



LUXURIOUS LIGHT CARS
SCRIPPS-BOOTH CORPORATION
981 BEAUFAIT AVE.

17 September 1992

SCRIPPS-BOOTH REGISTER NO.5

New computer leads to fancier letterheads. This one was rearranged from an copy of the original supplied by Chevrolet historian Ken Kaufman. Ken doesn't show on the list of owners, but can still be found at his old address.

735 West Lemon Avenue
Monrovia, CA 91016

If you need information on the history of the Scripps-Booth Company, drop him a note.

Ken reports that all 1915-18 4- and 8-cylinder models are eligible for showing in VCCA's [Vintage Chevrolet Club of America] Forerunner Class. 6-cylinder models aren't strictly eligible, but might be able to sneak in. The Forerunner Class is pretty sparse - 1910-12 Whiting, 1915-17 Monroe, and S-B. Little is also a forerunner, but is judged with 1912-16 Chevrolets. Ken doesn't think VCCA has ever had a Scripps-Booth. It sounds like any C, D, or G should be able to snag a trophy.

Scripps-Booth data is still flowing at a rate that makes another Register necessary, but I still have fond hopes of reducing the frequency to two or three per decade. If there are enough responses to the enclosed questionnaire, however, maybe there will be another one next year. As you can see from the enclosed data on known Scripps-Booths, there are a lot of blanks along with some doubtful information - especially when it comes to serial numbers. Please note the address change at the bottom. 9-1-1 fiddled with all of our rural addresses, and there no longer is a RR-4

Those of us who have to wear tri-focal glasses may not appreciate the small type on the Owner and Address lists, but it does have the advantages of getting all the data on a single page and reducing my mailing costs

OWNER NEWS

Charlie Kirby passed away this year. Should you know of anyone interested, Mrs. Kirby would like to sell the car. The Kirbys bought the 6-cyl. touring car, badly in need of restoration, at the famous Barney Pollard auction in Detroit. While it was undergoing restoration, Harry Reasoner visited the Kirbys with a "60 Minutes" TV crew (see the REFERENCE section).

Register No. 4 reported that Edgar Cook was about to butcher pieces of a Model C. At that time a nearby owner, Tom Ruggles had what he described as a "basket case." Ed got Tom's car, and now has the makings of a manageable restoration project. Of course, this is the sort of thing the Register is all about.

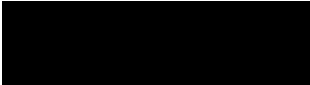
The same issue reported the da Vinci at Owls Head Transportation Museum. As the Curator pointed out, Owls Head does not own this car. Northwood Institute had had the car there to evaluate the possibility of getting a new body made. (Northwood has all of the original Fleetwood drawings.)

Thanks to an ad in *Hemmings*, a few more surviving cars have been found. I was particularly happy to have found the new owner for the ex-Harrah's Model C. Elliott Bayley, Dennis Easterday, Barney Pollard, and George & Grace Pope are included in the enclosed lists. These have all the S-B's that I know of, and addresses for all but a few. I've still not been able to verify two of the three cars in Australia. Mr. Halstead had provided Ledge Pfund with the addresses, but neither Ledge nor I had any response from our letters.

MISCELLANEOUS

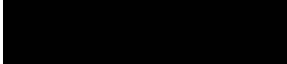
As previously mentioned, John Booth and Ledge Pfund donated to the NAHC [National Automotive History Collection] to establish a Scripps-Booth collection. As some of you may remember, they auctioned off a lot of uncataloged automotive literature some years ago. They simply had no money to handle the material. If you feel generous and would like to help preserve antique auto literature, donations would be appreciated.

Ron Grantz, Curator, NAHC



If anyone has any further information on the connection between Scripps-Booth and Isotta-Franchini beyond that in Dr. Minnick's *Antique Automobile* article,

Jeffrey Vogel



would like to hear from you. He pulled what appears to be a Model 19 open-valve Sterling engine from his I-F. It differs from that used in the early 1916 S-B in that it has much enlarged intake and exhaust manifolds, along with a brass water pump mounted where the closed-valve Sterling have a generator.

