



SCRIPPS-BOOTH REGISTER

LUXURIOUS LIGHT CARS

SCRIPPS-BOOTH CORPORATION

981 BEAUFAIT AVE.

NUMBER 18

By Ken Kaufmann, 735 W. Lemon Ave., Monrovia, CA 91016-2507 (626) 358-7327

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SCRIPPS-BOOTH QUESTION

Hello, My great-great grandfather owned a 1922 Scripps-Booth touring car, and my 90-year-old grandfather remembers it fondly from his childhood.

I have some questions that I'm hoping someone in your organization can help me with. Could you put me in contact with someone that could help me? Thank you, Jeff Moore, Chagrin Falls, Ohio

Thanks for contacting me Jeff - I would be happy to try and answer your questions. Please give the area your great-great grandfather purchase his Scripps-Booth? Does he have any old photos? Regards, Ken

Ken, Thanks for the quick reply and offer to answer my questions. Unfortunately, so far I have not run across a photo of the Scripps-Booth owned by my great-great grandfather, but I will be sure to let you know if I do.

This all started when I began research on my family tree. I currently have over 1,100 people in the "tree" and many of the stories I've recorded revolve around the family cars. My hobby (some say obsession) is antique/classic cars (restoring them and driving them), and so I began a side project of researching and recording information on every car ever owned in my family. Luckily, I have been able to uncover information on all of them...all the way back to the first car ever owned in my family (a 1914 Ford Model T touring car).

The Scripps-Booth I mentioned in my original email to you was the first and only car owned by my great-great grandfather, William N. Moore (1850-1925). My grandfather (James R. Jr.) fondly remembers the car from his childhood and is the main source of the only info I have about the car.

The Scripps-Booth was one "from the last year made", which is 1922, correct? He purchased the car new while living in Star Junction, Pennsylvania (he moved there in 1922 having lived in the Waltersburg/Uniontown, Pennsylvania area before that).

It was a 4-door touring car with dark red paint (possibly maroon), black fenders, and 2 oval-shaped windows in the back of the top.

The story has an unfortunate sad ending for both the man and the car. As the story goes, William N. was a rather crotchety son of a gun! And rather stubborn. It was raining hard on a cold November day in 1925 and William N. had planned to go hunting (why he wanted to go in the rain I do not know). One of his grandsons (one of my grandfather's

older brothers) was going to drive him since he usually didn't drive in bad weather. The old man got impatient and took off in the Scripps-Booth all by himself.

This car was wrecked by William N. Moore when he either misjudged a curve in the road or suffered one of his "spells" (believed to have had epilepsy, possibly small strokes or heart attacks) which caused him to lose control of the car and careen down a steep embankment near what is now the Smock Reservoir on Uniontown Road in Uniontown, PA. He was found trying to climb up the embankment. He died at the Brownsville Hospital shortly thereafter on November 7, 1925 from internal injuries sustained in the accident. James, Sr. (my great grandfather) sold the tires (which were brand new) and the battery to Mr. Dockerty (James, Sr.'s boss at the coal mines at that time) who then removed them from this car and left the rest of it at the bottom of the embankment where it came to rest after the accident.

Dockerty bought the rights to the entire car, but decided not to try to pull it back up the embankment. My grandfather said they saw the wreckage at the bottom of that hill for years afterwards...until the Reservoir was created and the water level covered the wreckage. To my knowledge, the water has never receded to a point where the wreckage site is located.

- 1) What I am after is to try to figure out what model Scripps-Booth he had, and what engine/transmission etc were available, and any other details at all. Think that's possible with the few descriptive details I have about the car (listed above)?
 - 2) Is there a list of known Dealerships? (Maybe I can figure out which one he bought from, since there couldn't have been too many near him in the early 1920s).
 - 3) Also, I am very interested in finding out what the hubcaps for a 1922 Scripps Booth looked like. I have located a hubcap for every single car in my "Automotive Family Tree" and I even found one for a Scripps Booth, but I am entirely in the dark as to whether it is correct for the last year (1922) Scripps Booth.
 - 4) Are there any reprints/etc available of advertisements or owner's manuals or anything for 1922 Model F?
 - 5) Do you know of anyone who has a 1922 Model F I am researching? I can't imagine there are too many left!
- I hope you find my story at least a little interesting! Jeff

WILLIAM N. MOORE'S MODEL F TOURING

Thanks Jeff for telling me this story. It is sure hard to think about wrecking an almost new Scripps-Booth.

