

SAXON

SIX \$980

Will Positively Out-Perform Any Car in Its Price Class

NEARLY everybody now knows the tremendous success the Saxon "Six" has won. Nearly everybody knows that the Saxon "Six" is the finest car for less than \$1000. Nearly everybody knows that the Saxon "Six" is Timkenized—Timken Bearings and Timken Axles. Money cannot buy better. Owners, of course, were first to find out this superiority. But it did not long remain merely a matter of owner knowledge. For from them, thousands of them all over this country, came reports of its speed, its smoothness, its power, its acceleration. They spoke frequently of its extraordinary gasoline economy, its unusual freedom from need of repair service, its superlative strength and stability.

And these reports coming day after day, growing constantly, have gradually molded and welded these individual beliefs into a common public belief that Saxon "Six" is the best car in its class.

Then, as if to substantiate and confirm the superiority shown in private use, Saxon "Six" began to show its superiority in public competition.

It won a noted hill climb in the East against many higher-priced cars.

It defeated by fifteen minutes over a 500-mile course a train which is the pride of the West.

It thrice vanquished costlier rivals in speed, acceleration, and in hill climbing at the San Diego Exposition.

It exhibited acceleration from standing start to 45 miles per hour in 23.6 seconds.

206 stock model Saxon "Sixes" traveled 61,800 miles and averaged 23.5 miles per gallon of gasoline. Each car ran 300 miles without stopping the motor.

38 stock model Saxon "Sixes" raced in relays from coast to coast in 6 days, 18 hours and 10 minutes.

So when you come to seek the reason for the overwhelming success of Saxon "Six" you will find it, most likely, in this matchless ability to perform.

If you should search still further you will find a two-fold answer.

First, that Saxon "Six" at the outset was built right; that the principles of its construction were correctly evolved and accurately carried to completion.

Second, that Saxon "Six," since the outset, has been passing through a continuous condition of development and refinement.

Here is the big point for you, Mr. Prospective Car Buyer: No matter whether you are considering the purchase of a car higher in price, or lower in price, than the Saxon Six, you owe it to yourself to see the Saxon Six at the Auto Show. Study it, ride in it, drive it—compare it generally with the car of your first selection before making a final choice.

So at this time, beyond those features you know, you will find many added attractions.

For instance, the new body is roomier, more comfortable and has wider doors, making entrance and exit easy and convenient; softer and deeper cushions; and its lines are after the latest mode.

There are 12-inch brakes. These make for greater strength and added safety. They give a further margin of protection in event of emergency.

Then the rear spring has been made 4½ inches long, full cantilever type. That is far longer than most rear springs in cars of like price.

And every added inch means just so much more riding smoothness—just so much more discomfort taken from rough roads—just so much more luxury added to good roads. The crankshaft is now full 2 inches, and this has materially increased the smoothness and quietness of the power flow. Other detailed improvements in the motor have brought Saxon "Six" motor to a point where it fairly rivals in efficiency the motors in the highest-priced cars.

The windshield is of the new-day tilted type, which eliminates all glare.

The top is of a new style, with Grecian rear bow. The fenders, too, are of the new design.

Note that now the instruments are mounted on a plate on the cowl dash.

Observe the valve springs; they are now made of finest chrome vanadium steel. And, finally, the carburetor is of a new design that gives greater efficiency and easier starting.

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