



# SCRIPPS-BOOTH REGISTER

LUXURIOUS LIGHT CARS

SCRIPPS-BOOTH CORPORATION

981 BEAUFAIT AVE.

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## New Head of the Scripps Booth Register is Trevor Bihl.

This month, December 2014, I will be 70 years old. Three years ago I retired from my company. So now it is time to retire from the Scripps – Booth newsletter but not the club.

Trevor Bihl is the new man in charge.

Ken will still be maintaining the Whiting and early Chevrolet registers while Trevor will maintain the Scripps-Booth and Monroe registers. Issue 21 was written by both Trevor and Ken.



This issue features many updates, details and correspondences. In this issue we will also feature the Pollard/Kirby/Wilkerson/Bihl Scripps-Booth and its history. We would like to continue this in the future and detail owner histories and car histories. Please contact us to have your story included in a subsequent issue.

## New Webpages and Email

Please update your links. The Scripps-Booth Register and Monroe webpages have moved in both webpage and email to the following:

<http://scrippsboothregister.com/>

[scrippsboothregister@gmail.com](mailto:scrippsboothregister@gmail.com)

These webpages still link and are associated with Ken's webpages for the both the 1910-1912 Whiting and 1912-

1924 Chevrolet. Ken still uses the [scrippsbooth@earthlink.net](mailto:scrippsbooth@earthlink.net) email as well. The format of the new webpage is still largely the same, however this webpage gives us more bandwidth and will be expanding in content.

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## Change of Ownership (Pollard/ Kirby SB)

Trevor Bihl reported in 2012 that he purchased the 6-39 with VIN 245382 (the original VIN appears to be lost and the part number of the block used to title the car in place of the VIN) and engine number C28591 from the estate of Forest Wilkerson. This car was purchased by Forest Wilkerson from the estate of Charles Kirby (Trevor's grandfather) in 1992. Charles Kirby purchased the car at a Barney Pollard auction in 1977. When, where and from

whom Barney Pollard found the car is unknown. Trevor would be interested in any information ([scrippsboothregister@gmail.com](mailto:scrippsboothregister@gmail.com)) on the car or the Barney Pollard auction to add to his records on the car.

### **Sad News – Lydia Pfund died in 2011**

Lydia Pfund, the widow of Ledyard Pfund – founder of the Scripps-Booth Register in 1982, died in 2011. Ledyard was active in the Register until his death in 1991, a brief obituary appeared in our 1991 issue no. 3. T. Scripps Downing took over running the register until his death in 1996 (issues 3-9). Ken took over the register after Scripps' death and moved us onto the internet.

Lydia's obituary, from Legacy.com:



PFUND Lydia Theurer Mikell, of Highland Beach, FL. Formerly of Alpine, NJ, on March 8, 2011. Born in Manhattan on June 2, 1919 to Minna and John Theurer, predeceased by her beloved husband Ledyard Hale Pfund. Survived by a much-loved stepson, Ledyard Bruce Pfund, sister-in-law Helena Theurer, nephews and nieces Darryl and Sigrid Novak, Wayne and Jane Novak, Ann Mikell and great-nieces/nephews Margo, Yvonne, Emily, Lars, Mari Kim, Todd and Kate Novak as well as great-greats Woods, Emily, Alexander and Grace, cousins Edith Kleineke, Tony Dorfmueller, Henry Jecker and Rita Bishop as well as cherished friends in Florida and New Jersey. Lydia graduated with BA and MA degrees from Stetson University, where she taught briefly. She was proud to have served in Miami, FL as the founding president of The Vizcayans, membership group of the Dade County Art Museum, as well as first woman community member of the Dade County Hospital Advisory Board. On returning to New York she was active in the manufacturing business, which dated to her grandfather's wagon/carriage business founded in 1888, and which had been brought thoroughly into the 20th century by her beloved brother the late John Theurer, Jr. Devoted to traditional jazz, a member of Knickerbocker Country Club, the Garden Club of Englewood, Delray Beach Club and Norton Museum Docents, she also served on the Board of Governors of Hackensack University Medical Center and its Foundation, and was a life member of the Nature Conservancy and the Owl's Head Transportation Museum in Maine, where she had given 2 of her husband's prize antique cars. A celebration of Lydia's amazing life will be held on Saturday, March 19 at 10:30 AM at the Presbyterian Church at Tenafly, 55 Magnolia Ave. Tenafly, NJ. In lieu of flowers, gifts to Hackensack University Medical Center or the Nature Conservancy would be valued.