TRIVIA

Correspondence from Paul Scripps of San Diego notes that James Scripps Booth's tombstone displays an artist's palette with a monkey wrench arising from the palette's thumb hole.

Paul also sent a Charles Addams cartoon from the Feb. 4, 1980 *New Yorker*. It's a graveyard full of tombstones engraved with names of defunct automobile manufacturers. Scripps-Booth can be found in the foreground between Winton and Cunningham.

REFERENCE

Radiator Caps - I still haven't been able to find one, but thanks to Ken Kaufman, I now know that they were made by Povasco. The same 2 1/8" x 13 thread cap fits Barley, Chevrolet Little Six, Dauch Tractor, Empire, Moline Plow Tractor, Paige (pre-1915) and 1916 Oakland Little Six

Ken also reports that the "Six" was first displayed in January, 1918. They did not become available until mid-1918, and were sold as 1919 models. It seems the industry must have started the model year game early on.

Here's a list of not too ancient stuff I've found on Scripps-Booths. Please let me know if you know of others.

ARTICLES

"Honorary Member - James Scripps Booth." *Antique Automobile* V. 16, No. 4. December 1952, p. 11. A fine biography of JSB.

Medway, Sam [pseudonym for Stan Grayson]. "Artist's Conception - The novel cars of James Scripps Booth." *Automobile Quarterly*, V. XIII, No. 3, p. 288. 3rd Quarter, 1975. A beautifully done article with color photos of several S-B models, but the "Model G" was actually what is now my C, complete with early restoration mistakes.

Duerkson, Menno. "Bi-Autogo." *Cars & Parts* V. 22, No. 7. July 1979, p.12. Illustrated history of the Scripps-Booth, from the wonderful 1912 Bi-Autogo to the company's acquisition by G-M.

Duerkson, Menno. "Da Vinci." *Cars & Parts*, V.22, No. 8. August 1979, p. 40. Excellent illustrated article on the one and only Da Vinci. Has much biographic info on JSB.

Minnick, Dick. "1917 Scripps-Booth." *Antique Automobile*, V. 45, No. 2. March-April 1981, p. 12. Dr. Minnick's story on restoration of his AACA prize-winning Model G. Good story, but I think some of the facts are wrong. This car was given to the Henry Ford Museum and the Museum sold it soon thereafter. Its whereabouts are unknown.

Booth, Steven. "It's a Car! It's a Motorcycle! It's Biautogo!" *Special Interest Autos*, No. 62, April 1981, p. 24. The definitive article on the Bi-Autogo, illustrated, and written by a nephew of JSB.

SCRIPPS-BOOTH ON TELEVISION

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!

CBS News
Archives Development, Attn: Toni Gavin
524 West 57th Street
New York, NY 10019

Steve Zumdahl's Model Six-39 touring model made its appearance in James Michner's "Centennial" series on TV. The blue beauty was "Potato" Brumbaugh's car. Steve has sent photos of the car on the series' set. Many thanks, Steve.

On the reverse side, you will find a list of model Nos. and corresponding car serial Nos. There are a number of such lists, but this one seems to be the most comprehensive. There are minor differences in S/N's among them, but nothing significant. What I am not able to find is a list of engine serial Nos. Anyone able to help?

From the Model C parts manual, I can provide the following:

open-valve Sterling Model 8	S/N 1-3000	used on 1915 cars 101-5001 ^{1,3}
open-valve Sterling Model 19	S/N 3000-9999	used on 1916 cars 5001-6200 ^{2,3}
closed-valve Sterling Model 20	S/N 10,000 & up	used on cars 6200 and up ^{2,3,4}

¹ Bijur combination starter/generator

² Wagner starter and generator

³ Ending S/N's depend on where you look in the parts book. Closed valves may (and in my opinion did) begin at S/N 5000.

