



LUXURIOUS LIGHT CARS  
**SCRIPPS-BOOTH CORPORATION**  
981 BEAUFAIT AVE.

25 October 1993

SCRIPPS BOOTH REGISTER NO. 6

It's the time of year again when I have more time than sense, so you get the latest on Scripps-Booths. You'll find an updated address list and owner's list, along with a new chart showing production, original prices and survival (to the best of my knowledge). Unfortunately, my ancient Sharp copier has trouble finding maintenance, so your copies are a bit gray.

OWNER NEWS

We're now up to 36 known production models and 4 prototype models, additions being a Six-39 belonging to Keith Peterson, and (amazingly) much of a **Rocket** found by Allen Docherty in Canada. I have no pictures of either, and understand that both are in pretty sad shape, but with a lot of t.l.c., restorable. Allen's main lack is the drive train, but he has the frame, axles, wheels and some of the steering column.

Two Scripps-Booths are for sale. Gary Roethler's B-39 touring is an incomplete restoration, but has all the parts except a pair of hood latches - including a spare engine and two sets of wheels (one wood, one wire). His father was unable to finish the restoration. Barry Jensen's 1917 right-hand-drive Model C is on the market for \$25,000. Barry also has a spare radiator, gas tank, complete windshield assembly, and a set of l.h.d. pedals for a C, price negotiable.

Jimmy Cook has finally finished restoring his Model C. He was at it even longer than I, and was a big help in finding some specialist vendors.

I still think there's a Six- model in Australia that once belonged to Les Francis in Noble Park, but my last inquiry came back "address unknown." I have, however, finally heard from Rodney Anderson and have faxes showing his Six-39 touring car.

This Spring, I passed along a solicitation for an appearance by a Scripps-Booth at the recent October Greenfield Village event to nearby owners. In spite of the fact that the Henry Ford Museum once owned the now-missing Minnick Model G, they claimed that they had never been able to get a Scripps-Booth at their show. Barry Jensen cured that problem with the appearance of his nice Model C. Said it was most enjoyable and that he had a ball! He's not the first to remark that the Scripps-Booth has a stylish flair not seen on other cars of that vintage.

Bill Haws passed away, and his Model C was bought by Forrest Wilkerson, who also has the ex-Kirby Six-39. When last I heard, Forrest was trying to get the C touched up enough to show at Hershey this fall, but don't know if he made it or not.

Ken Kaufman, the Chevrolet/Scripps-Booth historian, stopped in Macomb for an enjoyable visit. Ken had generously given me access to his files and let me duplicate from them. Quid pro quo and all that sort of stuff, so he ended up with copies of most of my files. One way or another, I hope Ken enjoyed the visit as much as I did. Ken, at least, had his first ride in a Scripps-Booth. The net result is that both Ken and I probably have more Scripps-Booth material than NAHC and AACA libraries combined - even if it is in Xerox form.

#### OWNER'S LIST

You will notice substantial differences between this year's list and last. Some of the differences result from correcting my mistakes, some from new information from you owners. The list seems to be sorting itself out with respect to serial numbers and engine numbers, but it would still help to get data from some of you. First, it looks like all of the Six- models should have engine S/N's beginning with "C". I have no idea what the range of S/N's should be, but there is a definite pattern. I think all of these Northway engines have the open valve train, i.e. the valve springs are visible.

Second, there seems to be a pattern showing B models to have engine S/N's beginning with "BD". I think all of these engines have a covered valve train, even though the pushrods remain visible.

I'd appreciate anything that any of you can contribute to clearing up what appear to be inconsistencies in this list. I think it has already solved the problem of the missing Scripps-Booth Model 34-S.

Many of the Six- series survivors have a nameplate located on the chassis above the right rear wheel identifying a Model 34-S, and giving a serial No. This S/N is a chassis S/N, not the vehicle S/N. Ken Kaufman thinks that this chassis may have been used with other G-M cars, but if so, why are there no 34-S chassis for Model B's?

