the cars entered only FIVE cars including the THREE Saxons completed the 4720 km trip on the road.**

For Kitty and Jenny it was an outstanding effort by a female driver and also for the Saxons.

Best wishes. Chris Sorensen



Member News

Made a bit more progress.
My car is going to end up as a speedster.
Making wheel spokes soon.
Regards
Tom van der Vyver South Africa



Alex Huppé and Jeryl Schriever
touring Vermont and New
Hampshire last spring.
Photo by Tracy Leshner

1914 Saxon Model A

by Ron Meining

I was casually looking for a brass era car several years ago. Nothing in particular, just a 1915 or earlier car that I could play with. The chrome plater that was doing some bumpers for me mentioned a local farm family had several old cars they were considering selling to settle an estate. One was a "cycle car".

He gave me the name of the deceased farmer and the search was on.

After some Google research and a few phone calls, I found out his wife had recently died and the estate was to be divided between son and daughter. I started with calling the son, he was farming the farms and seemed the logical choice. We talked several times over about a year's time but couldn't make schedules work out to view the cars. The time came to pick up the bumpers and I got to visit with the plater some more. It turns out the daughter inherited the cars and there were some hard feelings. Her husband owned a local business so I had a finally had a contact.

I called her and found out the only car her family might sell was a 1914 Saxon with wire wheels, the so called cycle car. We decided to make the 500 mile round trip to look at it. There it was, buried in a corner of an old garage. Pretty rough but it looked to be pretty much all there. I decided it would be worth trying to buy it and just get it running to play with. We went home, decided on a fair price for an offer, and gave her a call. After some back and forth I bought the car for about twice what I offered. Those farm gals are hard to deal with.

Another 500 mile trip and the Saxon was dug out and hauled home for better inspection. It wasn't good. There was no rust coming from dry western Nebraska but the wood body frame had more rot than I thought and was actually broken below the right door. Further inspection showed where the front axle was broken and welded at one time. It was an excellent repair, it still had a straight wire wheel and the alignment was dead on. The decision was made to redo the whole thing. A friend made a new wooden body frame with the rotted pieces as templates. I went through all the mechanicals, the engine was clean and babbit in good shape. I reset the clearance and touched up the valves. A lot of time was spent on getting the correct length and wire size for clutch springs. The clutch disc and brakes were relined.



A couple of years at the body shop was next. He built a new fuel tank. Both real fenders were dented from backing into something. The frame to body mounting was a chore to get straight. The original sheet metal was all used but again took a lot of fitting. The upholstery went smooth in comparison, just some wood frame trimming.

The car is finally home for good. It is an early Model A type IV with wire wheels and a two speed transaxle. The windshield has a gap at the bottom with a upholstery material filler between the body and windshield frame. A starter and generator were added but built for the car with quality brackets and mounts. The fuel tank fills through the dash with no gauge and no way to check the level with a stick or metal rod. It starts easily and shifts great with heavy gear oil.

It isn't the cheap runaround I envisioned when I first saw it but you can't put a price on enjoyment. Or so I keep telling my wife!

Miscellaneous Photos



Washington DC. 1921. Looks like an older Saxon touring.
Snow on the grass. Chains on the back tires. Icy road?



FOR SALE

ENGINES

Don Cantrell has a complete engine. Not sure of the year but it has engine numbers on it.

\$400.

2930 Prairie Dr
Billings, MT 59101

classycars@icloud.com

PARTS

Elliott Fletcher, a long time Saxon owner, has lots of parts

9529 212 St SE
Snohomish, WA 98296

epjf@broadstripe.net

Jerry Passehl has a pile of 1915-16 parts.

Jerry Passehl
513 160th St
Latimer, IA 50452
jerryppassehl@gmail.com

CARS

WALTER PRICHARD 1914 ROADSTER FOR SALE

For those of us who have owned Saxons for awhile, Walter Prichard is famous. He held our group together with the newsletter and his knowledge. Gone for several years, his family has decided to sell his much loved 1914, an early and correct one. His son Andrew writes: The car is a 1914 Saxon Roadster sold originally in late 1913. The car won best in category, before 1915 in the 2014 Forest Grove Concours D'elegance.

The Saxon has a three digit ID number.
Asking \$24,500.

andrewwprichard@gmail.com



FOR SALE

Harold Sharp from Sherman, Texas, contacted us with information about a collection of 1917 Saxon six touring cars disassembled in his barns. Among the items:

- part of a turing body
- cowl with gas tank and windshield posts
- radiator headlights
- front fenders
- running boards
- splash aprons
- hood
- 2 complete chassis with engine
- front and rear ends
- 2 sets of hubs
- remains of 2 wheels
- set of doors
- 2 steering columns

What to do? Make a sportabout with the parts. Sell? Apparently there's a lot in the barns.

If near enough, contact Harold

903 - 819 - 9507

haroldsharp1@gmail.com



WANTED

1914 ROADSTER

Jerry Passehl is looking for a complete 1914 roadster.

Contact: Jerry Passehl
513 160th St
Latimer, IA 50452
jerrypassehl@gmail.com

ROADSTER PROJECT

Brad Hindall of Sarasota is looking for a reasonable roadster project within a reasonable distance from Florida. He's a very reasonable man. Brad owns a beautiful 1915 S2.

jhindall7550@gmail.com

Questions? Item to sell? Need a Saxon? Have a story to tell?

contact: Alex Huppé
207-249-8592
alexhuppe@aol.com
www.saxonmotorcars.com

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WIRING LOOM DIAGRAM

Mick Newman of Victoria Australia is looking for a wiring loom diagram for his 1917 B7 R (rh drive) with a Bosch Magneto.

Any information would be appreciate.

a_newham@bigpond.com or
by snail mail to
Mick Newham
15 Madigan Street
Numurkah
3636 Victoria
Australia

STEERING PINION

I need a steering pinion gear for my car.
Also need dimensions for the radiator or tanks.

Tom van der Vyver South Africa
vdyvert@gmail.com

Note: Jeryl has a book coming out this year about the *Golden Flyer* and the women who drove the 4-cylinder roadster in 1916 around the country for "the cause" (suffrage). Alice Burke and Nell Richardson, were the first two women to drive across the country AND back. 10,700 miles. Of course they drove a Saxon!

And they had a cat.

Keep an eye open for *Driving the Vote for Women*, published by Arcadia Books.

