



# SCRIPPS-BOOTH REGISTER

LUXURIOUS LIGHT CARS

SCRIPPS-BOOTH CORPORATION

981 BEAUFAIT AVE.

NUMBER 16

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## Found a Pair of Late Wheel Hub Nuts?

Hi Ken, I live in Adelaide South Australia and was recently cleaning out some old car parts from my late fathers garage and came across a pair of #5 wheel hub nuts. There is one Left and one Right and both were manufactured by the "American Wire Wheel Co. Buffalo N.Y." and I'm wondering what type of vehicle they'd suited or belong to and an approximate value?

They're in good condition except for the logos missing and a couple of hammer type marks in the hex recess, and all the lettering/wording on them is perfectly legible. Regards, Ray Byrne.

Hi Ray, It sounds like you have the later #5 hub nuts, if they have a Hex recess, which date from about 1921-23. These were mostly accessory wheels on cars like the Buick and Dodges- the smaller cars like Chevrolet used the #4 nuts, and the large cars like the Cadillac used the #6 size. These nuts go for about \$25 -\$40 US Dollars in the States.

I was just down in Adelaide this past October to visit the National Museum at Birdwood and Eric Parker's Chevrolet Collection. Regards, Ken

Hi Ken, Well, I hope you enjoyed your visit to our sunny little city down south and our Birdwood Museum. Thanks for the information Ken, these are of no use to me, but I'll try advertising them in the local collectables trader. I'm sure someone could use them. Regards, Ray

## Looking for a Spacke Deluxe Engine?

Hello, I am a Spacke obviously by my name, but I am looking to buy a Spacke Deluxe of any type. Is there anyone there who can put the people who have one, that might want to sell one, in contact with me please? They can call the number below or email me. Thanks for any help. PH (619) 938-7458 or [tspacke@firstam.com](mailto:tspacke@firstam.com). Regards, Tim Spacke

Hi Tim, I guess you already found out from what has been posted on my Scripps-Booth website that I don't know too much about the Spacke Deluxe engine or the 1919 Spacke cyclecar? Sorry I don't know of any engines for sale - but will post your request in my next newsletter.

Do you have any sales or parts literature on this engine?

Hi Ken, Here is a copy of the Spacke Deluxe Manual and thanks for any help if my quest.

Thanks Tim for the Spacke Instructions book - just what I have been looking for. Regards, Ken

## Email to Museum in New Zealand

I see you have a 1917 Scripps-Booth Tourer [unrestored in storage] listed on your website - but the Car Serial No. is unknown along with the engine serial number being unknown.

I have a 1918 Model G roadster that has the Chev 4 engine-clutch-gearbox in it since this company was partially owned by the Chevrolet Motor Company at this time before its merger with GM. I was wondering what type of engine your 1917 model has? Is it the Sterling 4 cyl, or the Chev 490 type, or the FERRO built V-8, or the Northway 6 cyl engine as also used in the Oakland? If you could identify the engine, I might be able to help you better identify what model Scripps-Booth you have [Model C, D, G, H or Six 6-39], and where you can find the engine serial number? Or perhaps you could email a photo image of this car? Note: No reply received to date.

## Northway Engine History

Ken, Thanks for the reply to the question about Northway Engine Works. This is the same information I have heard from several sources. However, I have not been able to locate a published source that references the information you have stated. I have searched all the Oldsmobile books that I have and many early GM publications. None reference the path that you describe. The information must be somewhere. I would like to find the source. Thanks for your input. Regards, Arnold Hager

Hi Arnold, My main reference for the historical background I posted on the AACA Form is THE TURNING WHEEL - THE STORY OF GENERAL MOTORS THROUGH 25 YEARS, by Arthur Pound, 1934. The reference to Northway being listed under GM's Inter. Company Parts Div is from the Sloan's book, MY YEARS WITH GENERAL MOTORS, 1963. Sloan printed two Organization Charts dated January 3, 1921 and January 1925.

I have a particular interest in the Northway Model 110/111 engines that was used in the Scripps-Booth, Oakland, and Oldsmobile and have been trying to gather engine serial numbers, casting marks and codes, and date codes from this engine block and cylinder head. I would be interested in this info from your engine? Regards, Ken

## Has an Olds Northway Engine

Hi Ken, I checked the numbers on the block. On the left side rear bottom - 24538-1. Mid point, left side, upside down - 2-7-18 [February, 7, 1918]. Regards, Sky

Thank Sky for checking your Model 37 block. It was a rainy day out here in So Cal [first storm of the season] - spent most of it compiling this Northway Model 110/111 engine Register that I have attached. I estimate GM made over 300,000 of these engines.

The funny thing is I have never seen one of these engines in person - I am really a Veteran Chev 4 enthusiast and have a 1912 Little 4 [ex-Harrah's Collection], 1918 Model D5 "EIGHT" Touring, and a 1918 Scripps-Booth Model G Roadster [which was owned by Chevrolet at the time and has the 490 engine/clutch/trans in it]. Therefore my interest was always in the pre 1919 GM cars - but the more I have gotten evolved in putting out the annual Scripps-Booth newsletter - the more I have gotten into researching these other pre 25 GM cars too.