- 1) Well first off I can't tell the difference between the 1920-21 Model B and the 1922 Model F from looking at both in photos? Both the Models B and F were available in maroon and both had the twin oval glass windows in the rear curtain. It seems the only difference is the Model F used a Continental Engine.
- 2) Sorry – no known dealer list available. You need to check for the local dealer in town, or a neighboring city, by searching in local and nearby newspapers.
- 3) Not sure – but appears the wood wheel cars from 1918-22 used the same hubcap – some are brass but most I have seen are aluminum.
- 4) I have an original Model F sales brochure that I have scan. I also have copies from the Detroit Library of the Model F Instruction Manual and Model F Parts List.
- 5) We know only of 1 Model F Touring in Texas, that I have scanned for you a photo of. There is a sedan in South Dakota. We know of only 5-6 Model B's.

Hopes this helps, Ken

ARE ALL SCRIPPS-BOOTHS PAINTED RED?

Hello! Your site is very informative, but I haven't been able to get an answer to one question I'm looking for (I'm writing an article for Harper's Magazine about the poet EE Cummings, and a girlfriend of his had a S-B).

Anyway, I have seen a photo of a Scripps-Booth roadster with red wire wheel rims. I wonder the following: how common were red wire rims? Were these standard equipment? And did any of the roadsters themselves come in red body paint, or only the wire wheel rims?

I'd be immensely grateful for any information you could provide. Thanks in advance, Wyatt Mason

WERE PAINTED DARK BLUE OR LIGHT GRAY

Wyatt, The two standard body colors that were available for the 1915 to 1919 Scripps-Booth roadsters were dark blue or light gray with black chassis and fenders and splash aprons. The standard Houk Quick Demountable Wire Wheel with clincher rims were painted a light cream color on the Scripps-Booth roadster. A lot of the Scripps-Booth roadsters are painted red today, because it is more sporting looking and is a good color to work with and covers metal surface flaws easier.

My 1918 Model G roadster was restored back in the 50's and was painted all red with the wire wheels painted black. When I repaint my car, I will paint the body light gray with the wire wheels the original cream color.

The S-B roadster was advertised in women magazines during 1916-7 as a good girls car, because it was easy to change a flat tire since it was one of the first cars to carry a complete spare wheel and tire that were quick demountable wheels. Also it had a large horn button in the center of the wheel and no spark lever that had to be used to change the timing. Besides it is a very cute stylish car!

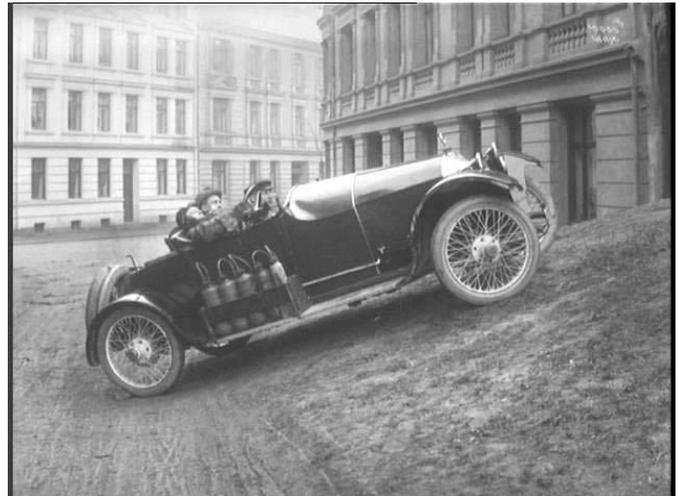
The light color wheels on this Model C in Norway that Aksel sent in are cream color. Notice this car runs on gas from the bottles on the running board.