Published in The Record/Herald News on Mar. 13, 2011

### **More Sad News – Both the Widow and Daughter of T. Scripps Downing also died in 2011**

In 2011, both the widow and one of the daughters of T. Scripps Downing died. Scripps was the second editor of the Scripps-Booth Register and died in 1996.



*Elizabeth Roberts Downing*, 70, of Macomb, died Sunday, November 20, 2011 at 8:36pm, at OSF St. Francis Medical Center in Peoria, after a brief illness and as a result of complications from pancreatic cancer, diagnosed recently. She was born in Peoria, January 31, 1941 to John C. and Frances Killifer Roberts. She married T. Scripps Downing on May 7, 1977. He preceded her in death on February 26, 1996. She was also preceded in death by her parents, and a sister, Anne Roberts Tidmarsh in 2007. Elizabeth is survived by two brothers, Steven C. (Sally) Roberts of Macomb, and Theodore (Mary) Roberts of Peru, Illinois. She is also survived by six nieces and nephews; Matthew Tidmarsh, Patrick Tidmarsh and Elizabeth (John) Conely, John Roberts, Christopher Roberts, and Leslie (Marc) Beauchamp. She was especially attached to great niece, Stephanie Tidmarsh and great nephews Matthew and Michael Conely. Elizabeth, "Betsy" moved to Macomb with the family as she was about to start school. She attended and graduated from Western Academy, graduating in 1959. She graduated from the University of Arizona in 1963 working first in the medical library of the University of Nevada, Reno, and then returning to Illinois to teach school in Springfield. She then returned to Macomb and earned her Masters degree in English from WIU while working as a faculty assistant. She continued working in the English department while traveling back and forth to earn her Ph.D. in British Literature from Drake University in 1992. She taught at WIU retiring in 2000. The Downings spent summers at Sequanota Club on Lake Charlevoix in northwestern Michigan. She was a member of First Presbyterian Church. She was active in Rotary, originally joining in Charlevoix and then joining in Macomb during the rest of the year. She was a Paul Harris Fellow. She also was a long-time member of the Salvation Army Board of Directors and frequent volunteer, and was active in the annual Town and Gown event. She was a member of the XXMD Club.

A memorial service will be held on Friday, December 2, 2011 at the First Presbyterian Church at 1:30 pm. Rev. Dr. Kathryn Stoner-Lasala will officiate. The family will gather in the Spring for a private burial of her ashes in Illiopolis, Illinois.

In lieu of flowers Memorials may be made to the local chapter of The Salvation Army, your animal shelter of choice, and the local chapter of The American Cancer Society. Dodsworth-Piper-Wallen Funeral Home is in charge of arrangements.



**Debbie Downing** passed away on Sunday, June 12, 2011. She was born in Pensacola, Fla. on Jan. 26, 1955, the daughter of Toliver Scripps Downing and Frances Gelvin Downing, of Macomb and graddaughter of State Senator Toliver Mac and Margaret Elizabeth Scripps Downing and William Hugh and Lillian Gelvin, of Macomb.

She is survived by one daughter, Lacey Downing, of Tarpon Springs; sister, Kathryn Anane, of Springfield; three nephews and two nieces. She was preceded in death by her grandparents; parents and one sister, Susan Brutlag.

Debbie attended school in St. Louis, Mo. and Macomb and earned her LPNat Spoon River College. She was a free spirit and never met a stranger. Her selfless generosity and sense of humor will be remembered forever.

You always knew when Debbie was around by the sound of her laughter.

A celebration of her life was held in the Unitarian Universalist Church of Tarpon Springs on Saturday, June 18, followed by a reception.

Memorials may be made to the ASPCA or the Salvation Army.