Please check your 1918 block again for the serial number that should be stamped on the right side of the crankcase between cylinder #3 and #4. Thanks for your interest. Regards, Ken

### **Has a Spacke V-Twin Engine**

I have noticed in your feedback columns to S-B Register 9, pages 14 & 15 is a situation very similar to mine. I have a Spacke engine, V-twin, 9hp, serial #V10330, which we thought came out of a motorcycle and was used in prototypes of early flight designs. The serial numbers are lightly stamped as noted in your column and not behind the flywheel next to the cylinders as seen in early Sears motorcycle views. It appears to have a vertical distributor also in lieu of the horizontal mags as depicted in motorcycle views. This appears to match all of the criteria written in your article. Any advice on tracing this engine any further is appreciated. I would hope to rule out the possibility of this particular engine's use before 1910



time frame if possible. Thanks for a great website and a lot of helpful feedback. Regards, Tom Rackley

Hi Tom, Yes it appears your Spacke Deluxe was a cycle car engine and might be from a Scripps-Booth - at least it is within the serial # range of known 1914 S-B engines that were built between Jan and May 1914. The lowest # I have found is V9925 and the highest is V10796. With your # being V10330, places it made right in the middle of this 1914 group - say about March 1914 production. S-B built about 400 cyclecars so must have used about 400 engines too.

I would suggest you get in touch with Tim Spacke who has been interested in the Spacke Deluxe for many years and seem most knowledgeable about its history and design. Tim scan his 1913-14 Deluxe Motor Model "O" Catalog for me, which shows parts, and repair info. for the mag motorcycle version. Regards, Ken

### **Letter from Alan Schier**

Hi Ken, I just finished reading the S-B latest newsletter. I read a Model "G" is in your hands. Enjoy learning about it and keep making it right. I have some spares for it from Mr. Geers' - 2 trips Sue & I made to his home.

I've done a bit of work on my Sterling engine this summer. I finally uncovered the 2 engine S/N's. I have both 3" bores, S/N 3167L - damaged, 3261L - useable. I have a good block cleaned & protected.

I bought 3 NOS "AC titan" plugs at a P.A. meet a year ago, and then found they will not fit as they appear to fit a model "D" S-B. I need long SAE/ALAM if you can help?

We drove our '24 Dodge woody & '36 Austin roadster 130 miles north to my dad's place in November. Great trip! My dad put up a 35 x 40 building to house and work on the car collection. He bought an Austin A40 Jensen body "Sports". I'll be getting that road-worthy too. See January edition of Sports & Classics magazine, the "Lost & Found" section. I still have to drive the '66 Bristol to my dad's. The 1700 Glas GT will stay here, and I'll have more room to work on the Model "C" S-B.

If you can give me the "West's" Houk expert's address, I would appreciate it. I need a few nipples and spokes to have ready in primer. Hate to see those S-B parts scrapped in Altoona. It's about an 8-hour drive (one way) there; perhaps I could find something to trade.

I may be able to see the model "C" in Norwich, NY next year. It's about 1.5 hours from my dad's place.

I will try to e-mail Chris Nagy about my dealings with Gary Leuthauser. Gary did his homework early on - on the James Scripps-Booth automobiles. I would like, also, to contact Matt Spitzley in the UK to share with my contacts in England. Can you supply his e-mail or something?

Enjoy the holidays, Alan (& Sue & Wes) Schier p.s. always looking to trade parts

Hi Alan - great to hear from you- The Houk wheel guy is Layden Butler at: [laydenandjean@aol.com](mailto:laydenandjean@aol.com)

Sorry, I don't have any Titan Long SAE plugs. I do have a set of 4 NOS AC Type C plugs, which replaced the Titan Long SAE plugs in the mid 1920's. This set has the



"C" on the plugs so dates from about 1930 to 1936. The C plug was replaced by the 76S, which I have (1) of. The C plugs that dates from mid 1920's to 1930 had the letter C on the box, but the plugs were not marked with a "C"- I have only (1) of this style.

I would trade this set of (4) NOS in original great boxes (1 box is missing an end flap) for say an #4 hub nut or the front frame / springs cross tie bar that has the crank hole support attached to it. Someone cut off this crank hole support off from my Model G part #P476 Front Spring Tie Assembly. Regards, Ken

#### **Photo of the S-B Dealership in Saginaw, Michigan**

Are you interested in a picture of a Scripps-Booth dealership from the late 1910's in Saginaw, Michigan? Regards, Susan

Hi Susan, Yes, I would. I have a 1918 Scripps-Booth Model G roadster. I stopped in at the Saginaw public Library several years ago to check the Saginaw newspaper for Chevrolet and Scripps-Booth adverts during the late teen periods - but didn't find much. I was also looking for any newspaper accounts on the opening of the former Rainier plant at Six St and Washington by General Motors as the Saginaw Motor Plant where the Chevrolet FB engines were built. Regards, Ken



Thanks Susan for sending me this image. It is real clear. The touring car in the middle that is in the garage doorway is the last year model that was built by Scripps-Booth. This is the 1922 Model F than came out in about August of 1921 and ended in April 1922 when General Motors discontinued the car. Since the sign claimed this to be the "New Scripps-Booth" I would say this photo was taken in late summer of 1921. The big sedans that are on both sides of this car [with one displayed inside the showroom] look expensive - but I don't know what they are? Have you found other papers and records from this dealership? Regards, Ken

#### **Has a 1922 Model F Sales Brochure**

Hello, I am hoping you can help me identify the model year of a Scripps-Booth sales brochure I have. There is no year on it. The cover has the logo "the New Medium Weight Six" on it. Some of the models in it are the F-43 Five passenger touring and the F46 four passenger Coupe.

