

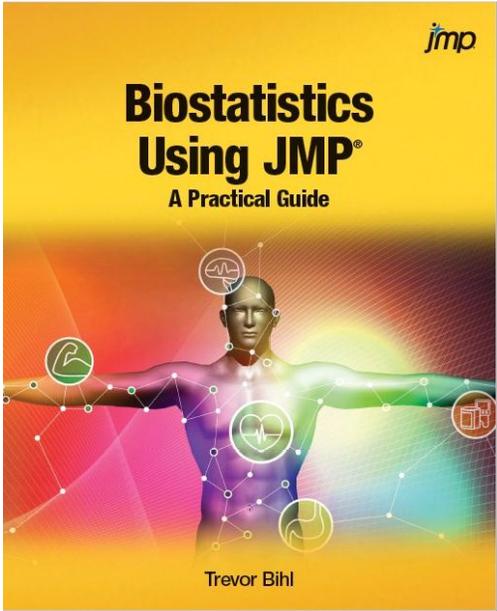
NUMBER 23
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Overview of Number 23

Well, I let this get much farther behind than I expected. And apologies for late or missed emails. I was hoping and planning to publish this in Dec 2017, but life attacked. Since January 2016 (the last issue): my wife gave birth to our daughter, I got behind due to teaching (I was teaching 3 classes in Fall 2016, which is brutal). Then I started a new job in November 2016. Since I also have a family, it was a lot to juggle. Especially since I wrote a book in the meantime, which was unrelated to my job (written after work, after my family was sleeping). The good news is that *Biostatistics Using JMP: A Practical Guide* is finished and [available now](#). So this issue is coming out a year and a month later than planned. This turned out to be a good thing because I have a lot of material.



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Recent Scripps Booth Cars for Sale

It might be that the current ownership is going through a generational turnover. This past 6 months alone has seen 4 Scripps-Booths come up for sale. Is there a generational bulge in Scripps-Booth owners occurring?

One area that I’m heavily interested in is recording the history of our cars, as much as we know. Please email me and help me in this regard, once we’re gone our knowledge and memories go too.

Mystery Scripps-Booth on Ebay – Still Unsolved

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.



Bibliography Update from Anders Svenfelt, Finland

Firstly I will thank you for the interesting S-B register newsletter.

The Austrian national library's digitalized magazines were finally made searchable. Mine findings may interest you, eventhough they are in German language.

The Northway-engined six-cylinder was presented in a three-page story in Allgemeine Automobil-Zeitung February 1921:

<http://anno.onb.ac.at/cgi-content/anno?aid=aaz&datum=19210206&query=%22Scripps-Booth%22&provider=P03&ref=anno-search&seite=17>

The Bi-Autogo was presented in August 1913 AAZ:

<http://anno.onb.ac.at/cgi-content/anno?aid=aaz&datum=19130803&query=%22Scripps-Booth%22&provider=P03&ref=anno-search&seite=20>

Yours sincerely,

Anders Svenfelt, Finland

Correspondences with Stewart Shadbolt, New Zealand

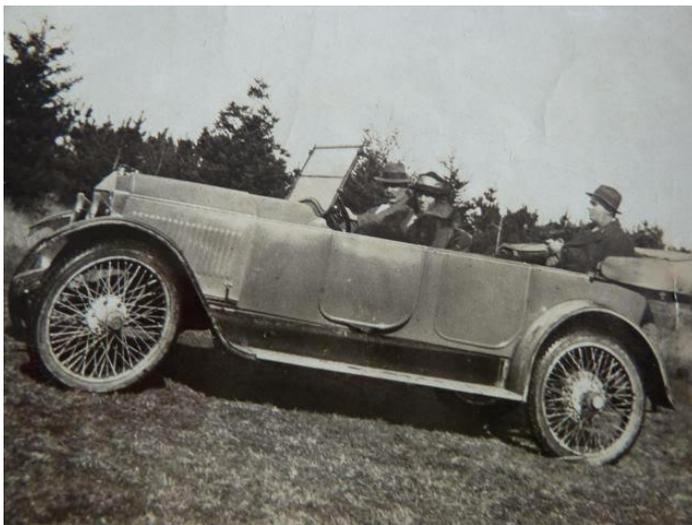
Oct. 2016

Hi

I have been asked to identify the car being used in this wedding photo in New Zealand, and one suggestion is that it is either a Scripps Booth or perhaps an Oakland. Would you, or one of your members possibly be able to throw further light on the make, and hopefully the year of the car.