JAMES HUMBLE'S MODEL C BODY?

Ken, I would like to try and get in touch with Frank Kleptz regarding the roadster body of the 1917 car once owned by my father, James Humble. It was mentioned in the last **REGISTER** that he had acquired the car and was going to restore it using a 'better body' -- and that the original was to have been junked -- and I would like to know if that indeed occurred, or if the body was saved for any reason? I'd like to find out that, if so, it might be acquired by my family, as a remembrance of our father? I do auto restoration and collect in a very small way, and wrote for Special Interest Autos, Old Cars Weekly, and other collector car periodicals. I'd like to have the body, even with rust holes and all, if it is available. Dad died when I was only 12, before we could bring the car back to CA, and I was really frustrated to find that it had survived and we couldn't buy it c. 1999. Bummer! Thanks! Wick

WORKING ON AUXILIARY SEAT IN NORWAY

I have been restoring a Messerschmitt for some time, and my S-B has been stored away. I recently sold my Messerschmitt and will try to fulfill restoring S-B. The engine seems to be completed and ready for installing. All instruments missing are collected and installed. Top bows are made and the top will be made soon. Electric arrangement will be made with NOS wiring. Auxiliary seat (spare seat) will be made. Last night I was reading in earlier SB register and did note that Tom Booth had the same problem. According to newsletter you did receive drawings, photos and measurements of body bracket and seat. I do not have any bracket and will have to make the bracket and seat, further more I only have a photo from the **REGISTER** No. 12, page 6, and a drawing of seat agreements in Model instruction manual. Hopefully the drawings include arrangement C for locking the seat under instrument panel when it is not been used. According to the **REGISTER** page 12, there seems to be a different bracket for the C (15C211) and G (#P93) Could you please send me some of the details.



I will come back with news and photos of found Sterling engine working as a stationary motor with remaining of an S-B C model 1915/16. As you can see I have changed Email address: aksel@revisjonsbyraaet.no
Yours faithfully, Aksel Erlend Kopperud

UPDATE ON MODEL D IN NORWAY

Hello, Ken - Thank you for your reply on my mail about my Model D. I have a lot of pictures which I want to show you and start with those following.

My engine No. 31 as you can see in the picture is stamped at two places, the usual, and on the edge of the clutch housing. As you probably can see from the picture, the 1 stampings is made with different tools. Behind the number on the engine there is some "fuzzy". What do we



get out of that?

The ID place, and the plate could be seen on the next pictures. Two of them must have been put on after the car arrived in Norway. The aluminum plate under the doors can also be seen. New ID plates were made in Norway by Trygve Krogsaeter for about \$30 if someone needs it.

trygve.krogsaeter@npa.no



An interesting find is what may be the body ID. The number 913 is stamped on the left door and left (drivers) seat. The stamping on the seat was partially hidden by the leather.

The last picture is the body before restoration. If you know someone who has a spare V 8 engine for sale, I would be very pleased to hear of.

With greetings and a hope for you and your family to have a marry Christmas and a good New Year. Svein

See attach image of FS258 that was sent to me several years ago, that I referred to in the first paragraph of my REGISTER Number 15 which is on my website. The FS 2 is very clear but the "58" looks like it was very much damaged by rusting - is there something that can drip water directly above this area? Notice the # 28809 just to the left directly under this FS258 number. The # stamped on the clutch housing is # 703. This image photo appears to be

different in location from where your photo was taken? Are there any other numbers cast or stamped on you engine? The punch mark just to the right of your FS 31. Sure looks suspicious as someone in the pass was trying to remove the number that once was stamped there?

I saw several more photos of your car on the Norway Veteran Car web page.