It is a small brochure, approx 3.5" X 6.5". I am looking to sell off some items I have accumulated over the years to help fund a resto project I am working on. Do you know what the brochures sell for? It is not in the greatest condition. Thanks, Brian Zellmann

Hi Brian, Yes, this is the last Scripps-Booth model year manufactured – 1922. The F model is the 1922 model year that was discontinued in April 1922. However it is not as popular as the pre 20's stuff. I would say it is valued in the \$15-20 range. Regards, Ken

#### **What Is The Color The Wire Wheels Are Painted?**

Hello Ken, Happy New Year. How are you and your car? The wheels on our 1916 S-B Model C are painted yellow and they need to be stripped and repainted. Are you familiar with the Dayton Wire Wheel Company? [www.daytonwirewheel.com](http://www.daytonwirewheel.com). They manufacture wire wheels for a variety of cars and they also do restoration services. The local MG club suggested them for restoration services. They will do the stripping and repainting for our wheels. I wonder if you have a description of the correct shade of yellow to use? Best regards, Tom Booth

Hi Tom, I am still working on the fenders and splash aprons to paint them black. I am also going to paint the hood black too, but leave the red paint on the body for another winter, body off, project in the future. Then I want to paint the body a dark gray color. You know red wasn't a standard color on the Scripps-Booth - even though it looks good and most roadsters seem to have been repainted red.

I hear the Dayton Company has a great reputation for restoring wire wheels. To quote from your Grandfather's letter dated January 3, 1953 when he replied to a Scripps-Booth owner: "The red under the body is likely the original primer coat. None of these cars left the factory in maroon colors. Hoods were often left in black, regardless of body color. Fenders were black. Cream wheels were standard."

The two colors that seemed to be standard on 1915-18 cars Model C, D, & G were Scripps-Booth gray or blue-black. Chassis black. Wheels, white enamel. I do have a Model G folder that does mention a painting option: "Carmine maroon, at extra cost."

Since your Grandfather stated cream, while the literature stated white enamel, I am planning to paint my wire wheels the same color that are on my 1963 Austin Cooper S, that I ordered and got delivered new in January 1964. They are more cream than bright white in color, and Austin called this color "Old English White"

I wonder if your wheels were also cream to start years ago and have just yellowed with age - or were painted yellow by the previous owner also because he found that the color had also yellowed with age? Blue-black usually always turned black with age, with many later owners thinking it was original black too.

Yesterday was a neat January tour day - sunny and warm in the 70's - had the 1918 Chevrolet Eight Touring out with the local VCCA region to check out a private collection of gas stations signs and garage equipment. Ken

## **Six Cylinder Chassis Found And Is For Sale**

Hi Ken, While I was in PA this summer I took some pictures of a Scripps-Booth engine on the front half of a frame. Harry Haddon, 950 Leidig Dr, Chambersburg, PA, 17201. Phone 717-264-7229. He would like to sell the assembly. I have not developed the photos yet. Let me know if you are interested. Regards, Richard Cocklin

Hi Dick, I sure would be interested in just what model of engine and components Harry has - which your photos should show? So I will wait to see your photos - basically I would be interested in the Model D V8 engine and the Model G 4 cyl engine. Thanks for thinking about me, Ken

Hi Richard, Thanks for the 3 photos - it appears this is the engine from a 1918-19 Scripps-Booth Six and was made by GM's Northway Engine Division - with the same basic engine also used in the Oakland and Olds 6 cyl models. Off hand, I can't think of anybody who is looking for this 1918-9 Six-cylinder engine? I am only interested in the 18-19 4 cyl jobs that I have. I will put a notice in my annual S-B Newsletter that goes out before Christmas. Regards, Ken

## **Letter From Tom Booth**

Hello Ken, The snow has melted and people are getting ready to take their old cars out soon. How is your car? It sounds like you had some good rallies with it last year.

There are car shows in this area every weekend from May through September. I have had inquiries from several groups this year about showing our car and we will do it if we can. There will be shows at Cranbrook (home of George and Ellen Booth and James Booth) and at the William E. Scripps house. I have collected some information about the Scripps-Booth cars and would like you to read it and let me know if you see any errors. I want to make sure I give out the correct information when people ask. Best regards, Tom Booth

## **Rebuilt Model G Rear Axle Assembly**

Hi Tom, Yes, still working on the old girl - my machinist buddy Pat delivered the Model G rear axle assembly this morning, and Pat helped me get it installed - now the left #4 HUBS are on the left side rear and the right side hub is on the right side rear. Pat also had to make new driving pins (6 each hub) - so think all my axle/hub/key problems are behind me.

