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SAXON TIMES



Photos are from <https://www.significantcars.com/vehicles/180/1915-saxon>

CAVEAT EMPTOR

When I saw the dealers listing of a 1915 Saxon for \$22,500, a rather pretty green four-cylinder roadster, I was intrigued. The car was listed as an authentic car and the dealer stated that it was "nuts and bolts restored to a very high level" adding it is "arguably one of the finest we have seen" but I immediately noticed that this car was a far cry from an original car. Noting some of the obvious differences I called the dealer to explain to him how this car differed from a true Saxon four-cylinder roadster. He noted my observations and said he do something about it. But over a year later the car sits waiting to be sold, with its original description intact. It is a nice fabrication but it is not an authentic Saxon. The dealer did note that the car is unique, evidently referring to the quality of its paintwork etc. These are merely my critical observations. I won't make any recommendations on the car or the listed price (\$22,500). But for those looking for an authentic Saxon I have just two words: *caveat emptor*

Most important difference is the body. Note that the fenders look to be adapted model T fenders, with runningboards much shorter than original and also framed with some kind of metal. The wheels look to be authentic. The door, which is much lower than any Saxon model ever, is a straight edge like

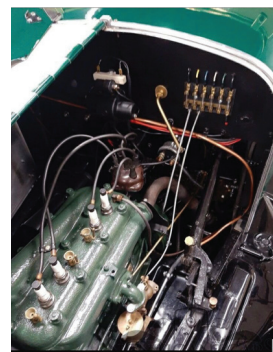
an original but clearly not matching either the cowl or the rear of the body. Note also that there are no upright stanchions for the windshield, but supported by brass rods like a Ford. The headlights also appear to be a slightly different kind than the original four-cylinder model. There is no drivers side door as there should be. Rear suspension looks good, but hard to tell about the front.

If you look at the rear of the car there is a external fuel tank that belongs on some kind of a speedster but certainly not a Saxon. Saxons always had their fuel tank mounted internally and fed from the dash. It is hard to tell about the top bows. The top itself looks pretty good but it is obvious that the major strut holding the top is not original to a Saxon. The splash guards are also of a different fabrication. The homemade dash, left without a fabric covering, does have one authentic Saxon brass pull, and the steering wheel looks to be an original. Three speed transmission and brake also look to be quite right, although if it were really an early car it would have had a two speed.

The engine compartment looks quite tidy. It is a nice color, but you can see that the hood (bonnet) is homemade. Though very nicely done, there are no vent louvers as there would be if the car were original. It has a very nice two bladed aluminum fan which is quite authentic to an early car. There is no number plate on the engine. It looks to be an early engine that has had its oil tank holder mounting ground off. From the pictures available on line it is hard to tell what kind of generator or starter the car has, but it is clearly not original. The timer looks to be a later design AK with its flatter dome. The electronics are very neatly done but of very modern engineering. It looks to be an original Mayer carburetor.

Someone did a lot of good handcrafting on this car. I bet it would be fun to drive. But don't expect any awards for authenticity.

— Alex Huppé



IS IT A SAXON?

Paul Drewe of Brisbane, Australia, sent the photos of a lovely 1916 or 17 roadster, a gift to his grandmother on her birthday. He wanted to have the car confirmed as a Saxon, which we did.

The photographs were taken in Blackall of western Queensland Australia by Paul's great grandfather, David Gaukrodger, a grazier and a well known photographer of Australian birds. Paul explains that his great grandfather did well with his prize Merino sheep and their wool.

His grandmother, Daphne Gaukrodger, later suffered a stroke and spent much of her life in bed, but Paul knew her into his teenage years. I did remark that she must have been quite petite from her appearance in the little roadster, and he confirmed that this was true.

Paul asks an important question: were Saxon bodies ever built in Australia, or just sent over assembled? Over the years there have been inquiries about his grandmothers Saxon as it was a very early car in the region. No record has been located about it.

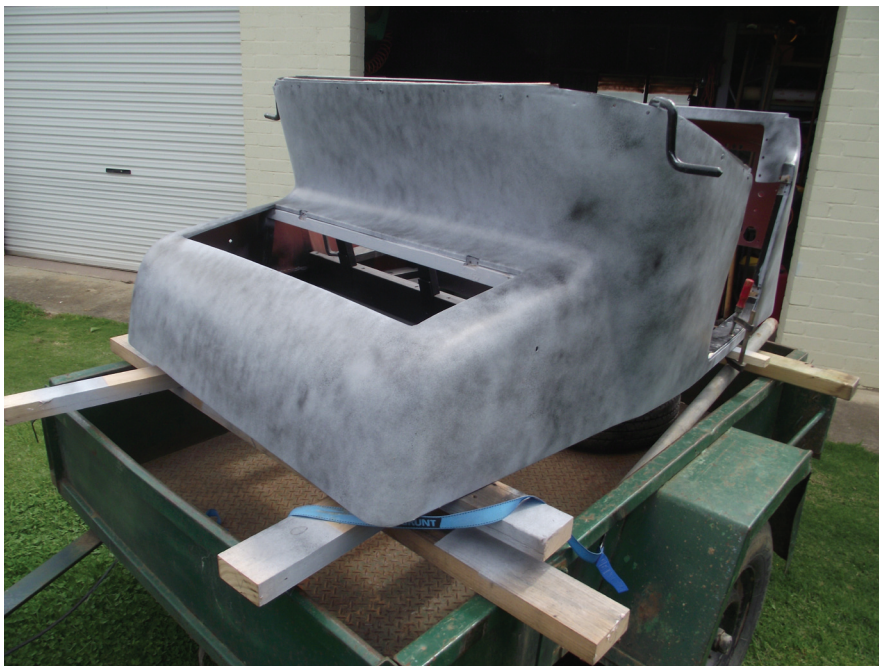


US steel was scarce because of the war, so it is not unlikely that some other manufacturing means was devised, although to me the roadster looks quite stock and perfect. Here's a subject for you automotive historians abroad!

Thanks to Paul Drewe for these lovely early photographs, and for the family history.



PROGRESS!



↑ Mick Newman in Victoria, Australia, is making solid progress on the body.



↑ Tom van der Vyver reports making good progress on his Saxon roadster in South Africa

ADVICE



↑ Well known Florida car restorer Brad Hindall, impatient with trying to get an accurate measure of fuel in tank of his 1915 S-2 touring car, devised a simple sight-gauge that can be checked under the hood. By adding a clear plastic tube to the fuel tap, and securing it well over the wooden coil box, a driver can see at a glance exactly how much fuel remains.