**Update on Scripps Booth Registry No. 4: “Scripps Booth on Television”**

Number 4 mentioned Scripps-Booths on TV:

“Charles Kirby’s at-the-time semi-restored six-cylinder touring car was featured on a “60 Minutes” segment entitled “It’s a Doozie.” When Harry Reasoner interviewed Charlie, the car was running, but the body was not yet mounted. The program was probably aired in 1978 or 1979. Kirby, his wife and the Model B are shown for two or three minutes of a segment concerned with the old car hobby. If you’re really interested, CBS News will sell you the video for only \$200!”

*Correction:* The segment actually aired Nov. 11, 1979; the SB part of the segment was filmed Aug. 9, 1979. The car is also a 1919 6-39, not a B.

*Overview:* Dealing with CBS in the pre-digital age was apparently very tiring based on letters I’ve come across from Charles Kirby, Ledyard Pfund, and Scripps Downing. Luckily, things have changed.

*Update:* Now you can get your very own DVD copy of the whole segment from CBS News for only \$34.95 with free USPS shipping or \$12.00 UPS shipping. The form attached below will order it for you; just add your address and a check.

*It might always be good to verify that these prices are still correct, email addresses are therefore provided with the form*

**Correspondence with Deborah in Perth, Australia**

Deborah contacted us earlier this year about either her SB or that of an associate.

May 30, 2014

*Deborah wrote in part:* I have a S-B 6 cyl open valves that I am considering buying. It’s a 1919 Tourer and the pictures indicate the state of the body works. The engine, gearbox and diff have be reconditioned and seem OK. I don’t know what the condition of the magneto, generator or starter motor are but the owner assured me they are OK. All the bits to complete the restoration are available but I think the interior finish, trim, upholstery and hood need replacing. It is in pieces at the moment and I wondered if you are still registering cars. I need to get in contact with someone who might have plans and specs for this car. I have found a number on the left of the crankcase near the carby it is 24538. There is another number on some sort of air intake on the driver’s side of the firewall 30492. Any information or another owner who has restored one of these would be appreciated.

Can we correspond as I may be restoring a Scripps Booth in the near future?



Monday, 07 July, 2014

*Deborah wrote in part:* I actually have decided NOT to buy the S-B. It is currently in my garage but will be going back to the owner as soon as transport can be arranged.

Wed, Nov 12, 2014

Hi Debbie,

If you’re not purchasing the car, would you mind if Ken and I had the contact information for the seller? We can put the information in the upcoming Scripps-Booth Registry Issue. It would also help us to keep track of the car for our records.

Thanks,

Trevor

Wed, Nov 12, 2014

*Deborah wrote in part:* The owner is overseas and has not indicated his return. Will ask him if he is interested in selling, but I don’t think so. He’s an odd ball about his cars. Owns a Peugeot 1905 and a de Dion 1895, both in a

museum in Germany. Also a Rolls Royce soft top once owned by the Murdoch family. Also has a Star in running order which he enters in local rallies. Anyway, I'll talk to him when he returns.

*Deborah doesn't appear to know the history of this car. We believe this could be the same car listed in the 1998 Scripps-Booth Register. If anyone has information about this car, please contact us.*

**ANOTHER LEAD IN NOVEMBER FROM NSW VETERAN VERY RARE** –1918 Scripps-Booth Six, still original, missing body section and bonnet, otherwise very complete. Engine will run with a little work. Original Center Lock Wire Wheels. AUD\$8.500. Phone 02-444-60571 or 015-950-594, NSW, AUSTRALIA

### **Correspondence with Roy in New Zealand**

We found the following 1919 Scripps-Booth online. Custom Classics ([www.customandclassicbodies.com](http://www.customandclassicbodies.com)) created a speedster body for a 1919 Scripps-Booth that was lacking a body. Roy King of Kaponga, NZ, had Ken Arthur build a body modeled after 1919 Indy 500 cars. The car is the former Bryce Johnstone car, however I don't see it in our register before.

The mechanical parts are all original, and planned to stay original. Aside from the body, slight changes include moving the engine back 7." Roy has excellent experience with classic cars and the result should be very interesting. [www.carandclassic.co.uk/user/ccts2447](http://www.carandclassic.co.uk/user/ccts2447)



### **Letter from Nick in Oxford**

Several years ago Ken receive a thank you letter from Nick Bell of Oxford, UK.

