



LUXURIOUS LIGHT CARS
SCRIPPS-BOOTH CORPORATION
981 BEAUFAIT AVE.

24 May 1994

SCRIPPS-BOOTH REGISTER NO. 7

Maybe someday I'll reach the goal of one Register per two years, but recent months have brought forth a lot of good Scripps-Booth stuff - more than I can put into this edition of the Register. Ken Kaufman, as is becoming usual, contributes much of the new research. Among other things, he's found 1917 California S-B registrations, corporate reports, and original spark plug data.. Thanks to a stupid assumption by me, David Marintette set out to find his grandfather's autobiography. Darned if he didn't find the somewhat incomplete manuscript at Cranbrook! Sometimes it pays to make a mistake.

You've probably noticed that a disproportionate share of the Register is devoted to the earlier Scripps-Booth models. There are reasons. Ken Kaufman's interest is in early corporate history and Chevrolets. His interest tapers off beginning at the time six-cylinder models were purportedly produced in the Oakland factory. My prime interest is, of course, with my Model C. Furthermore, as a minor part of G-M, S-B advertising and media interest diminished. If any of you have items concerning the six-cylinder models, I'll be happy to pass them along in the next Register. I suspect an Oakland historian might have something to contribute, but so far I have had no success in contacting one. For example, Oakland made a Model 34 about the same time as the S-B Six-series. This may well be the source of the Six-series' Model 34S chassis tags, but for now that's only a guess.

OWNER NEWS

H. Coie Palen unfortunately passed away this year. Some of you may have seen him on the A&E channel's First Flights series as he piloted ancient aircraft from Cole Palen's Old Rhinebeck Aerodrome. Someday, I hope to visit this museum where prime exhibits are actually used.

Ross & Mary Lyberger's Six-39 is the most recent addition to the Register. Their car was probably most recently restored in the 1960's.

The Minick Model G has reappeared in the possession of Dale Backer. Dale says he has rarely driven it since he has had it, and that the AACA Senior prizewinner is still gorgeous. Even though I have some doubts about some authenticity in Minick's restoration, it's hard to argue with success. Dale says the car is for sale at a "fair and negotiable" price.

Al Hillstrom has bought Gary Roethler's B-39, and hopes to complete the restoration this summer. He had a fine visit with Henry Brooks in Peoria, IL while he took photos of that B-39.

Jim Manz' Six-40 is back home in Illinois from the Hartford Heritage Museum in Wisconsin. At the moment, I don't think it's in running condition..

Down Under in Australia, Michael Halstead by now probably has his Six-39 back on the road after fighting a few years worth of problems with a cracked engine block.

So far as I know, Barry Jensen's Model C is still on the market.

Alan Schier has a radiator (Six- or D) an for six-cylinder models, a hubcap for a wood wheel, engine mount casting, some steering arms, and a spring hangar for sale. Alan's lead on a junk S-B in England seems to have petered out.

ERRATA

This section threatens to become a major part of the Register, as I sometimes neglect to double-check things. Register No. 6 reported much of a Rocket in Canada. Unfortunately, when a photo arrived, it turned out to be Rocket wheels on a backyard project chassis.

Ken Kaufman caught several errors in the last production No. list, and the autobiography has at last established the Rocket/Packet production. The enclosed update reflects the corrections, and is the most accurate list available. Future editions of the Register will no longer carry this list.

CAR HISTORIES

The last Register's request for a history of your cars brought only one response, but it was a good one. On the chance that some of you may have more, I'll repeat the request.

In 1970 and after two years of negotiation, George Geers was finally able to buy his Model C from the elderly (and presumably original) owner. Easley Blanchard of Newport, NH was a man who could best be labeled "eccentric." Instead of trading his older cars, Blanchard stored them in his cellar, so George had to hire a wrecker to move a number of cars to get to his prize. To quote from George's letter, "Easley lifted the cover of the small square package compartment directly behind the driver ... and he explained that during his courting years ... he would put ... a jug of booze in there. He had also taken a length of red rubber tubing from his mothers enema bag ... and would drape it over his shoulder and while touring the country with his girl friend, they would suck the booze." One can only hope that he cleaned the tube first. George thought this story too good to keep to himself, so here it is.