I finished up the hook up of everything else this afternoon - so still have to paint the fenders and aprons black and assemble them back on the car. My youngest boy Erik - age 26 - will most likely do the spraying of fenders and aprons and hood and I will paint the little pieces. We - Erik and I - leave for the Chev 4 Tour in Santa Fe, New Mexico the 4th week in June - only 3 months away.

## **Corrections on Scripps-Booth History**

Some corrections Tom are first, the original S-B Cyclecar Company that was incorporated for \$50,000 on November 1, 1913 was not sold, just the left over parts were sold to a spare parts jobber, with the company changing its name to the Scripps-Booth Motor Company and increasing the capital stock to \$150,000. Second, on

the date of the AQ article, it is 1975 - not 1978. Third, Antique Automobile, Mar-Apr 1981, had a feature article on Scripps-Booth cars and the restoration of the then Minnick's 1917 Model G [#G 23].

The Model G was built in 1917-1919 and had the same interior/exterior as the Model C except it had a driver's door that opened and the fuel tank was attached at the rear frame with a vacuum tank on firewall to pump gas to the carb. The Model G was still a 3-passenger roadster with the swing out child seat.

The 1918 Model H replaced the Model D and was a 4 doors, 4 passengers, touring car instead of the 2 doors, 4 passengers, roadster. We don't know if any survived? In one place you list 1917 is when Chevrolet gained control, in another you wrote 1918 - with 1917 being correct.

You wrote the styling of the S-B was also seen on the Chevrolet of the days? This is not correct. It was only the 1918-9 Chev 4 engine/clutch/gear box that was used on the Model G to make it a great performing car. There were no styling transfers - just the powertrain from Chevrolet in the pre GM period. Keep in touch, Ken

## **Missing the Third Seat**

Hello Ken, We plan to show our car a couple of times this summer and have one major problem. The car does not have the swing out child's jump seat. The body side bracket is there, but there is nothing else.

The first thing I would like to have is a photograph or drawing of the seat and bracket. Then I need a seat and bracket! I think the second step will be the most difficult. Could you forward this message to some of the other S-B owners and ask if anyone has a photograph and a spare seat and bracket? Tom Booth

Hi Tom - Don't think you would ever be able to find this seat but think it would be fairly easy to have one made - it is just a steel bracket and is mostly hidden from sight anyway. I will take some measurements this Saturday. Regards, Ken

Ken, Thank you for the drawing and photos. I took some photos of the body bracket in my car and the file is attached. The drawing (Ken's) shows a spring stop that appears to work in a notch on the body bracket. The bracket on my car does not have a notch. The body bracket part number is 15C211 and that matches the parts book for the Model C. Incidentally -- the seat is called "Auxiliary Seat" in the parts book. Ken -- Do you think the spring tab and notch are a more recent design or perhaps some previous owner added it? Kathy -- does the seat stay in place under the instrument panel when it is not being used, or does it tend to swing out? Regards, Tom

P.S. I spoke to Maggie Allesee today and her car has the seat. She lives a couple of miles away, and I will get a chance to look at her car this weekend.

Hi Tom, The 1917 Model G Parts List the Auxiliary Seat Bracket as part # P93. This bracket must have been changed at least by the time of the 1917 Model G. The top pivot point is double notch at 90-degree right angles. The "Upper Stop" part #O238 attaches to the bottom seat wood and serves as a detent that works on the "Lower Stop" part

# O236 that sort of clips [looks like a lock washer plate] to the Bracket notch.

You are right this provides a detent lock for the seat in the swing in and swing out position. The seat assembly needs to be raised up against the spring tension to either move in or to the out position.

#### **Comparing a Model C Body to a Model G Body?**

Tom, have you ever parked your Model C right next to Maggie's Model G? And compared/measured what looks different? I would be interested if the Radiator shells and louver hood are inter-changeable - or if the Model G uses bigger components. Observe how the crank fits under/through the radiators on both models. I suspect the hood on my car is either too big for the radiator [from a Model D/H?] or the radiator is too small [off a Model C?].

Maggie's Model G is supposed to be Car No. G 1097? But Kathy's Dad when he inspected this car could not find the Car No. plate on the seat frame? I think this S-B Car No. plate is rectangle [1 3/8 x 2 7/8 inches] and has the "SCRIPPS-BOOTH CORP" at the bottom? Also look for the engine serial number on outer surface of the flywheel in about 3/8" letter/numbers - should be around "SB 1100". Is the G 1097 the Michigan title/registration serial number? The block date code should be located on the top right side of cylinder block between #1 and #2 cylinder - like "3 15 18" My block is casting dated "6 29 18." Ken

#### **Houk Hub Nuts Medallions?**

Thanks Tom for the great photos - interesting that 5 out of 6 of your #4 Medallions have the 2 extra rivets for a total of 4 rivets. My original S-B medallion that was given to me by Scripps Downing off his Model C [Houk Mfg Co] has only the two rivets at 6 and 12 o' clock position and the NOS Cap with S-B I got on EBay is the same except it is a Wire Wheel Corp. Now I wonder what the repro S-B medallion that Mr. Downing used on his car were the Houk Mfg or the Wire Wheel Corp ones? Ken

