



SCRIPPS-BOOTH REGISTER

LUXURIOUS LIGHT CARS

SCRIPPS-BOOTH CORPORATION

981 BEAUFAIT AVE.

NUMBER 20

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

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THE 1930 PUP PUT ON DISPLAY

September 9, 2007 - Hello Ken - I'm coordinating the display of the 1930 S-B Da Vinci Pup prototype designed by James Scripps Booth. The Pup, owned by the Detroit Historical Museum, will be located at the William E. Scripps Estate, beginning September 21, 2007. It will be available for public viewing periodically, as the estate is privately owned and not always open to the public. The estate, to be listed on the National Register of Historic Places, was built by Will Scripps, James' Uncle and co-founder of the Scripps-Booth Company.

I would like permission to use information and images in your various Scripps Booth Registers in an informational brochure for people visiting the exhibit. If you are in agreement, I will make sure that your web site and the Register is properly credited. I also thought you might have additional information on the Pup beyond what the Detroit Historical Museum can provide (very little, really)

I did meet Tom Booth briefly in 2003 at a previous fund raiser at the mansion, where he brought his Model C. If there is any way you could contact him to let him know about the Pup exhibit, I would be grateful. Sincerely, Leslie Pielack, Orion Historical Society.
William E. Scripps Estate

Good day, Tom, Ken Kaufmann was kind enough to send your e-mail address to me. I met you briefly in 2003 in relation to the Scripps Days event at Guest House. I came to your home at the time with Reggie Harrison from the Orion Art Center to transport your JSB paintings for her exhibit. And I got a ride in your SB!

I have also been working with Guest House to seek approval for listing the W. E. Scripps Estate house and grounds on the National Register of Historic Places. It has been fully reviewed and approved and we are only waiting for Washington to do their bureaucratic thing to formally list it. I am so happy to report that it has been approved at the national level of significance-the highest available for the National Register. We will be dedicating the property at a special ceremony on September 22 (2 pm) during this year's Scripps Days.

I realize Reggie was just recently in touch to work with you to create an art exhibit inside the mansion this

year for the event in September. As in previous years, we are having classic cars and tours of the house on Saturday and Sunday. We will also have active art demonstrations on the grounds, and local jazz musicians. And, as she probably told you, we will have four stunning art exhibits inside the mansion (including your pieces). Thank you so much for being so generous with your collection.

But I'm not sure Reggie mentioned that the Da Vinci Pup was also going to be on loan for public display, beginning at September's Scripps Days and continuing for at least a year. We have installed the Pup in the former Maids' Sitting Room at the east end of the house and it looks terrific there. We intend to hang your pieces there in the room with the Pup, creating a "James Scripps Booth" room. After your art work is returned to you, we hope to hang historic



photos that relate to the Scripps-Booth car history.

In general, our ability to offer public events will be broadening this year, as the permanent clients have moved to a newly built treatment center elsewhere on the grounds. The house will still be used for periodic private short term group treatment, but more in the form of meetings and aftercare retreats. This change has completely altered our ability to work toward restoring and opening the house to the public more often throughout the year. (I am coordinating that effort and hope to work with Reggie and other community organizations to offer other special events.)

If you are available during Sept 21-22-23, I would like to invite you to plan a visit. We would be especially delighted if you could join us during our Friday night event benefit dinner. This year, Friday patrons can roam the house-and the art exhibits-at their leisure after a strolling dinner by a dozen Michigan chefs and live jazz. It would be wonderful to introduce you and invite you to share information/answer questions about the art or James Booth. you are free to consider bringing your S-B Model C.



BOOTH ATTENDS Da VINCI PUP DISPLAY

. Dear Leslie, Thank you for the letter detailing all the recent activities at the Scripps Estate house. We will meet with Reggie Harrison on Wednesday, September 12 so she can select some paintings for the exhibit. Will you have any of the drawings, from the Detroit Automotive History collection? They have most of the articles related to the cars.