⁴ There are three different valve covers. The plain one is most common. I've seen a cover with the SCRIPPS-BOOTH logos on the plug side of the engine that read horizontally in a vertical plane and another with the logo in a plane 45° from vertical.

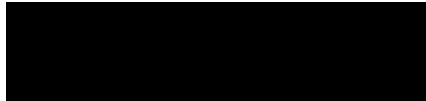
PARTS

One of our owners has what he believes to be a Spaake engine from a Rocket. This Spring, I had a call from a man who apparently has a good set of wheels. Maybe eventually there will be enough to restore one.

Mrs. Gary Roethler notes that her husband has a number of "unidentifiable" parts for a Six. If memory serves, these include a spare engine.

Earlier this year, there was an open-valve engine available. No distributor, but included transmission and radiator. The S/N was supposed to be 645F, but that doesn't jibe.

Al Slotter



I'd be happy to pay duplicating costs for copies of G and Six Owner's Manuals. Same goes for D, G, and Six Parts Manuals - Scripps.

Here's the serial number information: *It's pieced together from what I think is Grace Brigham's "Serial Number Book for U.S. Cars, 1900-1975;" my amendments. This is apt to be the best list you'll find.*

SCRIPPS-BOOTH²⁴¹ - 1913-23 - The Scripps-Booth Co., Detroit, Michigan. After 1917 part of General Motors. * Plate on heel board, right hand seat; on left rear spring hanger; under front seat cushion on seat board; 1919: right seat heel board; under cushion of front seat.

YEARS	MODELS	CYL.	SERIAL NUMBERS	ENGINE or other I. D., and continuing Serial Numbers
1915	C	4	101--3,100	Sterling engine
1916	C	4	3,101--7,260	
1916	D	8	101--800	Ferro engine
1917	C	4	7,261--8,146	
1917	D	8	801--1,807	
1917	G	4	6--800	Chevrolet "490" engine (per L-Q)
1918	G	4	801--1,800	
† 1918	H	8	2--325	Ferro engine
1918	6-39,40 **	6	9,001--11,599	Northway engine
1918	6-41,42 ↓	6	11,432--11,599	
1919	G	4	1,801--3,000	
1919	6-39,40 **	6	11,600--18,759	
1919	6-41 ↓	6	11,600--12,432	
1919	6-42 ↓	6	11,600--16,419	
1919	A41	6	16,420--18,975	
1919	A42	6	18,410--18,942	
1919	B39	6	20,001--20,249	
1919	B40	6	101 & up	
1920	B39-42	6	20,250--29,364	
* 1921	B39-42	6	29,365--30,463	
1921-1922	F43, F44	6	50,000--52,280	
1921-1922	F45, F46	6	50,000--52,280	
1923	Discontinued			

When you check your 6-cyl Model No., note that it is a good guess that flat radiators contain with the "A" series.

*BODY - MODEL **

- 5-p Touring - 39, 43
- 3-p Roadster - 40, 44
- 5-p Sedan - 41, 45 +
- 4-p Coupe - 42, 46 +
- 4-cyl - 3-p Coupe - C (at least one was built)

Probably Flat Radiator

SOURCES OF INFORMATION ON AUTOMOBILES IN THE "S" SECTION

Sources on automobile companies, locations, dates of manufacture and engine makes:

The Clymer Scrapbooks; The American Car since 1775 by the AUTOMOBILE QUARTERLY Editors; The Complete Encyclopaedia of Motorcars, 1885-1968, edited by G. N. Georgano; Cycle and Automobile Trade Journals; Chilton Automobile Trade Directories; The Specification Book for U. S. Cars 1920-29, G. Marshall Naul.

Sources of information on serial and engine numbers, locations, models, horsepower:

Scripps-Booth²⁴¹ - Chilton's; Motor World; Motor Age; MOTOR 1925 Specification Tables; Automobile Journal.

† none known to survive

* Branham Automobile Reference Book - unknown date
 ** Motor Age - date unknown

Scripps