#### **Headlight Lens?**

Hello Ken, The auxiliary seat project is going well. I have another problem. I broke one of the headlight lenses while doing some work on the car. It is a MoreLite 1917 lens with a flower pattern in the center. See MoreLite Lens photo. I have attached another photo taken in 1916, but cannot tell what the lens pattern is. What does the headlight lens look like in your car? Regards, Tom

Hi Tom, The photo of your lens came through okay - is it an 8 1/2 inch dia. lens? That is what my Macbeth Lens spec sheet calls for the S-B's. I have these green glass visor lens [9 7/8"] on my Chev V-8 touring and am looking for the same Macbeth lens in 8" size for the undersize lamps now on my Model G. Currently the lens are "Flintex" - a non-glare safety lens of that period. Ken

#### **Front Left Wheel Came Off at 30 MPH!**

Hello Ken, My S-B had an unfortunate incident yesterday. I took it for a ride around town and the left front wheel came off at about 30 MPH. No injuries. The car slid to a stop in about 50 feet and the wheel rolled into on-coming traffic and bounced off the front of a minivan. The driver tried to avoid the wheel and was stopped when

it hit his car. Damage to his car was limited to scuffs and gouges in the plastic bumper.

The S-B wheel is fine except for some scraped paint. The Houk hub nut is fine and was about 100 yards down the road. The S-B did not suffer any body damage. The only noticeable damage was to the steering gear. The steering rod knuckle and bolt and tie rod end bolt were ground down on the pavement but are tight and working.

I was able to get a jack under the car, remount the wheel, the police stopped traffic while I made a U-turn, and I drove it 3 blocks to the house. The Houk hub nut came off, and I think it is because I had removed the wheels last week to do some cleaning in preparation for a car show in two weeks. I must not have tightened the nut enough and it came off.

I don't want to drive it again until I get the steering pieces fixed. I have attached a couple of photos. If you have any repair suggestions, I would like to hear them. Best regards, Tom Booth

Wow Tom - sounds like you are lucky to not have more damaged! I didn't think it was possible to have the left side hub nut come loose and back off - since the nut is marked for left side service. When I rebuilt my S-B rear axle this past winter, I had to switch the hubs so the rear left hub would be on the left side.

I don't know where you can find new king pins and tie rod bolts, but a machine shop should be able to make them from scratch or modify someone else's. I picked up my front hubs yesterday from my machinist buddy Pat, who had them for the last 10 months. They need the Hub Bearing retainer that threads into the hub at the rear made.

My boy painted the aprons and fenders Friday and Saturday, and I had all these pieces back on the car by Sunday night, Installed hubs, wheels, and was able to roll the car out of garage for the first time since last August. Now just have to paint the hood black and finished hooking up everything else to get it running again by this weekend. Then have a week to test and sort things out before leaving for Chev 4 Tour in New Mexico on the 22nd. My big fear up in Canada last July was the hub nuts coming loose on the rear axle, and so checked them every time we stopped. Regards, Ken

#### **Wagner Starter Gear Teeth Broke**

We have been having fun showing our car this summer. In June we took it to Bay Harbor Petoskey. On July 26 it was at the Scripps mansion in Lake Orion and was parked next to the Model C from the Detroit Historical Society collection. That car is reported to be an unrestored all-original car. I took pictures of some of the details and will send them if you are interested. On July 27 our car was at the Cranbrook Concourse show and was parked next to Maggie Allesee's 1918 Model G. Her car looks very nice and clean and she drove it to the show. All three shows were well attended and a lot of fun.

August 16 was the famous Woodward Dream Cruise. Unfortunately, our car was a "no show". It started but stalled in the garage. Then it would not start at all. I could not work on it until today. The trouble is in the starter. I

removed it and found that the output gear was jammed. When I took it apart, I found the pinion gear on the end of the motor shaft had 4 broken teeth. The other gear is OK.

I am not sure how to replace the pinion gear. It is not obvious how it is fitted to the armature shaft and I do not want to disassemble the motor until I know what to do. The motor runs fine when the jammed gears are apart. Any suggestions? Regards, Tom Booth

Hi Tom, Saw yours and Maggie's cars parked next to each other on the Internet for the July 27th show - do you think the radiator, engine hood, fenders, body panels would be interchangeable between the Model C and G?

I have the Wagner blue book "INSTRUCTIONS FOR WAGNER STARTER AND GENERATOR" for the S-B cars, 4 & 8 cylinders. Dated June - 1916. But it only mentions it was equipped with a gear reduction and shows the photo of the small and large pinion like shown in your photos. It doesn't mention how to take this motor apart.