Quite coincidentally, Lois and I were at the Gilmore Museum in Hickory Corners in July and saw the DaVinci Pup on display. I took a few photos and they are attached here. I also have a daVinci emblem that I would be willing to loan if it is kept in a secure display cabinet. Best regards, Tom Booth

LONG TIME SCRIPPS-BOOTH OWNER'

Ken – I thought you might like to know that my father has a 1920 touring that at one time was perfect. I know for fact he has had it for over 50 years because I am 56 years old. He is also one of the only two surviving founders of the Illinois Antique Auto Car Club. have a good day, Susan Brooks

Hi Susan - Yes I have met you Dad Henry in June of 2001 when he drove down from Peoria to the Vintage Chevrolet meet in Springfield. He brought many photos of his touring and stories about the car. When I lived in Peoria during 1969-1974 [working for Cat] I heard about your Dad's car but never saw it. Thanks for getting in touch. Regards, Ken

ANOTHER BRIT IS LOOKING FOR A MODEL C

Hi Ken – I have visited your site several times and find the information contained on it very interesting. Are you currently compiling issue No 20? Is it possible to join the register and receive all the documentation without owning a Scripps Booth? I would be interested in reading issues 1 to 9. Do you know of any Scripps Booths for sale at present, and if so could you put me in touch with the vendors? I have an interest in early obscure makes of car from that period and I own a 1913 Sigma (French) and a 1919 Sizaire-Berwick (English/French). The type C Scripps Booth particularly appeals to me.

Best wishes, Nick Bell

Hi Nick - Yes, I am some what late on doing #20 - I have not even started it yet.

Have you seen the gray with red wire wheels Model C that is currently on sale on eBay for the next 6 days; lots of photos to admire. Yes I could add you to the Register as an interested buyer. Regards, Ken

Hello Ken - Yes I have seen the car on eBay, what do you think of it? Thank you also for the photos of your car – it looks great. Did you paint the fenders (wings!) and hood (bonnet!) black, because I think it looks nicer like that. I think you mentioned in one of your newsletters that the factory often painted the hood black – as seems to be the case in the photo of the English car that I sent you. Jonathan Betts' photos also show a car with a black hood.

Do you use your car often and does it go well? What sort of speeds can you cruise comfortably at? Does your car have a third seat under the dashboard? They certainly are very attractive and quite unique looking cars, and yours is no exception. As I said before, please put my name on your list of keen prospective purchasers of any car that you hear is up for sale.

Do you know this car? It seems to have a later engine, non original electric starter/muffler etc and has been rather over restored in a 'quaint' sort of way – also they seem to be asking far too much for it. I know that beggars can't be choosers as there are a limited number of these cars around and they obviously don't come up for sale that often, but even so. Would you recommend it? How long is your list of 'interested buyers'? Best wishes, Nick

Hello Ken - Thank you for your reply to my emails – in case you hadn't noticed from my email address, I live in the UK! I did indeed see the eBay listing for C5138, which was about 6 months ago. I was watching the item with a view to bidding, but unfortunately my computer malfunctioned and I lost the item, and by the time I had sorted the problem the car was sold – most annoying. You didn't happen to know what it sold for? I also see that there has been a further reduction in the asking price for C2974, although in my view it is still overpriced. Finally, do you know if Barry Jensen still has the RHD type C roadster, and if so would it be appropriate for me to ask him whether he intends to sell it as there was some mention in one of the previous

newsletters where he was thinking of selling it? Obviously for me, a RHD car would be ideal. Best wishes Nick

No - I did not know you are located in England. C5138 was sold to a private collection called the Evergreen Historic Automobiles and for a buyers price premium would part with this car in time as with any of its 300 plus cars. Barry Jenson left me a phone message yesterday that he had just sold his RHD C8126 to Jonathan Betts, and it was on the water to London. Ken
MY MODEL G IS USED FOR TOURING

Hi Nick - Well, my 1918 Model G is work in progress, and I have a long way to go to bring it up to standard. The car had been painted all red about 40 years ago along with a red vinyl interior. Of course the wings were always painted black with the black chassis. The correct color for the body is dark blue or gray and I plan on doing that color [gray] a few more years down the road. My 1912 Chevrolet Model Little Four is gray with black hood also. However my 1918 Chevrolet Model D5 "Eight" hood is painted the body color green with the black chassis. The fenders were in bad shape when I got the Model G and took a lot of work to repair 5 years ago.

Yes - I made my Model G my tour car; 400-500 miles per year. Where the big D5 Touring car is a harder car to steer, shift, and drive but has plenty of power - it is more of a local short tour and display car. The Little 4 is a fun car for local use - hand crank and all. I need to work on getting more hp from this engine - plan on installing the correct carby next. The easiest old car [45 years old] I have which I got new is my 1963 Austin Cooper S 1071cc that is mono Tartan red with original paint, interior, and wheels. On our Chev pre 1929 Tours we cruise at about 40 miles per hour, and my G has the third child seat that stores under the dash. We will keep in touch - Ken



HAS A MODEL C ENGINE IN AUSTRALIA

Hello Ken - Got your contact off your excellent web site. I have acquired an engine that I think is a Sterling, Casting No 645F or something similar on the crankcase which one of your registers mentioned. I am not sure if it had been fitted to a Scripps Booth or not. Would you be able to have a look at the photo and see

if the engine mountings give it away. I would be interested in restoring the engine as part of an exhibit of interesting small car engines that I have. Are you able to point me in the direction of further research on these engines, i.e. what kind of carby it should have, etc. Kind Regards,
Neil Rankine.