*Nick wrote in part:* I have a photo of the S-B which was taken in the forecourt of my partner's parents' home in Oxford during the First World War, when their house was being used as a hospital for wounded soldiers.

This photograph and the connection with my partner's family is the trigger for my interest in these cars. They are very stylish and individual, and quite unlike any other American car of the period, with a strong Euro flavor.

Again I reiterate, I would be very interested in acquiring An S-BC Type Roadster, so if you hear of any coming up for sale, please let me know, even if it means that a second one would be leaving your shores for a European adventure...! One thing is certain, the car would be used in my ownership, and would not languish in a museum.

### **Did Nick buy the ex-Kleptz Model C?**

Ken replied that it has been several years since he had heard from Nick, but he believes the estate of Frank Kleptz sold Frank's 1917 Model C roadster into the UK.

Frank's 1916 Vitesse reproduction V8 speedster was sold by the Kleptz estate to Alan Travis in Florida. It was 90% completed and Alan hopes to finish the speedster in time for the next "Great Race." Several pictures of this fantastic S-B car are found on Alan website.

### **Jim Broadley (Sidney) is still looking for V8 parts like several rocker arms and a Zenith dual carb**

*Jim wrote in part:* Hi! See your motorcar site, so thought I would write. I have many early motorcars, but not a Scripps-Booth as yet, but know where a 1920s engine is that I am trying to purchase, so may I ask if you have a site to purchase a book that tells what is the correct chassis components to watch for, as I have been told that Chevrolet supplied the chassis for the engine/transmission, and I am wanting to know when the company quit using the V-type radiator as that is very appealing to me. Thanks Much, and hoping to hearing from you! Sincerely—Don

### **Wants to build a 6 Cylinder Speedster**

I saw your motorcar site, so thought I would write. I have many early motorcars, but not a Scripps-Booth as yet, but know where a 1920s engine is that I am trying to purchase. I been told that Chevrolet supplied the chassis for the engine and transmission, and I am wanting to know when the company quit using the V-type radiator as that is very appealing to me. Thanks much, and hoping to hearing from you! Sincerely—Don

Ken replied that Chevrolet supplied the 490 type 4 cylinder OHV engine, clutch, and gear box for the 1917–19 Scripps-Booth, Model G Roadster. I believe Oakland supplied the complete assembled chassis for the 1918-19 Scripps-Booth Model Six. The V- type radiator was used up to the end of the 1919 models. The 1920-1 Scripps-Booth has a conventional, flat radiator core, along with the Northway Engine using a valve cover to keep out dirt keep oil inside the engine.

## More New Owners

Tom Timmins from Texas has a Model C and Todd Goudeau, from Louisiana has the 1919 Six that is being made into a speedster.

## A Short Scripps-Booth History

It is interesting to learn that "Big Bill" Little, who was the Buick Plant Manager in Flint, and became WC Durant most trusted Manager, then started the Chevrolet Motor Co. with the largest stock amount. He also was a Director and the President. Mr. Little then started the Little Motor Car Co., taking over the Flint Wagon Works that built the Whiting. Mr. Little was the Vice President.

Bill Little then left Mr. Durant in mid 1913 and he took over the Sterling Motor Co. in Flint and was the President. Sterling supplied the 20 hp OHV engine to the Scripps-Booth Co in Detroit that were used in the 1915-17 Model C. S-B merged with Sterling in summer of 1916 with Durant, Little and the Chevrolet Motor Co. having big amounts of stock in the new S-B Corp.

The little Sterling engine was not trouble free and Durant sent a Model C and a 490 engine clutch and transmission to the Chevrolet Engine Department in New York City and the prototype engine was a good fit. This roadster was named the Model G and was put on display at the NY Auto Show in January 1917, but wasn't ready for delivery for five months. Mr. Little was made a VP of S-B.

Chevrolet became part of General Motors in 1918 and took Scripps-Booth with it. GM then made S-B its 7<sup>th</sup> Car Division, but Sloan terminated S-B in 1922.