#### ENGINE NOTES

Model C - Open valve train through auto S/N 5000. Later engines had a valve cover. James S. Booth's notes show that a valve cover was to be made with Scripps-Booth cast upon it. Pete Kesling has two rusty Sterling engines, each with a different "Scripps-Booth", but even the 1917 C belonging to Barry Jensen doesn't have the cast Scripps-Booth. Any ideas?

Engine color - Most likely should be a greyish-green. Barry Jensen says his was a close match for a 1960's Ford truck olive green, but I have a paint sample from an engine collector that I'd guess to be much lighter and grayer. In any event, my "Duesenberg" green is likely incorrect, and I've been told that the Harrah engine paint was based on the Zimmerman Museum's Kovaleski restoration (mine).

Ring gear - Barry Jensen reports that a Continental 12-1/2" ring gear meshes, and can be adapted to a Sterling engine with only minor machining - should you have

the problem. He also notes that his engine block has "Ferro" cast upon it. Ferro apparently once cast parts for Sterling/Scripps-Booth. Several of you have found 1648F on your engine blocks. This is a casting No., not a S/N.

Model G - *Automobile Quarterly* says the Model G had a Chevrolet "490" engine. This, according to Ken Kaufman, probably isn't quite right. Mason made the Scripps-Booth Model G engine, along with at least two different 490's for Chevrolet (the BG/RM, F and FA). Ken believes that the Model G engine was custom made for Scripps-Booth and is most like the F or FA (Mason was bought by G-M.)

Six- and B - As noted above, there were at least two different Northway engines, the main difference being in the valve train, although starters and generators also had different part Nos.

#### MISCELLANY

From ads in Ken Kaufman's file, Scripps-Booth was offering custom factory paint jobs as early as 1916. There's even an ad from a Denver paper offering an orange-colored one, just in case anyone would like to run that by an auto show judge!

This Summer, I finally got to see Steve Zumdahl's Six-39 in a TV re-run of James Michner's *Centennial*. Sure enough, it's parked in front of Potato Brumbaugh's house in about the 10th hour of the series. Unfortunately, the shot is taken from so far away that the car is hardly recognizable as a Scripps-Booth. Nevertheless, Steve's still photographs from the set show it clearly.

For those Six- and B owners who might wonder, these cars were available with either wooden (Kelsey-Hayes) or wire (Houk) wheels. It turns out that in the early 'teens, many people believed that wire wheels just didn't have the strength to be roadworthy, in spite of a number of engineering studies that showed wire wheels to be superior.

#### NAHC

The National Automotive History Collection at the Detroit Public Library has probably finished indexing the James Scripps Booth Collection. I don't have a list of the 125 photographs or the drawings and paintings, but suspect that they would be of little interest to the owner of any production Scripps-Booth other than a Rocket or Packet. There is, however, a set of two scrapbooks of exceeding interest to those interested in technical details of 1903-1914 (maybe later) automobiles. JSB toured Europe collecting brochures and specifications of early automobiles, pasted them into scrapbooks and annotated the enclosures, all toward the end of designing his own cars. With luck, I'll visit the scrapbooks next summer.

#### PLEASE HELP!

Again, from Ken's files, there were notes taken from Scripps-Booth "for sale" ads. Some, I could recognize, but maybe you can help with others.

1. HMN, 1/74 advertised a 1917 touring from Jamestown, NY to settle an estate. This is almost certainly the Leuthauser car (he committed suicide about that time), but a L.A. Times ad on 11/11/75 advertised a 1917 V-8 located in Newton, NJ. Is this the same car?

2. HMN, 12/74 advertised a 1916 V-8. The phone No. was from Abbott Antique Autos near Alton, IL. This was neither the Leuthauser nor the Harrah "D", so there may be another somewhere.

3. HMN 6/74 or 6/75 advertised a coupe. Very possibly this was the coupe that Jim Manz had inquired about. That one was subsequently destroyed by fire.