I printed your email to me with your comment that a spare engine would save you a lot of work and cost. The man I mentioned in this same issue No. 17, Frank Kleptz has two Ferro S-B engines that he just bought last September and is restoring the 1917 Model C roadster he bought at the same time, might sell them. See this below email from last month: Regards, Ken

TWO SCRIPPS-BOOTH V8 ENGINES

Hello, I am coming across 2 Scripps-Booth V8's. I don't know much about them. Can you help? I don't have any number yet - sorry! I will soon how rare are the V8's? Thank for your help, Brook wincfordbrook@hotmail.com
Hi Brook Bulman

Are these the two S-B V8's that Frank has in Terre Haute? I would say the 1916-18 Scripps-Booths are fairly rare - but only know of one guy that really needs one to replace the one in his Model D in Norway. It never had a good reputation because of only having a 2-bearing crank. We know of 3 Model D V8 in the USA and then the one in Norway and one in Chile and have heard of about 4 extra engines about. Yes - please send me any Serial # or casting # you can find. The engine serial number should look like "FS240" with the FS prefix. I think about 2000 of these engines were built. Please let me know what you find? Ken
Commander Gould's Scripps Booth



Just seen your very kind reply to my letter in the December issue of the Register. I'm now not quite sure if Gould's car was in fact a Model C as I'm now pretty sure it was new in early 1919. I have found some more pictures of it in his old photo albums from that year and wonder if you'd like to see copies of them? If so, I'll scan them all and send them (a few at a time); just let me know. If I did, perhaps you'd be able to confirm what model it actually was?

By the way, the email you give for me is in fact our museum's website. My email is: jdbetts@nmm.ac.uk.

I'm still keen to acquire a Scripps-Booth of around this vintage, so please do keep me informed of anything likely to come up for sale. All best wishes, Jonathan

Hi Jonathan, Good to hear from you again. Yes - I would be glad to be sent any scan images of the Gould's Scripps-Booth roadster to see what model it is. I now own a Model G and know more of the differences between the Model G and Model C. Regards Ken

Thanks Ken, that's great. Does the Model G have basically the same engine as the C? Don't forget I'm after a 'C' will you? Just out of interest, do any RHD ones exist anywhere? Best wishes, Jonathan

Hello again Jonathon! No Jonathan - the Model G has a much improved Chevrolet engine, clutch, and gearbox. Attached is the AUTO 6-17-15 report on the Model C. Yes - there was a late Model C 1917 export model with RHD in Michigan several years ago for sale, but don't who bought it? The man that had the car for sale is Barry Jensen, Flushing, Michigan.

Thanks so much for these images - sure enjoyed looking them over. This is a 1916 Model C! The hood has no louvers like the late C and all Model G's.

The Model C only had a passenger door that opened and it opened hinged at the front, while the G had 2 doors that both opened and hinged at the rear.

The nearest known Model C to the UK is in Norway and if you ever make it to Southern California - I would let you drive my Model G. Regards, Ken.

MY DAD HAD A SCRIPPS-BOOTH

Hi Ken, Are you looking for information regarding the Scripps-Booth? My dad restored one back in the 60's. I remember it vividly, because we had all kinds of car parts all over the place. Let me know and I'll check with dad and see if he can help. JoAnn Davis

Thanks for contacting me Joann - Yes that would be great to see what Scripps-Booth he did restored? Where did he live then? What body style was it? What year was it? Who did he sell it to? What color was it? Does he have record of any serial numbers?

Hi Ken, I'll contact my dad just so that I'm getting accurate information for you, but he restored a 1915 Scripps-Booth. It was a boat-tailed roadster. At the time, we were living at March Air Force Base in Riverside (Southern CA). I don't know whom he sold it to, but I do remember it had (what he used to call) a mother in law seat. I think it folded down from the firewall. I can remember sitting on it going on the car rallies. As to the color, it ended up being dark blue with black fenders and cream pinstripes.

Why do you want to know about the serial numbers? What is the story? Just curious. Joann

Hi Joann Thanks for the update - You can see from my REGISTER that I have only found 5 Scripps-Booth of the 1915 Model C 3 seat roadster.

1. C2525 is unrestored in New Jersey
2. C3266 is red and is in Norway
3. C2974 is gray and was restored by a man in Montana
4. unk is red in a museum in New York
5. C3600 is green from Atlanta is in a museum in Maine

So your Dads 3 passenger Model C roadster might still not be known to me?