## Scripps-Booth on Ebay

In 2013 the following Scripps-Booth was seen on Ebay. We believe the auction ended early and the whereabouts of the car are unknown. Any knowledge in what became of it or help in locating it would be very helpful.



## Northway Engine on Ebay

In fall 2014, a 1918-1920s Northway engine appeared on Ebay as well. This happily now belongs to Trevor Bihl.



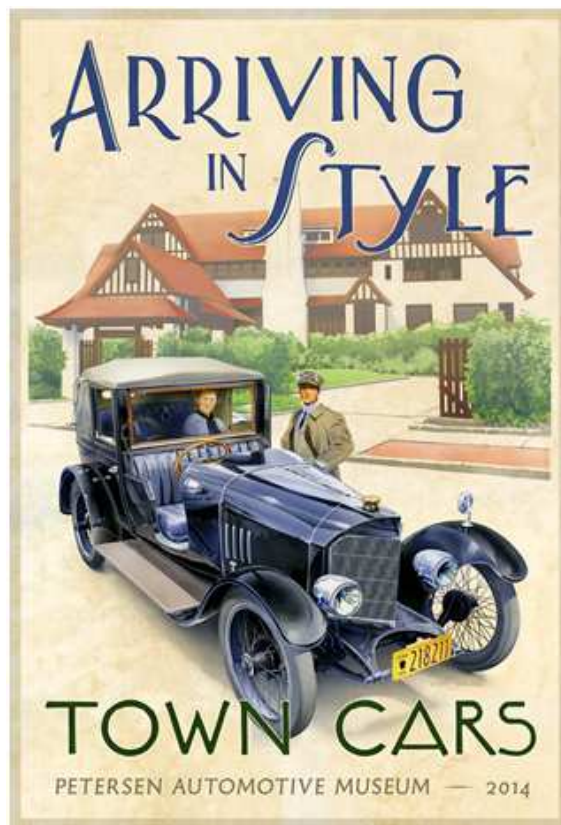
## Scripps-Booths Flying Car?

We don't think anyone would claim Scripps-Booth built a flying car, but someone built a car that looks like a plane out of one. We found this on Ebay and if anyone has any further knowledge of it, please email us. The hood reads, "John F. Longenecker, Lititz, PA," this was apparently a 1920s car dealer. The car is identified as a "1920 Model Roadplane." The hood looks like a 1919 S-B. Any details on this car would be very interesting.



## Scripps-Booths on Display

The Petersen Museum has special exhibit on town cars, "Town cars: Arriving in Style," running until February 8, 2015. The Swigart Museum's 1916 Scripps-Booth Town Car features prominently in this exhibit and promotional material. More details can be found on the Petersen Museum website: [www.petersen.org/](http://www.petersen.org/)



Cranbrook also had a special exhibit, "Driving Force: Cranbrook and the Car," featuring a Scripps-Booth Rocket. This exhibit ran from June 14, 2013 through March 30, 2014. Pictures can be seen on their website-blog: [housegardens.cranbrook.edu/about](http://housegardens.cranbrook.edu/about)

### Scripps-Booths in Publications

Scripps-Booths have been written about in various car magazines over the years. However, a few recent publications caught our eye. Interest in Scripps-Booths might be increasing since they have been featured in at least 3 publications since 2008.

- Bill Cuthbert, "The Machines of James Scripps-Booth," *HCCA Horseless Carriage Gazette*, Sept-Oct 2014, pp. 26-29
- "1916 Scripps-Booth Model C Roadster," *Collectible Automobile*, June 2008, pp. 20-23
- Jason Weems (Ed.), *James Scripps Booth: Artist, Engineer, Polymath*, 2008

### Pollard-Kirby-Wilkerson-Bihl Scripps-Booth Returns Home (Trevor Bihl)

One of my memories of seeing Charles Kirby's, my grandfather (mother's father), car as a kid was peeking into its trailer right after my grandfather died and right before it left the family at his estate sale in 1992. At the time, I was taking what I expected to be my last look at the car. The

sale of the car was mentioned in the front page of our local newspaper, the culmination of at least local three front page

In 2000, driven by that memory, family lore, and the advancing internet, I found the Scripps Booth Registry's webpage and contacted Ken Kaufmann on finding my grandfather's 1919 Scripps Booth 6-39. Ken Kaufman was very helpful and our correspondence was listed in the December 2001 Scripps Booth Register, Number 14. Ken told me that my grandfather's car was still in possession of same man who bought it from the estate sale, Forest Wilkerson and Vintage Auto in Fort Mill, SC.