4. Lee Dirks of Bloomfield Hills advertised a Scripps-Booth about June of 1978. Any of you have this car? I've been unable to locate Dirks.

5. Joe Trivoli, Cars & Parts, June 1972. Trivoli is deceased. Any of you have this one?

If I could get each of you to send me what you know of the history of your car, maybe future problems such as these can be solved. What the heck, it wouldn't take you any longer to scribble a note than it does to wipe a layer of dust off of your S-B. This would be good info for the next Register, and it would be nice to have all the info in the same place!

#### LITERATURE

I just pass this stuff along when I get a call. Jim Leakey, 457 New York St., Huntinton, WV 25704, (304) 429-1180 has an original ad folio about 7" x 12". 4 ea. color pictures and specs. Coupe, V-8, and roadster. \$100 or trade for Jordan literature. [This is probably from late 1916 or early 1917 when S-B was selling C's, D's and G's at the same time.]

#### JAMES SCRIPPS BOOTH

JSB, in addition to designing automobiles, was an artist of some note. I found him listed in *Who Was Who in American Art*, 1947. He studied in Europe and exhibited at the Detroit Institute of Art in 1915, at the Michigan State Fair in 1916, along with the Scrab Club (Detroit?) in 1920 and 1933. The same reference also lists JSB as a writer.

That's it for this issue.



SCRIPPS-BOOTH REGISTER • % SCRIPPS DOWNING • 10 BACON'S WOOD DRIVE • MACOMB, ILLINOIS 61455 • (309) 837-2593

SCRIPPS-BOOTH PRODUCTION and PRICES

10/1/93 (tsd)

MODEL	YEAR	PRICE	WEIGHT (POUNDS)	S/N's	NO.	NO. KNOWN	MODEL TOTALS	% LEFT	STYLE, (S/N Notes)
Rocket & Packet C	1914	\$385/\$395	750	1-400	200				2-p Cyclecar/ 1-p Delivery van
	1915	\$775/\$1450	1850/2350	101-1000	900	2	200	1.00%	Roadster/Coupe
	1915	"	"	2001-3100	1100				" (S/N gap per parts manual)
	1916	\$825/\$1450	"	3101-7260	4160				Roadster/Coupe
	1917	\$935/\$1450	"	7261-8146	886				"
D						13	7046	0.18%	
	1916	\$1175*/\$2575	2425/2600	6-800	795				2-door Touring/Town Car
	1917	\$1285*/\$2575	"	801-1525	725				" (per Brigham, -1807)
G						3	1520	0.20%	
	1917	\$935	2100	6-800	795				Roadster
	1918	\$1065	"	801-1900	1100				" (per Brigham, -1800)
	1919	"	"	1901-3000	1100				" (per Brigham, 1801-)
H						4	2995	0.13%	
	1918	\$1285	2575	2-325	324				4-door Touring
Six						0	324	0.00%	
	1918	\$1195-\$1985	2550-2600	9001-11599	2599				Roadster, Touring, Coupe, Sedan
	1919	\$1425-\$1985	"	11600-16419	4820				"
A						9	7419	0.12%	Assumes all Australian survivors are Six's
	1919	\$2095/2175	2500/2600	16420-18975	2556				Sedan, Coupe
	1920	-	-	[18973-19059]	-				" (Branham, later revised)
B						0	2556	0.00%	
	1919	\$1425	2450/2500	20001-20249	249				Roadster, Touring
	1920	\$1425-\$2295	2450-2800	20250-29364	9115				Roadster, Touring, Coupe, Sedan
	1921	\$1545-\$2295	"	29365-30463	99				"
F						5	9463	0.05%	
	1921-22	?	2655-3150	50000-52280	2281				Roadster, Touring, Coupe, Sedan (One may be included with B's)
						===	=====		
						36	33804	0.11%	<b>Total Scripps-Booths</b>

Production No. for Rocket/Packet is my guess. Per Wm. Stout, they didn't sell, and many were scrapped.