Hi Neil - Thanks for contacting me concerning your Sterling engine. You have a late 1915 to early 1916 Sterling engine in what we call the improved. 3" bore, open valve engine. The serial number ranges from 3001 to about 7,000 of this 645F block cast #. You should find the serial # on the right front crankcase at the base of the #1 cylinder. It appears to be a Scripps-Booth version and at least we know a few of these 1916 Model C were sold in NSW and in Victoria. Even the larger 1916 Model D V8 4 passenger roadster were sold in VIC with Eddie Thomas having a S-B V8 in a 1/4 midget in 1940.

I just heard that Jim Broadley of Diablo Motors in Sydney has a 1916 S-B FERRO built 162 CID V-8 which would look neat in your engine collection. I will try and answer your questions - the carby would be a 1" Zenith. Regards, Ken

Thanks for the prompt response Ken. Nice to know what it is for sure and what it was in. Can you tell me where I might find photos of the complete engine or any literature? I have the exhaust manifold which bolts up from underneath but no fuel pump, breather, etc. also no flywheel. Cheers, Neil

Hello again Ken, For your information the engine number is 2745. I should contact Jim Broadley to talk S-B, but can't find Diabolo Motors in the yellow pages. Do you have any contacts for other people in Australia with S.B. cars? Cheers, Neil

Hi Neil - Since you block # is 2745 - [you are sure the 2 is not a 3?] it must be the earlier 2.78" block that has the 525F casting number? The cylinder head should be then 398F? Please confirm. You might know Mark Herdman? E-mail: Mark.HERDMAN@ergon.com.au

Mark knows a guy in Queensland who has 3 1916 Sterling engines. There are one or two extra motors around but no complete cars that I know of. There are 3 or 4 later six cylinders 1918-22 cars around but no V8's cars.

Jim Broadley phone is (02) 9759-1328. Regards, Ken

Hi Ken - The engine number is indeed 2745 (the 2 is quite stylized but not a 3) I don't think. I'll send you a photo if you like). The head has 398F cast into it but the crankcase definitely has 645F cast into it.

The only other numbers I can find are on the top of the head at the back, this is stamped and looks like 10 27 although the 1 looks more like an upside down L (but not a 7). Thanks for those other names/numbers. Do you know of anywhere that I can get a photo of under the bonnet of one of these cars with my type of engine?

MYSTERY ENGINE # 2745 WITH 645F BLOCK?

Up to now, we believe the 3.0 in. bore engine [120 CID], according to the Model C Parts List, started at

serial number 3001, with the earlier 2 7/8 in. bore engine [104 CID] being used up to serial number 3000. The 2 7/8 in. bore block has a block casting # of 525F, and the 3 in. bore block has a 645F block cast number. Now we find a documented 645F block with engine serial number 2745 down in Australia that has an engine serial number that is 255 units short of the 3000 ending engine number. Since these 255 Sterling engine number represents about two weeks of production, it seems some of these improved 3 in. bore Sterling engines were installed in the Model C. This might of happened because of a special request from an overseas distributor for more power, or perhaps this engine was a one-off test engine.

ANOTHER MODEL C WITH A BLACK 'HOOD'

Ken - I found your site on Google and although I'm ignorant about early cars, I'd be interested to know whether the attached is a Scripps Booth. If so, what model and age? It appears the date shown ("about 1912") is incorrect, maybe because my Dad who wrote the notes was aged 6 then! At around that time Dr. Stanley was well known in the Hastings, Sussex England area. The clock referred to is an un-named Swiss 8 day, wound by rotating the face which is at a 45 degree slant. Its diameter is 6cm.

I knew nothing of this photo until it was found in



the back when the clock was recently given a check over. I hope this is of interest, and I'd be very grateful for anything you can tell me. Regards, Edward Stanley.

