



Scripps-Booth Register  
c/o Scripps Downing  
RR-4, Bacon's Wood  
Macomb, IL 61455

December 12, 1991

SCRIPPS BOOTH REGISTER NO. 4

I'm still new at the registry game, and would appreciate any suggestions for what you owners would like to see on the rare occasions that I might see fit to publish.

OPINION:

James Booth donated several of his prototype models to museums, but this in no way accounts for the staggering 40% of the known Scripps-Booths that either are, or once were in museums. Today, you can find:

1910-12 Bi-AutoGo two wheeler	Detroit Historical Museum Detroit, MI (ex. Melton Museum)
1913 Rocket cyclecar (prototype)	Henry Ford Museum Dearborn, MI
1914 Rocket cyclecar (production)	Detroit Historical Museum Detroit, MI
1916 Model C roadster	Owls Head Transp. Museum Owls Head, ME
1916 Model C roadster	Detroit Historical Museum Detroit, MI
1917 Model D town car	Swigart Museum Huntingdon, PA
1922 6-cyl touring	Forney Transp. Museum Denver, CO
1923 daVinci touring	Owls Head Transp. Museum Owls Head, ME
1930 daVinci Pup cyclecar	Detroit Historical Museum Detroit, MI

Among those once in museums, now privately held:

1916 Model C roadster	Scripps Downing, ex. Gene Zimmerman's Automobila- ma, Harrisburg, PA
1916 Model C roadster	owner unknown, ex. Har- rah's, Las Vegas, NV
1917 Model D touring	Harvey Harper, ex. Har- rah's, Las Vegas, NV
1917 Model G roadster	owner unknown, ex. Henry Ford Museum, ex. Minnick Jim Manz, ex. Hartford Heritage Museum, Hartford WI
1919 6-cyl roadster	

14 of the 36 known Scripps-Booths are museum cars. It seems

strange that the *Old Cars Value Guide* shows S-B's about the same price as Model T's and A's. Museums must know something that hasn't passed to the public.

#### OWNER NEWS

*Antique Automobile*, July-August 1991 carried an obituary for Helen F. Swigart. She was the wife of AACA Past President Bill Swigart, who owns the Eleanor Sears town car.

Five more Scripps-Booths have been added to the mailing list. The 1919 6-cyl Charles A. Kirby touring car should have been there all along - I just missed an entry when I computerized the mailing list. This car appeared on CBS's *60 Minutes*, probably around 1970. Harry Reasoner interviewed Mr. Kirby on the subject of old car restoration. I'm trying to get a copy of the videotape from CBS. It is restored from the famous Barney Pollard auction held in 1976.

[REDACTED]

Tom Ruggles has what he describes in *HMN* as a 1916 roadster basket case for sale.

[REDACTED]

Still another that I missed adding from Ledge Pfund's files is the second of the three cars believed to be in Australia.

Rodney C. Anderson

[REDACTED]  
South Australia

Owls Head Museum now has two Scripps-Booths. The very beautiful Ledyard Pfund car has been donated by Lydia Pfund. She notes that this is the sort of museum that turns down Corvettes and Mercedes gull-wings, so Ledge's C must be in pretty fancy company. Northwood Institute's daVinci is also at Owls Head, and the Institute hopes to raise funds for a new body. Apparently, the original Fleetwood body was scrapped some years ago.

David Machaiek, Curator  
Route 73, P.O. Box 277  
Owls Head, ME 04854  
(207) 594-4418

The Harrah D has reappeared. It now belongs to Harvey G. Harper. Any inquiries should be addressed to:

Mr. Floyd Myers

[REDACTED]

The Roethler 6-cyl is now in the hands of:  
Gary L. Roethler

[REDACTED]

The enclosed Christmas card is of my freshly restored Zimmerman C. Many thanks to those of you who have helped with photos, sketches and hints. This was the hit of the 200th Scripps family reunion. (The only other one was 100 years ago.) I had hoped to gather several of the museum cars for the event, but the organizing committee decided they couldn't afford it. If you look closely, you'll see that it carries two spare wheels. I stole this idea from Jim Manz. If anyone is interested, I'll send a sketch for the necessary adapter piece.

A San Diego relative at the reunion sent me some correspondence from the 1950's. His father had made a pass at buying the car I now have! Among the correspondence was a photo with the name of a man in Peoria, IL. Mr. Henry L. Brooks still lives in Peoria, and still has his Model B-39 flat radiator touring. It was beautifully restored at the time, but now shows age and wear.

[REDACTED]

#### MISCELLANEOUS NEWS

We're losing what was possibly a restorable S-B. Edgar D. Cook had about everything but a frame, but he's now sold the radiator, wheels and engine. He plans to put the sheet metal on a 1914 Maxwell chassis.

[REDACTED]

Although not an owner, Ken Kaufmann is an historian who knows a lot of Scripps-Booth history. He writes a column for VCAA, dedicated to Chevrolets. He is trying to get S-B's eligible in the Forerunner Class for Chevrolet events. The Model G is currently accepted by VCAA.

[REDACTED]

Register #3 noted my effort to find if there were any Scripps-Booths remaining in Europe. Alan Shier had made an effort some years previously. According to Alan, the prime cause of demise was probably England's "horsepower tax". In those days the S-B engine was heavily taxed. It's a good bet that there are no Scripps-Booths in Europe. The next step in the search is Cuba.

Most of us know that the author of the A-Q Vol. 13, No. 3 article on Scripps-Booths was Sam Medway. It turns out that he wasn't Sam Medway. Stan Greyson wrote an article on SAAB in the same issue. It is the policy of *Automobile Quarterly* not to have two features by the same author, so Greyson became Medway for the Scripps article.

[REDACTED]

"Sam" was a little hard on discussing Scripps-Booth reliability, but I was finally able to follow up on his reference to William Stout's autobiography, *So Away I Went*. It seems that in 1916, Bill Stout and a co-worker set out to drive a pair of Model C's from the Detroit factory to Salt Lake City. There were no roads for most of the journey, so they followed fence lines and railroads, often driving right down the roadbed and its ties. This caused one of the cars to break an axle, but that was the only mechanical problem. This is unreliable?

#### FOR SALE

I have a friend who would like to sell you leather dressings. "No inert carriers, harmful waxes, silicone, fatty oils of harsh chemicals." Used by Royal Swedish Palace Guards. \$18.95 gets you a kit with Swedish Leather Soap, EKOL Leather Oil, and EKOL Leather Impregnation (waterproofer). I liked it. Leather Life Care, [REDACTED]

Richard A. Fraser, [REDACTED] (207) 998-4831 may still have a V radiator, size unknown. A later note indicates he has wheels, hubcaps, springs and axles.

Bob Snowden, [REDACTED] 34209 (813) 792-4622 may still have a radiator shell and hubcaps.

Cliff Lunberg, [REDACTED] (603) 898-7404 was asking \$1500 for a radiator.

I have a Houk wheel (30x3-1/2), R front spindle and brass hubcap. Not the best condition, not real bad either. \$200.

#### WANTED

I still need a bakelite radiator cap. Brass insert has 2-1/8" thread. Also need a pair of the wing-feed grease cups for the kingpins. (Thread approx. 13/16"x22.)

*Scripps*

*Ken - forgot to give you credit for the logo,  
Will try to remember next time*

*Scripps*