Yes, the third seat is a child's seat that swings out from under the dash. This boat tail roadster was built from 1915 to 1919. This is my 1918 Model G in front of the motel in Cody, WY on the Chev 4 cyl tour last June. My car came from Bakersfield and I figure it was restored back in the 1950-60's period. There is another 1917 Model G that is painted green that came from the So Cal area and is also an old restoration, is now done in San Diego. There was a black 1916 Model C that came from New York that was in the Harrah's museum in Reno for many years and is now in Fresno, but those are the only known ones on the West Coast. Did your Dad buy his car out here in California? Do you have any photos of it? Thanks, Ken

MY DAD HAD A SCRIPPS-B. V8 IN HIS MIDGET

Dear Ken, My father Eddie Thomas a famous Australian Drag Champion in the 1960's owned a Scripps-Booth engine which he dropped into his midget. I am currently writing a book on my father and would like to include some of the history of the gentleman himself and more specifically the V8 engine he developed. Can you help? Kind regards Christine Thomas

Hi Chris, I would equally like to know more about your



father too and how he made the 1916-18 Scripps-Booth V8 into a midget track car? What happen to this engine? Any photos? This is the first I have hear of a S-B engine used for racing - didn't think it was that strong of an engine having only a 2 brg. crankshaft. I have attached a 4 page magazine article for the details on this Scripps-Booth Model D & H tourer engine - except it was actually design by Alanson Brush and manufactured by the FERRO Machine and Foundry Company in Cleveland, Ohio. This was FERRO's Model 13-34, a 162 CID engine. This Over-Head-Valve [OHV] engine is famous for being the first production automobile V8, and the first V8 with a single casting block - 16 years before the 1932 Ford V8 engine! Also attached the FERRO Brochure that shows this 13-34 specifications. This should give you a start and I will be able to answer any more questions.

Last September I road with 6 1925-28 Chevrolet 4 cyl cars from Sydney to Adelaide to take part in the Bay to Birdwood Rally and returned to Sydney in 3 weeks.

It nice to know the S-B V8 was sold in Australia - we know Roy W Sandford, was the NSW Sole S-B Agent,

located at 181 Elizabeth St in Sydney and there were 62 S-B registered in NSW in 1919 - so there now appears some Model D & H's V8 models were sold there.

The only S-B that I know of in Australia today are 3-4 1919-22 Six cyl tourers.

I sure would be interested in learning more about this V8 engine your Dad had? Regards, Ken

Hello Chris, I have been searching the Internet on searching out more information on your Dad and his different racing and business activities. Have you asked your Dad as a motor engineer about what modification he made to his racing Ferro V8. I would think this engine, with the Scripps-Booth name cast in the OHV covers, caused some excitement out at the track as compared to the Ford V8 60?

Attach are 3 photos in color of 2 of these engines that still are around in the USA to give you a better idea what this engine looked like out of the chassis. I bet this dual exhaust pipe midget had a great sound - I like the looks of the way his exhaust pipe adapts to the downward heads exhaust ports. Regards, Ken

Hi Ken, Thank you once again for your information. Eddie says, yes it created quite a stir. He said the only drawback was when he had to adjust the carbi from underneath and he got a shock from the spark plugs when he did this. He said it wasn't all that hard to work on and the only modification he made was to raise the compression due to using Essex pistons.

When I complete the book about my father I will send you a copy for your trouble. If you ever come to Melbourne, please look us up. Kind regards and thank you again Christine Thomas P.S. Eddie was very interested in the photos.

Hi Chris, Thanks for the information on your Dad's engine. While I have never even seen a S-B with the Ferro V8 engine, I know what your Dad means since I have a restored 1918 Chevrolet Model D5 that also has a very similar OHV, 286 CID, V8 with the exposed pushrods in the center of the vee with the spark plugs located in the block there too. Both engine were equipped with the Zenith O4D 2-barrel up draft carbi. I made a special tool to reach down to turn the knurled screw well adjustment safely. Attach is a higher resolution Spec Chart. It looks like the 162 CID engine had about a 5.5 compression ratio.