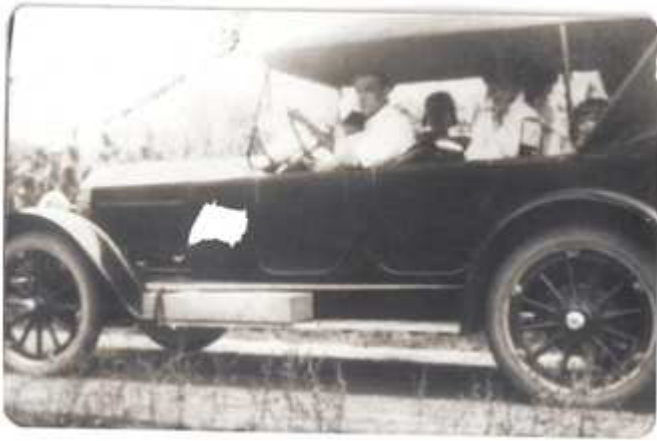
I kept track of the car for following 10 years, slowly maneuvering to buy it back, educating myself and discussing many aspects of the eventually purchase with Ken. Along the way I bought as many Scripps-Booth related books, ads, and parts I could find (including manuals for my grandfather's car and its Oakland counterpart). Eventually, I was able to get the timing right on the car itself and in 2012 brought the SB back to my family by buying it from Butch Cook who was handling dispersal of cars from the late Forest Wilkerson's estate.

My grandfather, Charles Kirby, was similarly persistent in the matter of acquiring a 1919 Scripps-Booth. Why? In 1919 his father, William Kirby, purchased a new Scripps Booth 6-39 touring car. My grandfather was 9 years old at time. One of his stories from this era was that his father would let him and his brother drive the Scripps-Booth to school, where "the other kids looked at them like they were astronauts." No one knows how long the first SB stayed in the family; however, I believe it stayed until around 1925 due to a local news article saying my grandfather had been searching for another SB since 1925-26 (when he was 16).

The SB must have affected my grandfather greatly, since he started searching for another when he was 16. A 1923 picture shows my grandfather standing in front of the car, another (year unknown) shows him as a kid behind the wheel; later he would refer to this photo and say "I know exactly what's in the mind of that 9 year old, that one day he'll own a car like this!"



Charles Kirby behind the wheel, 9-10 years old.



*Kirby Family with their Scripps Booth*



*My great aunt Grace (left) and grandfather (right) with the family car SB*

My grandfather's one treasured piece of the family's original SB was its key, which I have and use today along with a duplicate from Ebay. He treated this as one of his prized possessions for the day when he might own another. My mother says he even would only rarely let his children (my mother and aunts and uncles) see or touch it.

My grandfather's search for another ended in the 1970s when he found out about the Barney Pollard auctions. I will never know if it took this long for him to find another because none were available to him or because he was raising 14 children from the late 1930s through the early 1970s. In the auction was an identical SB for sale and he made sure that he would buy it. My grandfather was both determined and successful in buy our family's 2nd 1919 Scripps Booth at the Barney Pollard auctions, for \$2,100.

According to a local news article (March 24, 1977 - Portsmouth Daily Times) my grandfather bought the car at the February, 1977 Pollard auction. When and from where he saved the car are unknown, how long he owned the car is also unknown. The Pollard family has apparently lost all records of their cars, so any details on that matter would be of great interest to me.

My grandfather's restoration began in earnest and went into the early 80s; and involved searching the country for parts. My mother was running the family business at the time and helped her father whenever he would lose something since "she had eagle eyes" and he didn't. He was

apparently also a very active in courting public media and he was at least in 3 front page news stories about the car.