F.O.B. Prices taken from factory brochures and ads, supplemented by Motor Age data. For 6-cyl, the coupe was the highest priced model by \$120-\$180.

(East and West coast prices were about \$100 higher.)

Prototype models not included in No. Known. 4 prototypes exist.

\* "Winter Top" was \$175 extra. This bought a removeable hard top, but did not include a soft top.

7260  
- 5001  
-----  
2260 11:16  
9/1 1917

# AUTO ALBUM By TAD BURNES

45 M.P.H. 30-35 M.P.G. (AIR-COOLED)  
**1914 SCRIPPS-BOOTH** CYCLE CAR  
 100" W.B.  
 2 CYLINDERS (10-12 H.P.) 400 SOLD, AT A PRICE  
 NARROW 36" TREAD (WIDTH OF ONLY \$385., f.o.b.  
 "FROM WHEEL TO WHEEL) ALLOWED  
 THIS SMALL CAR TO PASS THROUGH A GARDEN GATE! 5<sup>TH</sup> GEAR RATIO

MFD. BY THE SCRIPPS-BOOTH CO.,  
 "DETROIT"  
 (1913 -  
 1922)

OTHER CYCLE CARS (with NAMES

STARTING with K to S):  
 KELLER KAR; KOPPIN;  
 LACONIA; LAVIGNE;  
 LECOMPTÉ; LITTLE  
 DETROIT SPEEDSTER;  
 LOGAN; LOS ANGELES;  
 LU-LU; MALCOLM;  
 MARR; MECCA;  
 MERCURY; MERKEL;  
 MERZ; METZ;  
 MINO;  
 MOHAWK;  
 MORSE;

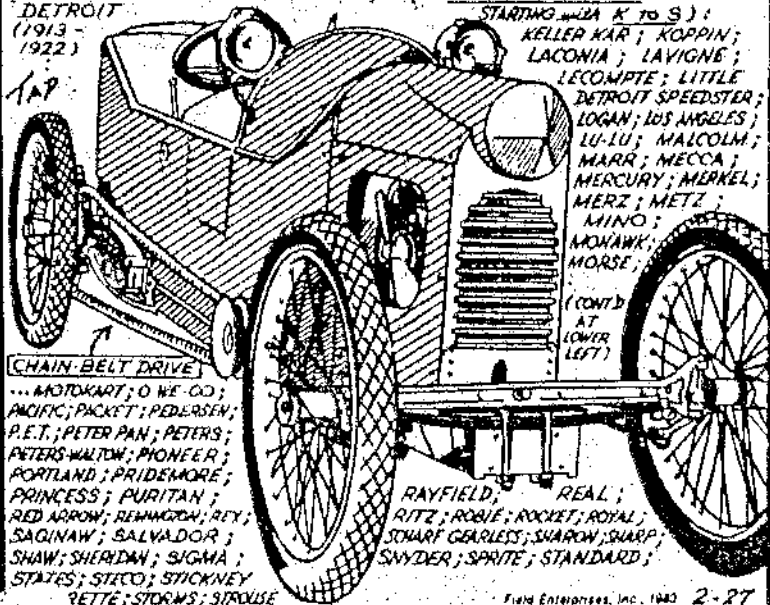
(CONT.)  
 AT  
 (LOWER LEFT)

CHAIN-BELT DRIVE

... BROOKLYN; O WE GO;  
 PACIFIC; PACKET; PEDERSEN;  
 P.E.T.; PETER PAN; PETERS;  
 PETERS-WALTON; PIONEER;  
 PORTLAND; PRIDEMORE;  
 PRINCESS; PURITAN;  
 RED ARROW; REMINGTON; REX;  
 SAGINAW; SALVADOR;  
 SHAW; SHERIDAN; SIGMA;  
 STATES; STACO; STUCKNEY  
 RETTE; STORMS; STROUSE