NEW OWNER FOR 1916 MODEL C – C5138S

Ken - Stephen R Plaster bought it - He apparently has about 350 cars in 3 warehouses (one is the size of a football field) in Lebanon, Missouri. All are for sale, but most are set at prices that discourage purchase. It is a kind of private museum, open by appointment only. I didn't have the good fortune to meet him as he is a very busy man, and sent an employee here to pick up the car. My car is in good company:

http://www.evergreeninvestments.com/inventory_2.asp

I have encouraged him to write to you to register with the newsletter included old newsletters and owner info with the car. Someday I well go visit. I believe the car will be well cared for. Sorry to see her go, but my daughter's first year of college is paid for. Sincerely, Kathy

NEW OWNER FOR 1917 MODEL C – C8126

Just to say Barry's RHD Model C (C8126) finally arrived in the UK (probably 90 years after it was intended!) a couple of weeks ago and I am having great fun getting to know her. The London paper The Evening Standard got to hear about her and did a piece about the import; I can send you a scan of the article if you like. I now also have quite a bit of Scripps ephemera and am taking a real interest in the history of the company. Are you planning to publish anything soon on the company?

I have quite a few questions about the car and its development, but don't like to throw them all at you at once. The car does have one or two slight problems which I think are congenital. Barry warned me about one, which is that the engine has a tendency to overheat, and suggests I try and fit a pump to the cooling system. I may do this, and may also fit a large electrical fan behind the radiator (all reversibly without in any way affecting the integrity of the car, of course!). Do you have other suggestions? I know you have a Model G Ken, may I ask what maximum speed you would expect from the car? (not that I am planning to stretch her, but just out of interest). Yours, Jonathan

I have quite a few questions about the car and its development, but don't like to throw them all at you at once. The car does have one or two slight problems which I think are congenital. Barry warned me about one, which is that the engine has a tendency to overheat, and suggests I try and fit a pump to the cooling system. I may do this, and may also fit a large electrical fan behind the radiator Ken - Here's a list of the few bits and pieces I have. Most have come from good old eBay (a couple of them yesterday!). The magazine adverts are very common I know, but I like to have them too, and I know there's many more to get, so the collecting continues! Can you tell me if there are nice things I should be looking out for? What have you? Interested that your G doesn't overheat, but then it does have a pump. I think I need to get a number of things sorted on the engine before judging it too harshly. The carburetion needs careful adjustment and the distributor has no auto-advance (Barry had to fit a 1930s one which didn't have it) so I'll either have to fit a temporary manual a/r control on the dash, or seek a more authentic distributor. Can you help? Jonathan

Ken - I attach the piece from the Evening Standard (with the usual journalistic errors!) and will send on a list of the bits and pieces shortly. Best wishes, Jonathan

Ken - The book Great Cars & Grand Marques arrived today and I've compared with the original Medway (Grayson) article in A.Q.. The book is actually dated 1978, not 1981 as the ad said, and contains a large number of A.Q. articles, now without their authors names (I wouldn't have been happy if I was an author) and quite heavily edited by Beverly Rae Kimes.

Grayson's article is re-titled: "ARTIST'S CONCEPTION, The Novel Cars of a Maverick Named James Scripps Booth, Who Discovered Being Ahead of One's Time Was Not Enough". All of JSB's drawings

have been omitted from the article and quite a bit of the text. The significant errors (e.g. the red Model C is still described as a G) are still in. There is one additional photograph of the yellow Rocket, with its top up. But I'm glad to have it, and it is another reference for the Scripps bibliography, isn't it?

As for my letters to C owners, I had a reply from Mr. Cook, who tells me he sold his C to someone in St Louis a couple of years ago and has no record of where it is now.

ANOTHER S-B V8 RACECAR IN AUSTRALIA

Dear Ken - I work for the Fremantle Motor Museum in Australia and I am working on a booklet about a Scripps-Booth race car built in Perth, Western Australia with a 1918 Scripps-Booth V8 engine. I am looking for a high-res picture of a Scripps-Booth V8 for this year, which I can publish in the booklet. Are you able to help me? Many thanks, Graeme Cocks

Hi Graeme - I looked through my files and couldn't find anything suitable. Sorry. most of the better illustrations are of the bigger FERRO motors Model 48 or 60. Attached is a copy of a FERRO Folder and a recent article on these engines.