The Model C Parts List gives the repair Wagner starter parts [used on cars 5001 and up] available but doesn't list any pinion gear - only two Bendix Shaft and gear - 2 1/2 to 1 Ratio and one at 3 to 1 ratio. It does list a #8 Woodruff Key, and I would guess the small pinion is position on the armature shaft with this Key and the armature would be removed out the back end [brushes are in the front end] Good luck - Ken

#### **Scripps-Booth Article in Car Collector Magazine**

Car Collector Magazine just published an article about the Scripps-Booth cars. A portion of the article is at: [http://www.carcollector.com/columns\\_detail.cfm?StoryID=2289&storytype=Classic%20Era](http://www.carcollector.com/columns_detail.cfm?StoryID=2289&storytype=Classic%20Era)

Brooks Brierley, the article writer, contacted me last winter while he researched S-B cars. I provided a few photographs and some background information. I learned a lot from reading his article. Perhaps you will find it interesting also. Regards, Tom Booth

Hi Tom, Brooks mailed me a magazine too this week.

I found a Wagner starter parts list and detail parts drawing that shows the gears are keyed to the shafts - do you still need this? Or do you have your starter repaired by now? Regards - Ken

#### **Question on Jeff Thomas' 1919 Six Roadster?**

We are doing the final detail work on the 1919 Scripps Booth belonging to Jeff Thomas. Do you know what would be correct for the collar that is around the trunk lock handle opening? Thank you for any information you could give us. Craig Piper, Westmoreland Antique Car Restoration, RD 4 Box 444, Blairsville, PA 15717  
Fire Engine Red With White Wire Wheels

Would you be interested in a copy of a 1918 photo I just found of my grandmother in her automobile? On the back of this small black and white picture she has the following information. "Scripps-Booth car dad gave me, fire engine red with white wire wheels." Victoria Sewell

Hi Victoria, Thanks so much for the photo of you grandmother in her Scripps-Booth. How old was your grandmother in 1918 when the photo was taken? It appears, since the car was painted fire engine red all over [both body and fenders] that this fresh paint job would of been done by your great grandfather before he gave the car to your grandmother. I would say this is the 1915-17 Model C,



Hi Ken, This photo had the following written on the back: "Scripps-Booth car dad gave me, fire engine red with white wire wheels" Audrey Willis 1918. Picture taken in Hiawatha, Kansas. This is all the information I have. Very poor copy from a real small picture. My Great Grandfather, Grover Cleveland Willis, was a car dealer. For 1917-1918 he was in motorcar business in Leavenworth, KS. In 1920 he was working as a tractor salesman in Leavenworth. In 1922 he arrived in St. Joseph, MO. In the 1926 St. Joseph city directory, he was a salesman at Wolfley Auto Company, 8th and Charles St. In the 1930 Census St., he was in Joseph, MO. His occupation was Retail Automobiles and was listed as the Manager of Willis Motor Company at 401 N. 12th St. and the used car lot at 1316 Frederick Ave. He died of a sudden heart attack at Willis Motor Company at 8:45 pm on October 30, 1930, in St. Joseph, MO.

Ruth Audrey Willis married Roy Franklin Sewell in 1921 and moved to California about 1937. I have no indication the car ever was in California. 1930 Census shows Roy Sewell was a parts salesman at Dodson Ford Garage in Hiawatha, KS.

#### **Checked Out My Model G Condition?**

Within one week after the Model G was delivered in September, my buddy Pat was over to help me evaluate the car condition and try to possibly start the engine. One of the first thing Pat does in checking out an unknown car is to lay down on his back and get underneath the car to better check out and inspect the chassis components. It looks like the body has never been removed from the chassis and the grime and dirt that is on the frame dates back to the teens, since the frame appears to have never been cleaned up or repainted.

The dry Bakersfield weather helped preserved the body and chassis, because there was no signs of rust pitting that are on both my 1912 L-4 and 1918 D-5 chassis. Another bonus is we found the original body wood to be in good condition except the floorboards.

This heavier Model G frame is not cracked [a problem with the Model C] and has never been repaired. I have seen the Model C listed at 1750, 1800, and 1825 pounds and the Model G at 2000 and 2100 pounds. The upgraded frame and Chev 4 engine/trans makes the Model G about 350 lbs. or 20% heavier then the Model C.

#### **Fed Fuel To The BB-1 Carby**

Pat had brought along a fresh 6-volt battery that we installed in the battery compartment, that is reached by removing the passenger seat cushion and lifting up a hinged wooden panel. In order to give the engine gas, the guts of the



Stewart Vacuum Tank were removed (they were all rusty) and the gunk cleaned up from the bottom of this tank. The carburetor is a Carter BB-1 updraft, which Pat said is the same type used on the 1939 Chevrolet COE Truck engines, and it makes a great carb for the modified Chev 4 engine since, it is size for a larger six cylinder horsepower range and has an external adjustment on the main, high speed jet. Since the complete carb would have to be taken apart to check and clean any gunk out of the float bowl, we decided to just feed this carb with fresh gasoline by gravity flow gas from the vacuum tank and see if it would start.

### **Remy Distributor Had Auto Timing Advance**

The 1918 REMY distributor cap was removed to check out the points and rotor. The Model G Chev 4 engine was the first application for Chevrolet to feature its new REMY Automatic Timing Advance inside the distributor. It would be 6 more years before this automatic timing advance was adapted for the 1923 Cooper Cooled engine, and another 4 years before the 1927 Capitol AA models got this modern feature in June 1927. The Model G was billed as an easy car to drive, with the spark retard-advance lever not even required. Only the handy hand throttle lever is mounted on the steering column.