To give you a short story on the S-B history - see page 6 of the attached newsletter. I am looking forward to your book and receiving copy -many thanks. Ken

NEW SCRIPPS-BOOTH OWNER - WELCOME

Ken, I am writing you on behalf of my good friend Jack Foster of Greenville, SC who is seeking to acquire a Scripps-Booth automobile, as he owned one in his younger years. Mr. Foster does not have access to e-mail and I have printed the copies of your newsletters (very informative information!) and forwarded them to Mr. Foster. Mr. Foster has an extensive Ford collection beginning with T Models, but his passion seems to be in acquiring a Scripps-Booth. Could you kindly add Mr. Foster to your mailing

list? In the interim, if there becomes a lead that you could share via e-mail, please forward this to me and I will make sure that it gets to Mr. Foster. Thanks for continuing to promote the hobby. Regards, Brad VanMeter

Hi Brad, Sure - will add your friend Jack Foster to my newsletter. Here is a lead on a 1918 S-B Model G that is currently in storage in Florida that the below Mark Channer recently bought. This car is an older restoration and is just one out of six known Model G we know of? I almost bought this car back in 1972 so know the history of this twin to my 1918 Model G. Regards, Ken

MODEL G-1351 FOR SALE AND WAS SOLD

Greetings from MT. How are you doing? We have not got our cars here to Montana yet; they are in storage in FL. I was wondering, do you know of anyone who might be interested in purchasing the Scripps-Booth that I have? We are leaning towards selling it due to us purchasing a Ranch. If you have anyone that might be interested let me know. Mark and Nan Channer

Ken: I wanted to share good news with you that Jack Foster was able to contact Nan Channer and did purchase their S-B Roadster. He is enroute to Jacksonville as I am writing this to pick up the car. You said that you had some background information on the car as you had an earlier interest in it. If you could share any of this information with Mr. Foster, I am certain that he would appreciate learning more about his new investment. Brad

Ken, Many thanks for the follow-up on the Scripps Booth. I printed the information that you supplied and gave copies to Mr. Foster. We will, indeed, examine the flywheel to determine the correct engine number. The engine casting number on the drivers side was 02 08 19.

I was over at Mr. Foster's late yesterday afternoon and looked over the vehicle, It is in excellent shape and differs a little from the earlier photographs. The red interior has now been changed to a "camel/khaki" color to match the top. The top appears to be fairly new. Houk wire wheels are painted white; the wrench is in the trunk, along with the crank. The body appears to be an older lacquer job that should buff out well. Small dent in the driver front fender from someone not stopping quickly enough. Do you know what the composition is of the radiator - is it nickel-plated brass for example?

I started the car and it runs well. There is a problem with the clutch however, which prohibited me from shifting into gear unless first starting the car with the clutch depressed. I did not try to drive it. Could you provide from insight as to the clutch configuration? Perhaps it is in need of adjustment, or replacement.

A couple of additional questions - the headlight wiring is non existent and will have to be installed. It appears that the headlights are controlled from the switch that surrounds the ignition. There are two brass push/pull switches on the either side of the dash. What do these control? The klaxon horn on the running board is there, but does not appear to be operable at present. There is a loose footrest under the third passenger jump seat. Can you

advise where it was originally attached? There is not a key tumbler on the turtle deck. The latch of the lock is there in a retracted position. Do you know what the key looked like? I am sure that there will be more questions, and appreciate your assistance. Mr. Foster is delighted with his new found friend. It is exactly as he remembers from his earlier days, with the exception that he is convinced that his had a rumble seat. Is that possible? Thanks, again for all of your help. Best Regards, Brad

Hi Brad, Great you guy got the car home safely - must be lots of fun inspecting this Scripps-Booth out. I am surprised your engine block casting date of February 8, 1919 is much later then the Car No. of G1351? The same SB prefix # you should find on the flywheel should match the engine serial found stamped on the cylinder head under the exhaust port gasket. When you remove the valve cover look for a head cast date too.

The radiator is German Silver and when buffed out will look like nickel.