While doing research several years ago on the Skipper Bailey Motor Co. in Perth for an article on early Chevrolet agents for our VCCA club magazine, I ran across the name of SEWELL & POOLE, motor cars importers. This firm in 1918 was located at 838-40 Hays Street, close to Skipper Bailey old wooden garage at 847 Hays Street which burned down in mid 1918, and then Skipper Bailey moved to the larger building at 900 Hays Street. It appears that about the same time Skipper Bailey Motor Co. was appointed Sole Chevrolet Agent for WA, and Sewell & Poole was appointed the sole agent Scripps-Booth for WA. So - SEWELL & POOLE must have been the source of the S-B V8 engine that was used in your booklet race car.

About two ago I heard from Christine Thomas in Melbourne who was writing a book about her father Eddie Thomas who also put a S-B V8 engine in a race car - a midget track car in 1940. Now just a few months ago I got a phone call from the legendary engine dealer (Diablo Motors Pty, Ltd. in Sydney) Jim Broadley, who had just purchase a Scripps-Booth V8 engine from the wife of a old mechanic who died. So there is at least one S-B V8 in Australia. Hopes this help - I would be interested in your booklet when published. Ken

From: gcocks@fremantlemotormuseum.net

Dear Ken - Thank you very much for the information which is very interesting. There are records of about six Scripps Booth cars in Western Australia and apparently one remains. Would you like some information? Do you know anyone else who may have an engine picture?

N.A.M. WILL HAVE A V8 ENGINE ON DISPLAY

Hi Ken - My name is Jeff Giles. I am a volunteer at the National Automobile Museum (The Harrah Collection). We received a donated Scripps-Booth V-8. It is going to be used for a display engine. I have found the finished product for a 1916 model D

that Harrah had and restored. It was auctioned off in the eighties. We still have the file. I have the colors for the engine.

What we don't know is what year exactly. We believe 1916. The serial number looks to be FS0542 or FSO542. The motor is complete with carb and generator. It is FSO or FS zero then 542. Also found some casting numbers on the back left valley that were 5-28 or 5-26. Are these just casting numbers? In our literature the 1916 had a 3 3/4 bore and 1917-18 had 4 3/4 bore. Is this a typo? The horsepower ratings were all the same though. Thanks for your help, Jeff

Hi Jeff - Sounds like you have a good project ahead of you. The Harrah's Model D was sold to the Ford dealer in Eureka, California, Harvey Harper, who still owns this car.

The Model D serial number prefix is still somewhat of a mystery? Of the five known Model D engines below 500 serial numbers - all five only has the "FS" prefix. This engine is the forth engine above 500 to have the third letter added like: FSO542, FSD1397, FSO1464, FSE1771

Most serial # sources list the Model D as ranging from #1 to up to 800 built in calendar year 1916, and a further 1000 built in 1917. The 1918 model were Model H with about 325 made - so the FERRO engine total would add up to about 800 + 1000 + 325 = 2125 engines built. The cast # look like casting date - so the numbers 5-26 could be the casting date like May 2, 1916..

The Scripps-Booth engine was the FERRO Model 8-35, while the same engine that the 1916 Briscoe V8 used as an option to its four cylinder car for \$200 extra, and don't know how many these engines were sold to Briscoe? Perhaps a different serial # sequence or prefix was used?

It appears your FSO542 should be a 1916 model as it left the FERRO plant but the cars were assembled in some what random fashion and it could have ended up going in a 1917 Models D. For an example, I have a 1918 Chevrolet D5 with its OHV V8 engine - the car was built in January 1918 but the date cast in the block are June 1917 dates.

Attach is a pdf copy of the FERRO folder that shows its Model 8-35 as having a B/S of 2 5/8" x 3 3/4" for a small displacement of only 162 CID. Regards, Ken

Hey Ken - thank you very much. It is always fun to find where one of Harrah's cars is at. If you would like I will send some pictures of the project as it continues. I will take some today. I am going in this afternoon. Thanks, again. If you would like a ticket or two to the Museum if you are in town or coming this way let me know, Jeff

Student S-B Research in Michigan

Hello Mr. Kaufmann,

My name is Cristina Mckeown and I am a student at the University of Michigan-Dearborn. I am writing to you with hopes that as a Scripps Booth Co. expert, you may be able to help me. As a participant in an Art

History seminar devoted to putting on an exhibition of Mr. James Scripps Booth's works, I am in the beginning of my research, and quite frankly, a little lost.

The works that I am researching are two examples of JSB's graphic design works. The first is an advertisement booklet for the Scripps-Booth Co. The second is the April 1914 edition of Cyclecar & Motorette magazine. (I have attached a copy of both works for your view.) Most importantly I am looking for more definitive date for the advertising booklet, as well as the model of car that it features.