Harvey Harper's D is another that spent most of its life in a basement. Thanks to Bob Schill of Hinsdale, NH we have the story. Leonard Sather of Brooklyn, NY disassembled the car and stored it in his basement when he went off to WW I in 1917. Bob bought it in 1969 and had it restored by Hollis Simonds in Gill, MA. Bill Harrah was a friend of Bob's and offered Bob a list of cars available for trading purposes. It turns out that Harrah's father had once owned a S-B V-8, and it was the first car Bill could remember riding in. Bob wouldn't trade, but in 1977

Harrah bought the car outright. Harvey bought the very nice car in 1986 at the second of the two big Harrah's auctions - price \$23,000. Note: I don't give out unpublished prices.

MISCELLANY

Among the fun things that have occurred since the last Register were phone calls from Brian Ludington of New York. He well remembers when his sister's beau would arrive to pick her up in a 1914 Rocket. Mr. Ludington would very much like to buy a Rocket, but isn't about to trade his 1909 Packard light truck or his American LaFrance fire engine from the 1920's. He says he's about to retire to his farm in Virginia to raise cattle. We should all have energy like that at the age of 94!

From JSB's autobiography, I now know how to spell **Biautogo** and **daVinci**. In addition, Patrice Nauta has sent a picture of the Biautogo's engine compartment showing "BOOTH BIAUTOGO" cast onto the engine block. I've seen various spellings of both, including "Bi-Autogo" by JSB himself on his early drawings.

As was the case for some Ford T's, some Rockets were shipped in a box. The buyer usually got to assemble the car, as there weren't many dealers in 1914.

OF VINS, SERIAL NOS. AND MANUFACTURING DATES

Ken Kaufman (who else?) researched Scripps-Booths registered in California in Nov. 1917. According to Ken, auto theft had become a problem in California cities, and the state was making an effort to convert the registration Nos. from VINs to engine S/Ns. In those days, they were pretty sloppy about VIN information, so the numbers are a mix of VINs, engine S/Ns, or even embossed casting Nos. on the engine. The latter are identifiable with a F suffix, or maybe an FS prefix, whereas true VINs or S/Ns are always stamped. With Ken's permission, his list of California registrations is enclosed. This list, combined with the list of known owners, is probably sufficient to show that VINs on Models C, D and G always began with the model letter. In the case of the Model C, a VIN ending in "S" represents a Salisbury rear axle, "W", a Walker-Wise rear. For Model C engines, an S/N ending in "C" indicates cast iron pistons, while "L" indicates Lynite - a brand of aluminum pistons.

Ken has furthermore pinned listed early manufacturing dates from trade publications, etc.

Actual registration dates may be later:	VINs	Engine S/Ns
Model C - Mar 1915 & later	101 - 2400	1 - 3000 (2-7/8" bore, open valve)
- Sep 1915 & later	2401 - 3600	3001 - 4500 (3" bore, open valves)
- Jan 1916 & later	3601 - 5000	4501 - 5999 (3", open valves)
- Apr 1916 & later	5001 - 7260	10001 & up (3", enclosed valves)
- Jan 1917 & later	7261 - 8146	
Model D - Jul 1916 & later	101 - 801	1 & up
- Jan 1917 & later	801 - 1807	
Model G - Jul 1917 & later	6 & up	1 & up

TECHNICAL DATA

While I'm at it, let's put away the notion that the Chevrolet 490 engine was used in the Model G. As mentioned in Register No. 6, the G used a Mason-built engine very similar to the 490, but it was not the same engine.