Unfortunately, the original distributor was replaced years ago by the Chev 4 #366 cast iron housing distributor, but retained the original 1918 REMY Cap and Rotor. Since the #366 has a manual timing advance, a push-pull cable is run to under the instrument panel to adjust the timing retard/advance.

### **Remy's Safety Spark Gap?**

The 1917-9 REMY rotor has double contacts, with I think the bottom contact serves as a safety spark gap that would save the REMY coil from high voltage if a plug wire was off that gave a wide gap for the spark to jump. I must have a good coil, since I left the key on overnight with the coil really hot the next morning. And this is with Pat disconnecting a resistor that had been added to lower the coil ampere output.

### **Remy Starter Cranked But No Oil Psi**

The newer type AC 14-mm spark plugs with 7/8-inch thread adapter were removed, and the REMY starter turned the engine over great. We wanted to make sure the oil pump delivered oil to the block before trying to start it. Unfortunately the gauge showed no oil pressure. Years ago the standard Chev 4 external gear pump [1918 was the first year] that mounts on the front of the gear driven REMY generator had been removed, and a industrial grade belt driven oil pump had been mounted above the generator, with the drive pulley installed on the generator front shaft. All the external oil supply tubing had been replaced with flexible rubber oil lines, but we found the suction line to the pump was split.

### **Need A 490 Timing Gear Cover**

I have a good spare 490/FB oil pump, and my first thought was to get it out and re-install this original type pump and oil lines. But then we discovered the mounting boss on the timing gear cover had been grind off. I remembered I also had a spare cover out back in the shed. However we discovered this cover from a FB engine, was slightly different, and would not fit. So we gave up the idea

of getting the engine started that day, and Pat left me with the question of how to make an oil pump work?

The next weekends I re-installed the belt driven oil pump and piped the connections in copper tubing - figuring this temporary repair would be the fastest way to get the car running. To replace the original gear pump would require finding a Chev 490 timing gear cover and then getting it installed.

I was also able to hooked up the long Group #3E battery from the D5 underneath car, since it was too long to fit in the battery compartment. I tried to check out the oil pump flow by cranking over with the plugs removed - cranked good - but still no oil flow?

### **Got Spark And Engine Started.**

After much playing with this modified REMY distributor, which is about 1/4 S-B and 3/4 1924-5 Chev 4, and re-checking and changing timing, I got the engine running for a few minutes before shutting it off, because there was still no oil flow from the pump. I found I had this oil pump inlet/outlet lines reversed.

The next day, I added water to the radiator. The starter cranked good when the spark plugs are removed with no compression, but only one 1/2-turn jerk at a time with plugs installed. With only 2 plugs install it cranks okay and even started and ran on only the #2 and #3 cylinder.

### **Starts On 3 Cylinders But Not With 4?**

The last time I ran the engine that day was for about 10 minutes. I started it on 3-cylinders and then installed #1 plug and wire while running. The car is up on jack stands.

I temporarily fixed the clutch by cutting off the 3" of leather that was hanging out. I engaged the dry clutch and shifted all the gears to check for noisy trans or rear axle - everything seems okay. There were no bubbles in the radiator and no engine noises or leaks. I then check and adjusted the valves and replace the intake and exhaust manifold gaskets. I need to inspect the carb for the accelerate pump operation, repair and hook up the vacuum tank, and check cylinder compression during cranking for weak cylinders and possible high compression pistons.

### **Remy Starter's Bendix Gear Sticks?**

I think I know why the engine does not crank more than a 1/2 turn when all 4 plugs are in? I can see the starter Bendix gear stays in mesh with the ring gear after cranking, when it should spin return to the rear starting position. The whole purpose of the Bendix is to allow the starter motor to make several turns of the motor, before ring gear engagement, to allow the motor to first accelerate. All I get out of this motor is the break away starting amperes, which isn't enough to get it cranking against the full four cylinder compression. I need to clean the Bendix drive and it should crank okay?

The crankshaft doesn't have a crank nut, and I need to find at least a 3-foot long manual hand crank. I removed the round REMY Model No. 290-B starter and cleaned up the Bendix drive. It worked a little better, but I need to check for voltage drop especially on the ground return path to the battery. I think it will help to add a '00' ground strap from starter to side frame rails to be sure there is a good return ground between the starter and the frame.

### **TAKE-A-PART THE BB-1 CARBY**

I also removed the water heated intake manifold and the Carter BB-1 #245SD which is an old 1932 design Universal

carb that has an accelerator pump and a adjustable main jet. It was very hard to take apart because the pump piston was rusted and stuck. I found this BB-1 is a 1-¼ inch size carb that bolted right up to the stock SAE 1" intake flange. However, this step down flange connection doesn't look very flow efficient. Anyway I messed up the carb gasket or float, because now it starts okay but only wants to run for about 30-40 seconds and then quits like it just ran out of fuel.