In addition, I am having difficulties with regard to locating information about Cyclecar & Motorette. Any information pertaining to these pieces would be of great importance. Sincerely, Cristina Mckeown

Budding Art Historian and Auto Aficianado

Hi again - well the 1917 to 1919 Model G was a great improvement over the earlier 1915-1917 Model C. This sales folder or booklet must have been a handout at the January big cities Automobile Shows in NYC, Chicago, Detroit, and Boston. They must had built several prototypes as January 1917 show cars with the new Chevrolet engine, clutch, and transmission. This heavier and more powerful engine required a heavier frame, springs, rear axle, radiator etc. The 1917 Chevrolet 490 did not get the gear type oil pump and water pump until August 1, 1917 as 1918 models. Notice this booklet page 17 list thermo-syphon cooling system and lube plunger type pump. The 1917 Model G Parts Book makes no mention of the earlier lube and cooling systems - so by the time production started in about May 1917, the Model G was built with the water pump. I have a 1918 Model G roadster which is a fun car to drive. I got interested in the Scripps-Booth car because the G Models is like driving a sporty Chevrolet.

JSB never liked the heavier Model G and quite the company in October 1916 before it went in to production.

I do not know anything about this magazine? It must of been one of the several new magazines that came out in the 1913-14 period that featured the cyclecar, Others I have seen are Cycle Age, the American Cyclecar, The Light Car and Cyclecar [English].

The sales folder is interesting is that it looks like it could of been printed in 1916 by still having on page 16 the "SCRIPPS-BOOTH COMPANY DETROIT," while this company became the SCRIPPS-BOOTH CORPORATION in JULY 1916. [page 17] These are the 1917 Model G four and Model D 4 passenger V-8. Regards, Ken

Hello Mr. Kaufmann - At the beginning of the year, I asked if you would provide any information about James Scripps Booth and his automobiles. Well your efforts helped to make an outstanding exhibit. Earlier this May, my classmates and myself opened our exhibit. We have even published an exhibition catalog brimming with facts about Booth, his cars and his art. His grandson, Thom Booth, was in attendance at the

opening. I just wanted to say thank you. The exhibit will be running through June 13, 2008. I hope that you might be able to make it down. If not, I hope that you will purchase one of our catalogs and add it to your Scripps-Booth reference library. Cristina Mckeown

Mail a personal check in the amount of \$25 (be sure it is made out to the University of Michigan - Dearborn. Then it should be mailed to the following address:

Scripps Booth Catalog Request
107 Elm Street
Ypsilanti, MI 48197

Cam's Detroit Historical Report

Hi Ken - I started out at the Detroit Public Library and spent most of the first day there. Mark Patrick and Barbara Thompson most helpful. I looked through a ton of stuff, and made lots of notes and made many Xerox copies. The JSB scrapbook covering the Stutz suit is in very bad shape - literally falling apart. I offered to contribute toward what ever restoration can be accomplished, and Mark will report back. Saw several large framed auto paintings by JSB I'd like to steal. Cranbrook Archives was next, and more stuff to read and/or copy. The Art exhibit at the U. of Michigan was apparently a huge success, and the advertising poster and the catalog outstanding Mark Coir and Leslie Edwards also great people to deal with. I spent two days there, and another back downtown at the DPL. Didn't get to the Historical Museum, but heard it wasn't easy to see documents there. I took Tom & Lois Booth to dinner one night, and had a ride in his Model C. Looks great, but it's a bear to drive if you haven't been in a vintage car lately. We stayed on the back streets fortunately, since the brakes weren't up to modern standards, and the 3-speed non-synchro (?) tranny calls for a lot of practice to keep from grinding gears. Very limited leg room for the driver, causing Tom to remark. "JSB goofed!"

On that I visited the cemetery to get a photo of JSB headstone - very simple in keeping with a family plans.

I didn't find any photos of the Vitesse. I've got a very tattered copy of the single page flier, but would like to find a good picture for the book. Regards, Cam

Merry Christmas & Happy New Years

Cam is from Reno and is researching Scripps-Booth history to write a book on the cars, the company, and the personalities. He would like to see a Scripps-Booth get back into the National Automotive Museum (NAM) in Reno to go along with its S-B V8 display engine

It has been 2 years since the last S-B Register, and I just been one busy guy. I snap the right axle shaft when loading my Model G up on my trailer the day before I was to leave for the Chev 4 Tour in Montana in June 2007. I got 2 new shafts custom made that fall and took my Model G this June to the Custer Tour to the Black Hills - by for now, Ken