Regards

Stewart Shadbolt



Hello Stewart,

That looks very much like a Scripps Booth like mine (1919). As far as year, it's would have been made in 1918 - 1919 (and possibly early 1920). This 4-door body style came in around 1918 and the radiator (Vee style) design changed around 1920 to a flat front (which is like an Oakland). I'm attaching a picture of my car, which is similar and a period ad from the London motorshow.

The wire wheels are a little notable, they were an option (I believe an extra \$100).

Can you please tell me more about the picture and the story behind it?

Thanks,

Trevor

STAND 112

THE SCRIPPS-BOOTH
191 H.P. SIX-CYLINDER.

The distinctive and graceful appearance which characterised the earlier Scripps-Booth is fully retained in the new six-cylinder model. Its outward beauty is but an index to its inbuilt quality. It is a masterpiece in lightweight construction, and sets a new standard in refinement, in mechanical worth, in hardness, and in performance.

AGENTS ALREADY APPOINTED:

BIRMINGHAM —Edward G. Brown, 5-7, Great Hamilton Street	LONDON —Ware & De Freville, 6, Great Marlborough Street
BOSCOMBE —Bournemouth Motor Syndicate, 109, Christchurch Road.	LIVERPOOL —Colmore Depot, 24, Paradise Street
BICESTER —Layton's Garages, London Road.	MANCHESTER —Colmore Depot, 210, Deansgate.
HALIFAX —Trinity Garage Co., Ltd., Skircoat Road.	NEWPORT PAGNELL —North Bucks Motor Co., Newport Pagnell

WHITING LIMITED
334-340 EUSTON ROAD, N.W.1
Telephone: Museum 3320 (3 Lines)
Telegrams: "Whitingous, London"

Hello Trevor

Thank you for your interest in this car—unfortunately there is not a lot I can tell you about the car. I found the photo in a relations autobiography and the man in the rear seat worked for the driver until 1921 when they sold the farm and moved to Auckland—so the photo would have been taken prior to 1921. Veteran car owners indicate there were only a limited number in New Zealand. The

grandson of the the driver reports that when he returned to our area in 1930 he owned a Chrysler 70 .

Our family came to N.Z. from Scotland in 1886 and this brother was considered to have been the most successful, so he probably owned this car as a symbol of that success. American cars are not common in N.Z. these days—I have a Nissan and my wife has a Mitsubishi and that is fairly common.

On a personal note which part of the U.S. do you live? We enjoy travelling in the rural areas of U.S. (probably because we are semi retired farmers), and I have now been to 47 states.

Thanks again

Alan Sim

Correspondences with Joy Wagner (Greenville, SC)

Jan. 2018

Hi. I'm so a happy to see this on line. I did not know that there was SB register. I wonder if my two cars are on there. If not, I would like to register them. I inherited two of these cars from my Dad (Jack Foster) and now after keeping them for 7 years, I think that I should maybe sell them. Is there someone who can call me ? I have the vin numbers and will see if I can find the chassis number, if that would help. Thank you so much, Joy Wagner. Greenville SC

Joy's cars are featured in the Market Place of this issue.

Correspondences with Cory Van Brookhoven of Lititz, PA (Feb. 2017)

This correspondence helps solve some of the mystery of the Scripps-Booth Road-O-Plane featured in [Issue 21](#).

Hello!