The cone clutch and transmission is standard Chevrolet 490 stuff - suggest you buy the reprinted Chevrolet 1918-1924 Repair Manual available on Ebay or Chevrolet Literature vendors like The Filling Station in Oregon online. [under \$20] The clutch uses a leather band rivet to the clutch cone - to soften it up it should be oiled with neat's-foot oil. To keep the leather from grabbing - there are 6 leather expander screws that first raise these humps up to first engage slightly - these sound like they are adjusted too high and are continual touching and not disengaging? The brass clutch collar [throw out bearing] because of a lack of oiling, [need to take off toe board] is all worn out on the surface contact side and there is not enough travel left.

The left switch is for a small lamp to light the instrument board located behind the dash 'hood' and the instrument panel in the center upper part. The right switch goes to under the engine hood lamp mounted on the firewall upper center section. The No. 5 Klaxon horn [tapers down -not cones up] should mount sideways on the engine side firewall on a bracket next to the vacuum tank. The footrest is screwed to the floorboard back near the toe board under the jump seat - but if the passenger is short legged person - could be mounted closer I would think you should be able to see the holes in this floor board?

My Model G does not have the original lock so don't know what is correct - the parts book only list a lock at 45 cents, key at 10 cents, key hole cover at 20 cents, key hole cover screw at 2 cents. I always presumed a 'key hole' lock used a removable tee handle type 4 sided pointed taper type tool?

Did Mr. Foster own a 4, 6, or 8 cyl roadster? What year? He might had had a Model D V8 built 1916 -1918 that had a walk in space between the front and rear seat - it was a 2 door 4 passenger roadster - at least this is the only Scripps-Booth roadster that a passenger sat behind the driver? Also called a cloverleaf or chummy roadster.

Ken, Just wanted to give you an update on Mr. Foster and his Scripps Booth Roadster. We did adjust the clutch linkage sufficiently to allow for the clutch to operate and shift normally. Thanks for the details that you furnished. They were most helpful.

Drove the car around the block and it starved out of fuel. There is an electric fuel pump that supplies fuel into the top of the vacuum canister. Dropped the lines from the bottom of the canister and found it to be blocked. It has more JB Weld on it than most objects that I have seen and was wondering if you have a line on replacement units. Otherwise the engine runs good. Ammeter gauge is broken (glass) and oil pressure gauge is not connected at present. Brakes were adjusted enough to stop the car with some effort. Haven't looked at the lining material as of yet.

Next piece of amazing news is that Mr. Foster purchased his second SB Roadster in less than two weeks from Mr. Bob Dorman in Indiana. I do not have the Serial Number as of yet, but thought that you might know the car. I think that Mr. Foster said it was a 1916. Cream exterior, black interior with red wires. The car should be delivered next week to SC. It appears to be in much better shape than the one that he purchased from Dr. Channer, with trim pieces in the door wells that say SCRIPPS-BOOTH and a cover that enclosed the shift tower. I will let you know the details once it arrives. Brad

Ken, Just a note - the second Scripps Booth coming in from Indiana is a 1916 Roadster, S/N: C5122, Engine No: 10135C. Your register listed as being owned by the Door Prairie Auto Museum of LaPorte, IN (Dr. Peter Kesling). I guess the current owner, Bob Dorman bought the entire Door Prairie collection.

There is wealth of information that came in advance of receiving the car- a complete history. It was purchased originally by a Mr. Olsen (even contains a copy of Mr. Olsen's death certificate when he passed away). Lot's of copies of your newsletter and (I think) an original letter from Scripps. I will take some digital photos once the car arrives of both of them together, with Mr. Foster.

He has offered to allow me to make copies of the files that pertain to the 1916 if that might be something that you would have an interest in. More to come. Brad

NEEDS EXPOSED VALVE ROCKER ARMS

Dear sir, I am restoring a 1915 Sterling engine that was used in the Scripps-Booth cars. The engine has the exposed style rocker arms. I am missing one and would be interested in either parts or complete engines. Please feel free to contact me at this e-mail or call me at 407-947-7252. Thank's in advance, Ben Lake Orlando, FL.

MERRY CHRISTMAS AND HAPPY HOLIDAYS!

Be sure to visit my Website at:

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