*Scripps-Booth after Barney Pollard auction*



*Charles Kirby beginning the restoration*



*Charles and Audrey Kirby with the completed car (mid-1980s)*

The apex of my grandfather's adventures with publicity involved contacting CBS about "why don't they do a segment on old cars, not just the people who buy them but the ones that work on them." I have no idea how or how often he contacted them, but his persistence paid off. Not only did CBS respond with the segment, but they featured

him in a 60 minutes piece, the 1979 "It's a Doozie" segment. In that segment my grandfather gave Harry Reasoner a tour of his workshop and Portsmouth.

Many little stories are from that day exist, my mother remembers Harry and her father hitting it off, mainly because they were from the same era and had similar childhoods. Before CBS came into town they told my grandfather to not tell anyone about their arrival; when they showed up for the filming, Al Wasserman (the seminal 60 Minutes producer) said "That's a first. We always tell everyone that, but no one listens." To which my grandfather responded, "Well, you told me not to tell anyone." Not only did he not broadcast that news to the community<sup>1</sup>, but the only children they told was my mother because she ran the family business (where my grandfather also restored the car) and because she worked extra to make the business extra clean and presentable for that day.

A secret like 60 Minutes coming to town can only be kept so long, when word got out a few locals came down to try to impress Harry Reasoner. One of them, Fred Brown, own a local Cadillac dealership and he brought over one of his antique Cadillacs to try to impress CBS. When my grandfather saw this, Harry and Al asked him what he wanted them to do. My grandfather responded, "Fred Brown? He doesn't work on or know anything about his cars, he just pays his mechanics to do all the work." So Al Wasserman went outside to talk to Mr. Brown and informed him that "no, they were not interested in his kind of car and were interested in Mr. Kirby's car because he does the work himself." Throughout this, Harry and my grandfather were watching and laughing at the stuffy Mr. Brown being turned away...

One secret of the segment which probably only my grandfather, and know myself, know about relates to the gas tank. In the restoration, my grandfather never finished restoring and using the original gas tank. He did paint and make the original tank look presentable, but it was only for show. The real gas tank was a converted turpentine jug mounted in the engine bay which gravity feeds the carburetor. For my grandfather's purposes, driving on/off trailers for shows, it was perfect. To me, it's funny that during the segment, Harry and my grandfather were driving around with 1.5 gallons of gas in a hot engine bay without a care in the world.



*Harry Reasoner with my grandparents and my mother  
(Christine Bihl nee Kirby)*



*Charles Kirby's gas tank*

Although she enjoyed the car shows and meeting people, my grandmother Audrey, never really appreciated this aspect of my grandfather's life. In order to buy the SB, she made him choose between his 1939 Packard, which he raise his family in, and buying and restoring the SB. Similarly, when my grandfather died in 1992, she refused to share the car with the family. In her way of not sharing the experience, my grandmother contrived with an uncle and aunt that it would only be 'fair' to sell it to a stranger instead selling to an aunt who was interested in paying fair value. Although this caused some consternation for many relatives, including myself, in many ways it was fate. If a relative had bought, I probably would not be the owner today.

The late Forest Wilkerson (of Vintage Auto in the Charlotte area) bought the Kirby SB at the family's estate sale. According to the local news article about it, he planned on giving it another full restoration, correcting the things my grandfather either didn't know about, have access to, or never had time for. Although Wilkerson's devotion to the marquee was legendary and he had a shop fully capable of the job, he died before he could restore the car. Before buying back the SB, I once travelled to Vintage Autos in 2007 and saw among many other cars that they had at least one other SBs.





*May 2007, Vintage Autos' Other Scripps-Booth*

Incidentally, because of these events, when I bought my SB in 2012 it had remained in the exact condition as my grandfather left it when he died in 1992. So, in essence the car is still my grandfather's car. How many people can say that about their grandfather's car?

Some issues were noticeable when it arrived and needed attention. The steering needed to be repaired as the car would go happily in a straight line, but didn't like hard right turns. The aforementioned gas tank issue, and other minor issues that didn't bother my grandfather because he mostly trailered it shows and occasionally drove it around the block. The odometer current reads 39,440, in 1977 my grandfather stated the mileage as 39,368. So, it's only covered 72 miles since the restoration.