I recently came across your website and your mention of John Longenecker's Scripps-Booth Road-O-Plane pictured on page 5 in this newsletter: http://www.scrippsboothregister.com/Scripps_Booth_RegisterFiles/Number21.pdf

Although he passed away in 1941, Longenecker was a pioneer in the automotive business and a showman. I live and grew up in Lititz, PA where he also lived and did business. I also recently wrote a story on his life and the full history of the Road-O-Plane for our local newspaper here in Lititz, the Lititz Record Express. I would be happy to share this story and many other photos I have of his "Road-O-Plane" if you are interested, and still seeking info.

Thanks!

Cory Van Brokhoven

Lititz, PA

Hi Cory,

Yes, we would very much be interested in expanding this description!! Would your pictures and story be something we could share in our newsletter?

I was very surprised to find that postcard, I think I paid \$20 or so (very high for an old postcard), but the obscurity and oddity was something I couldn't pass up. More on the story would be very welcomed. I'm trying my best to improve and compile the documentation and stories we have for our marque.

Thanks,

Trevor

Yes I would be happy to submit the story I wrote to you as well as some photos. I just have to make sure I send it after it gets published because the newspaper has first printing rights. He sold many automobiles including Scripps-Booth, but that was the particular automobile that he used for the Road-O-Plane. Funny part is, a photo of it ran in several newspapers across the country and he started to receive letters from people who thought it was real and could fly, hoping that he would construct them on a mass scale.

Cory

Correspondences with Robert Daniello, new owner of the Rogers' 1916 car

Jan. 2017

Hello,

I recently purchased a 1916 Scripps-Booth model D, in fact so recently that I just took delivery of the car today. I am interested in any information/literature copies etc that you might be able to provide about these cars.

My car is S/N. I have not yet located an engine number, do you know where I should look? It is a 1960s restoration of what I believe to have been a solid original car. It has a 120" wheelbase and cellular radiator. Please let me know if there is anything else I can tell you about it.

Thank you,
Robert Daniello

Hello Robert,

Great to hear from you. I need to check the physical archives for records on your car. In the digital archives I don't see you S/N, so it might be new to us (we don't have that many D's in our records).



The engine number should be stamped and it might be on the clutch housing. It should look like the following and could start with F or FS.

Can you tell me who you bought it from and what you know of its history? Can you send some pictures?

Trevor,

Thanks, I will update you later when I get home. I found the engine number, it begins with FS (don't remember the rest here) and is on the top bell housing mount as well as on the head sealing surface (engine now apart for cleaning/check-up). The car was owned by the Rogers family of ID since the early '60s and before that a military officer who bought it new in WA (I wish I they could remember the name..). I will send photos later today.

I hope to take more photos when the weather improves and we get it out of the garage. The included photo was taken when it was still in ID. Please let me know if you had any record of it or know anything else about it. Do you know how more V8 cars might still exist? I am still learning about it, let me know if there is anything specific that you would like to know. I believe this car was unsuccessfully offered in Hemmings around 2010, possibly erroneously as a C despite being correctly titled as a D.

<https://www.hemmings.com/blog/index.php/2010/10/01/hemmings-find-of-the-day-1916-scripps-booth-c/>

Thanks,
Robert Daniello

Correspondences with Michael Acheson (Car sold in late 2017)

Oct 2017

Good afternoon,
my name is Mike Acheson and I am writing on behalf of my mother Maggie Allesee who is the owner of this car. It is listed in your register as a 1918 Roadster but the Michigan title (and the license plate) lists it as a 1919 model. It is a Chummy Roadster purchased by Maggie in

1996 from Mr. Pollard. Maggie would like to sell the car since she is approaching 90 and really has no use for it any more. She hasn't driven it in over a decade. The car runs but needs some work on the clutch. I don't know if there is any way to notify your community when a car comes up for sale but if there is, I would like to try and take advantage of that. I'm not sure what the value is so maybe you can help with that. I have been talking with Tom Booth who is also helping me try and notify his family members about the car. Let me know if you would like any more information. Attached are some photographs.

Best regards,
Mike



Hi Michael,

Thanks, I got your message. This past week I've been slammed.

It's sad that you have to sell it, but I know it's not always practical to keep it in the family. I will see how I can help. I can post it on the webpage. Do you know about the price you are looking for?