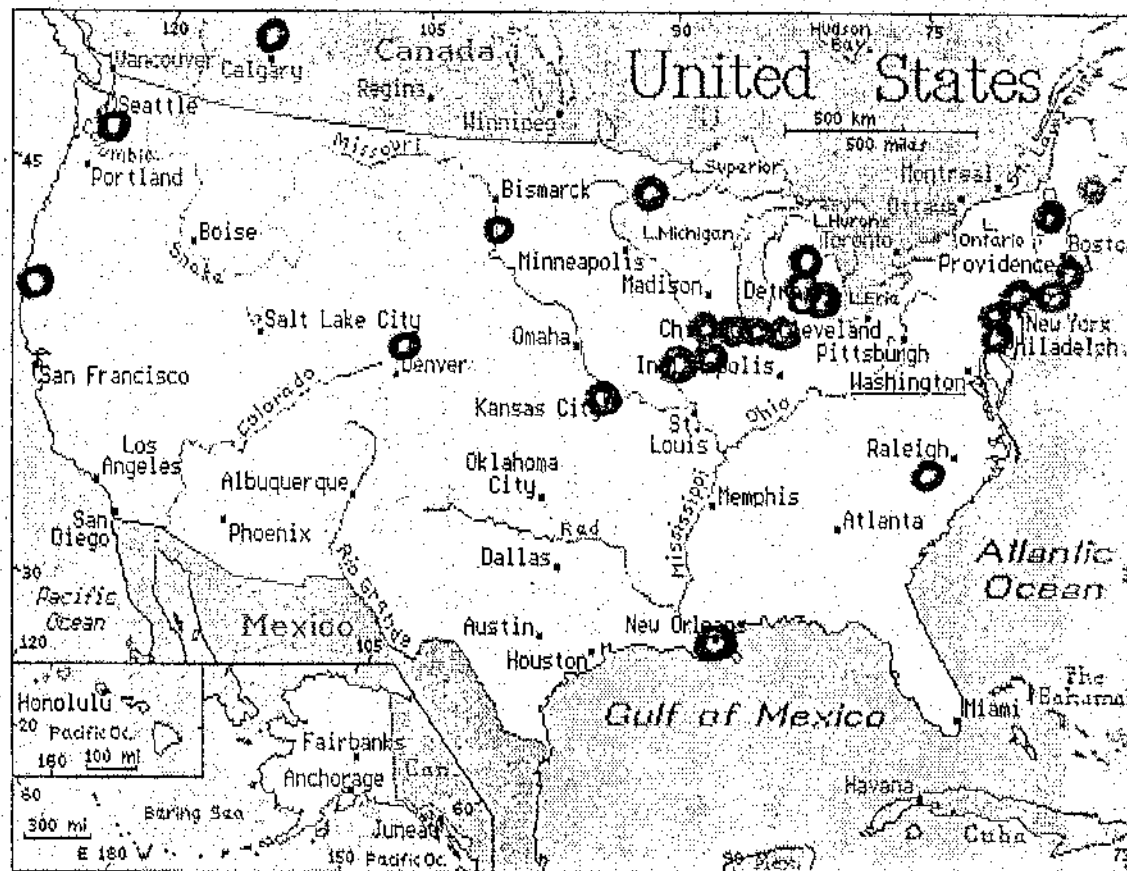
RAYFIELD; REAL;  
 RITZ; ROBE; ROCKET; ROYAL;  
 SHAWT GARLESS; SHARON; SHARP;  
 SNYDER; SPRITE; STANDARD;

Field Enterprises, Inc. 1983 2-27



## ROCKET

Although I don't doubt that 400 serial Nos. were allocated, my feeling is that only about 200 were actually sold. William B. Stout's autobiography notes that the cyclecars were unpopular and that much of the production was sent to the dump when Model C production began.



## 1993 OWNER LOCATIONS

(Scripps-Booths surviving in the U. S. and Canada)