*July 2012, with my Scripps-Booth the day it returned home*

I have been fortunate to have the camaraderie of good friends in this process. While on a tour of the Packard Museum (Citizens' Motors in Dayton) I met the director Matt Short, who is not only a good guy but shared his personal history of meeting Barney Pollard as a kid. He also showed me one of the rarer pieces on exhibit, a Packard truck used by Pollard in his business and the portraits of Barney Pollard and his wife. Matt not only provided a wealth of information, but we also shared a common bond on the Chinese language and Asian restaurants. Through Matt I was also able to meet Oz Badger, of Obsolete Motors, who rebuilt my steering box and machined some

new parts for it like it was an everyday occurrence. Another friend, Tom Marskmeier of Earth Forged Machining (Bellingham, WA), has been instrumental in the process by fabricating pieces who fabricated replacement universal joint parts on his CNC machine for me.



*December 2013, Original Universal Joint Parts*



*December 2013, Fabricated Replacement Parts*

With those problems corrected, the car is in fairly good condition for a 30+ year old restoration. It looks remarkably unchanged from the 1980s year old picture of my grandparents beside it. The paint is old and cracking in places, but will be fine for a long time (I'm not looking for more projects what with having 5 other antique cars).

Could I make the car perfect? Define perfect. Is the color combination original? We doubt it, but I've seen both a 1919 Dodge Brothers and a 1919 Cleveland coupe painted similarly...So, why that combination was chosen is interesting to me. But is a flawless paintjob more valuable than slight imperfections and patina gained from years in your grandfather's service? How many people can not only own their grandfather's car, but also have it in the condition he left it?

## Marketplace

### Wanted

**Jim Broadley** - wants V8 parts, like several rocker arms and a Zenith dual carburetor. Contact us at [scripsboothregister@gmail.com](mailto:scripsboothregister@gmail.com) if you can help

**Trevor Bihl** – wants various suspension, frame, axle, driveshaft, and etc. parts. Contact us at [scrippsboothregister@gmail.com](mailto:scrippsboothregister@gmail.com) if you can help

### **Additional News for Future Issues**

I'm planning on keeping us to a 1 year cycle, probably around Christmas time.

For future issues, I would be interested in documenting and presenting other cars' and family histories. Please email me with details and pictures if you are interested.

Also, if you are the new owner of a Scripps-Booth, please contact me so I can share with you what we have on your car.

### **Former Scripps-Booth Dealers**

We are always interested in finding and recording the network of Scripps-Booth dealers. I came across one dealership still in operation that started as a Scripps-Booth dealership.

- Don Moore Hyundai, Owensboro, KY claims to have been incorporated as a Scripps Booth dealer in 1919 <http://www.donmoorehyundai.com/OurHistory>

If you have any records or see any original ads for this, please let me know.



**INVOICE**

Date: \_\_\_\_\_  
To: \_\_\_\_\_  
Company: \_\_\_\_\_  
E-Mail: \_\_\_\_\_

Re: "It's a Doozie" (Old Cars) – 60 Minutes, Nov. 11, 1979

Footage transfer to DVD: \$ 34.95 (archived material)  
UPS Shipping & Handling: \$ 12.00

DVD can be shipped regular mail free of charge, but CBS will not be responsible for loss or damage).

The DVD will be for PERSONAL VIEWING USE ONLY and cannot be duplicated, excerpted or distributed or posted on any WEBSITE.

*FULL PAYMENT* is required before material will be released. We accept checks or money orders *ONLY*, made payable to CBS NEWS ARCHIVES. If you wish to proceed, please mail a copy of this invoice along with payment to:

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NEW YORK, NY 10019

[footage@cbsnews.com](mailto:footage@cbsnews.com), [MontasM@cbsnews.com](mailto:MontasM@cbsnews.com)

All orders *may* take two to four weeks to process. Due to the volume of requests received, we cannot guarantee that we will be able to meet any deadlines but will do our best to make every effort. All sales are final and non-refundable.

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Mailing Address: \_\_\_\_\_

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Telephone: \_\_\_\_\_