I can also look through my records and see what I have on the car. I haven't been able to do that yet. From the pictures, it does look like a 1918, I'll dig around more and see what I can find out. VINs aren't always correct. I've seen this before personally. I have a "1965" Rover, but the VIN is 1962, I think the import paperwork (before me) made a typo on that. On old cars, incorrect title dates are not uncommon and it takes an act of god to fix them.

Can you help me with the story and history of your mother's car? I also having a Barney Pollard car, but it came to us in the 1970s at his auction. Also, knowing your mother's interest in Scripps-Booth would be good to capture. My car first came into the family because my grandfather grew up with a similar one in the 1920s. I think capturing the personal history is valuable while we still can.

Thanks,

Trevor

Trevor,

I might need a little advice on pricing. I have no idea what this is worth. The transfer documents show my mother (Maggie Allesee from Bloomfield Hills, MI) paid \$15,000 for the car in 1996. She first saw the car at the 100th Automobile Celebration at Cobo Hall in Detroit and purchased it from A.M. Pollard. Later in that year, she loaned the car to Cranbrook for the Booth family reunion. Other than that and a couple of times being shown at the Concourse d'Elegance at Cranbrook, it has basically sat in her garage. I pulled it out of her garage about 4 years ago and took it to my garage where I have a mechanic work on my 1965 Cobra replica and a 1959 Corvette (original). The car starts and will run but there is currently a problem with the clutch and it needs to be serviced. My mechanic has simply not invested the time to figure out what it will take to get that fixed. So, Maggie has owned the car for 21 years but during that time there really wasn't much history to report. Her interest in the car would have come from the fact that we have spent the last 45 years in and around Cranbrook. Maggie served on the board of governors for the Art Academy and Museum. I was a student at Cranbrook, as were my kids. I have also been on the Schools board, the Trustees board and the Institute of Science board. My wife has also been a Schools governor and Trustee so there is a lot of "Cranbrook" in our blood. I think it might have been a bit of an impulse purchase at the time as she had never purchased anything like that before (or since). I would be grateful for any assistance you can provide in determining its value and identifying interested parties. The car is located in Keego Harbor, Michigan, just outside of Detroit.

Thanks.

Mike

Mike,

Sort response, busy day today and tomorrow I'm taking off to lay tile in a bathroom at home. Very interesting story. I'm familiar with Cranbrook, but haven't made it there myself (and I'm not too far away in Dayton). I have seen recently (maybe 2013) that they had S-B cycle cars on loan too.

The general advice I got was that SB prices are around comparable Buick and Oakland prices of the period. \$15k seems reasonable in 1996 and is close to what I paid for my 1919 in 2012 (although mine is an older restoration that has cosmetic and quality issues). I can work on providing my opinion, but not a real recommendation. Some cars have been offered at \$100K+, but I think those

prices are very unrealistic for Scripps-Booths. I'll look to see what has happened to prices since 1996.

On the clutch, I might be able to troubleshoot you or whoever buys it. I would recommend looking at the clutch rod (if it's like my car, it's right behind the gear shift lever). The thing to look for is how does the rod sit and move in the bushings. My bushings were warped and the rod wasn't able to provide leverage on the throw-out bearing. Other issues could be a delaminated clutch (your could still be leather) from sitting or other issues. There should also be a grease fitting on the throwout bearing, likely serviceable from below. Now all of this is wrt Northway engines. If you have a 4 or 8 cylinder engine, I'll have to check my manuals.

Correspondences with Jonathan Betts, Wiltshire and update to 2016 issue on Debbie's car

Mar 2016

Dear Trevor,

I was delighted to discover, more than a year late, that the Register has been revitalised and that you are now our leader. Congratulations! Its good to read that people still have an interest in 'our' cars and that research and restoration are on-going. Is there a way that we members of the Register can be notified (by email perhaps?) when there is a new posting on the Register? I am ashamed it took me so long to realise there was more news!