### **Take-A-Part The Bb-1 Carby - 2<sup>nd</sup> Time**

Pat sent me two new BB-1 body and flange gaskets for the Carter carburetor on the Model G. I pulled off the BB-1 carb the next Saturday morning to replace the gaskets and check it over to see what I really got? The brass Carter tag is stamped 245SD. I missed the "D" stamp before because, it is stamped on the edge. This "D" stands for the Die-cast lower body. I figure the guy in Bakersfield that restored this car in the mid-fifties just bought this universal carb brand new as a replacement carb for a 1-inch SAE intake manifold that the Chev 4 manifold is. The standard BB1 is a 1 1/4-inch size carb with a 1 1/4-inch flange. This 245SD also has a 1 1/4-inch flange, but the flange holes are drilled for a 1-inch manifold.

Therefore to use the 1A-30 Flange Gasket Pat sent me; I had to elongate the gasket mounting holes from the 2 11/16-inch centers down to 2 3/8-inch centers. The correct # for the 245SD Flange Gasket would be 1A-54, and this would be a plain flange gasket. So what I did was glue a new SAE 1 inch flange gasket to the top of the gasket Pat sent, and [also tried to fill the slots in the 1A-30 gasket up with Permatex] then installed this carb to my Model G, 1 inch, SAE, intake manifold. The downsizing of this big 1 1/4-inch carb to a 1-inch carb looks funny to me at first, but it must have worked okay. This part # is what Carter recommended as a direct bolt-on replacement.

The 121-13 body gasket Pat sent me fits all the cast-iron BB-1, but the 121-126 body gasket is used for the later Die-cast models. I installed this gasket, with the only difference is the die-cast gasket has more surface area and 2 additional holes punch in the gasket around the float bowl area for the added 2 body attaching screws.

Installed New 6 Volt Battery

I installed a new Group 1, six volt, battery I bought a few day before. I cranked it once, with still the old problem of it cranking only a 1/4 turn at a time, and then the pinion gear staying in mesh with the ring gear and not returning to the start position. So I pulled the REMY starter off to take it apart and examine. I found two of the four brushes worn down to almost nothing. I know of a source of old REMY starter brushes I found on the Internet, and make contact with this vendor.

### **New Brushes Restores Remy Starter**

I then checked stock and then ordered on-line a set of 4 new brushes, Pyramid brand, part number R-18, that are the copper gauze type brushes, from Harts Parts back in New York for a total cost of \$26.09 with postage.

The generator is a 6 Volt REMY Model No. 248-A that is gear driven off the timing gears - with the oil pump on the front and the distributor mounted on the back end of this 3rd brush design generator. This generator uses the same brushes as a 1923-4 Chev 4 with REMY generators.

The REMY starter is Model No. 2900-B with a Bendix drive that pulls the pinion gear towards the starter. Its brush design for 1918-9 was only used on the Scripps-Booth 4 & 6 cyls and the 6-cyls Olds and Oakland.

In the mean time I put the starter back together, and with the new Group 1 battery, cranked it over, but still the same thing - 1/4 turn at a time. Boost charged the battery up to over 7.5 volts and the starter now cranks like it should. I guess what this starter needs is an 8 volt battery?

Then two weeks later, after I got the new brushes, I again removed and took apart the starter, but decided to replace only the two badly worn brushes. And folks that did the trick. The old REMY starter cranked like it did back in 1918 when it was new.

### **Repaired Gas Tank**

I next pulled off and cleaned out the rust from the gas tank and found a small leak that will need repair. I got a stick of Permatex Gas Tank Repair Adhesive that is a hand-moldable, two-part epoxy putty that stays where you put it and hardens like steel. This putty dries fast and should make a lasting repair. After painting the tank black, it was re-installed. Just in case there is tank rust, I installed a glass type, replaceable, fuel filter on the outlet.

### **Found Source For Fuel Steel Tubing**

When I replaced the original, steel, 5/16-inch, fuel line last year on my Model D-5 touring, the only suitable tubing I could locate at several local auto parts stores was copper tubing. So I have been on the lookout since for a source of steel fuel lines that still could be bendable to fit the frame and body like the original did.

The McMaster-Carr Supply Co. has double-wall carbon steel coiled tubing in 25-ft coils, which is both strong yet pliable. This tubing is recommended where line vibration is severe, as on diesel engine and antique cars. It is still relatively soft for bending, without collapsing walls, and flaring, and works with brass compression fittings. This is the right stuff. The outer surface is a lead/tin alloy coated for excellence corrosion resistance. There is enough for two cars, so I plan on making a steel line for the Twin 4.

The cost was about \$20 for the coil, and the next step was to un-coil the tubing in straight section, so it could be routed straight through the small holes in the left side frame cross members. Then the hard part is to hand bend about a 45-degree bend up the front of the firewall, ending with a sharp 90 degree that ends where the line attaches to the tank. This job was accomplished in short order. And I thought the only way the original steel line was installed in the frame before the body was dropped on the frame.

### **Merry Christmas and Happy Holiday Greetings**

The saga of my Model G will be continued in the next newsletter. I have skipped adding the S-B REGISTER and the Owners Address page to the back of this issue, since I don't know of any new car or owner changes since last year. I will be posting this No. 16 REGISTER at my web site in the PDF format, which when downloaded will have a printed page look as the original.

<http://home.earthlink.net/~scrippsbooth/>