This comes from the UK, where I think I am one of just two people who own Scripps-Booth motor cars. I have the Model C that used to belong to Barry Jensen (ask Ken K) and the only surviving RHD as far as is known, so it made sense to export it to the UK! I have had quite a few little jobs to do on it to keep it running well, but generally it is in fine fettle and can be seen dashing (well, kind of) round the country lanes of Wiltshire whenever the weathers good!

The interesting news for you is that a few years ago I discovered one surviving 1916 Model C Coupe, a barn find in Ireland, but in very original condition, complete with its aluminum body etc. As you might realise I am a very dedicated Scripps-Booth fanatic, and am keen to learn more. I have been studying the marque for some years now and hope to write an article for the UK magazine The Automobile, sometime in the coming year. I need a bit of help from Ken, and hope he will oblige...how is he these days? I have quite a bit of S-B ephemera collected from places (mostly ebay!) and if you would like some info and pictures of the cars and other stuff Id be happy to send something in due course.

By the way, Debbie's car in the photo in the 2016 issue is a Model C 4 cylinder. If it were a Model D (V eight) the

windscreen would be slightly raked backwards. Hope that helps.

Best wishes, Jonathan

Hello Jonathan,

Thank you for your message!

I gladly welcome that correction. After looking over pictures of C and D models to find any noticeable differences, I never spotted that.

I would gladly like to help your The Automobile article effort. In Issue 22 I have a bibliography (I'm sure it's incomplete in places), please let me know if there are any articles in there that you would like a scan of. I generally respond fast, but I have 3 conferences coming up in the next 2 months, so I'll be in and out some.

I am very interested in any copies of S-B ephemera, I have been buying up as much as possible (for years). While it's hard to know exactly what I'm lacking, I know my collection and records of European ads and Scripps-Booth cyclecar material is the least complete.

Best,

Trevor

Correspondences with Tom Booth

Dec. 2017

Hello,

My Scripps-Booth Model C 1916 has a lever on the steering column that is used to hold the throttle at a set speed when the driver wants to rest his foot. I believe all similar S-B cars had the same feature.

My question is ... does this qualify as the first application of what is now known as "Cruise Control"? I have been told that the S-B also had a mechanism that would release the speed control throttle lever when the brake pedal was pushed. However I cannot find any evidence of this on my car. Am I mistaken about the speed control release feature. Does any one have one that works this way

Best regards and Merry Christmas

Tom Booth

Hi Tom,

I will have to look into a few aspects, but I think that was a common feature of most cars from the brass era. I don't

believe S-B innovated in this, but I don't know for sure. I don't know of the speed control throttle connected to the brake, my 1919 doesn't have anything like that (I would have to dig around for these).

On is this cruise control? Possibly, I think the feedback with the brakes would make it such. Interestingly, my 1965 Isuzu has something similar.

I might need to look through patents for this, but from the last S-B related patent search I don't remember anything in the controls area.

Merry Christmas,

Trevor

Hello Trevor,

Thanks for the quick reply.

I am a member of the SAE Mobility History Committee and this subject came up in a meeting today.

Best regards,

Tom

Scripps-Booths on Display

If anyone has pictures of the Scripps-Booths on display from The Petersen Museum's special exhibit, "Town cars: Arriving in Style," I would be interested. The Petersen Museum never responded to my request for pictures.

Marketplace

For Sale

Joy Wagner is interested in selling her father's (Jack Foster) two Scripps-Booths. Both the black 1916 Scripps-Booth grey beige 1918 Scripps-Booth was appraised at \$74,500. Both run and are in beautiful shape. Please contact the register or Joy directly: joywsstuff@aol.com.



Dag Runar Grinaker (Norway) might have Scripps-Booth parts for sale. His email is d.r.grinaker@gmail.com

Wanted

Trevor Bihl – wants parts and automobilia associated with Scripps-Booth in general and 1919 cars in particular. Contact us at scrippsboothregister@gmail.com if you can help

Jim Broadley - wants V8 parts, like several rocker arms and a Zenith dual carby. Contact us at scrippsboothregister@gmail.com if you can help



Greg Pope is interested in selling his family's red model C. This is an ex-Harrah's car. Please contact Greg directly: burtdog09@gmail.com