Various sources report differing values for the horsepower of engines used in Scripps-Booths. Some may have used a different method of computing, but the standard at the time was to compute NACC or S.A.E. horsepower with the following formula:

$$hp_{SAE} = 0.4D^2n \quad \text{Where } D \text{ is piston diameter in inches, } n \text{ is No. of cylinders.}$$

In the late 'teens, this formula (even though it was known to overstate the power of small bores and overstate that of large bores) served as a reliable way of comparison. With the advent of high-rpm engines such as the 6000 rpm van Blerck in the daVinci Pup, the S.A.E. rating became obsolete. For reference, Table I on page 6 shows the right data.

I've managed to accumulate Xerox copies of many of the Scripps-Booth manuals, but if any of you have a source, I'd like to find:

Rocket - All manuals (if there are any)

Model D - Parts manual

Model G - Starter/Generator manual (if there is one)

Model H - All manuals

Model F - Starter/Generator manual (if there is one)

Vacuum gasoline system manual (there was such a thing, but I don't know if it was model-specific, or the manufacturer's generic manual)

Table II on page 6 summarizes some data I've been able to glean from the owner's and starter/generator manuals. (The 1915 owner's suggested the thickness of a worn dime for plugs, but I measured a late vintage new one at .052".)

If you're able to find old SAE spark plugs, you'll soon find that most modern 7/8" sockets won't fit, as plugs run up to .887" across the flats. If you can find one, a 7/8" Proto No. 5328 deep-socket 12-point does the job. My C also runs fine with recently available short-reach AC-78S plugs, but the long reach AC-76S introduced in 1937 would match the originals better.

JAMES SCRIPPS BOOTH'S AUTOBIOGRAPHY

Thanks to the efforts of David Marintette and the kindness of Mark Coir at Cranbrook Archives, I not only have a Xerox of the 430 + page annotated manuscript, but permission to quote liberally in the Register if Cranbrook is mentioned as the source. Mark says Cranbrook also houses "a fabulous collection of Booth's paintings, drawings, renderings, writings and memorabilia." The manuscript lacks the first 83 pages and two chapters appear unfinished, but it is well-written and candid. Fascinating!

"No one ever taught me how to read a blueprint or make a mechanical drawing ..." (p. 96)

"It is surprising what colossal and unwarranted confidence (especially when you're only twenty four years old) an enthusiastic designer is apt to place in an untried idea ..." (123). The idea was

the Biautogo, whose name was derived from " 'By golly she auto go,' which is perfectly silly ..." (124)

Henry and Edsel Ford came to visit JSB's shop while the Biautogo was being assembled, and offered Ford factory assistance which Booth never accepted. Henry "said it was the finest piece of amateur engineering he'd ever seen." (135)

In 1913 when the Rocket was conceived, "Ford at that time was making a fairly decent automobile (Model "T") for \$450 to 500 as I remember it, but our grand intention was to either put him out of business or give him a good run for his money with a car to sell at not more than \$300 all on and ready to go." (SB 149)

To put it mildly, the Rocket was a lemon, but "... our publicity department delighted for instance when news came that Mrs. Reginald C. Vanderbilt had been unwise enough to purchase one ... for use at Newport. Believe me we made the most of that sale in some of our advertising." (SB 194)

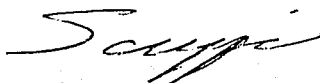
The autobiography says that 385 Rocket/Packet cyclecars were shipped, the same No. as the Rocket's price in dollars. JSB's contract called for him to be paid the princely bonus of 50¢ per car sold. When cyclecar production was closed down, baskets of machined parts "...which we certainly were not going to attempt to assemble for anyone because we'd made our fatal mistake and knew it" were sold as junk. (SB 217)

Booth seems to have taken these early failures in fairly good spirits, and often returned to his artwork when things were going poorly. I'll pass along some quotes concerning his artistic endeavors in the next register, including his first encounters with nude models.

IN CONCLUSION

I was always taught that there should be some sort of conclusion, but can only hope that all is well with all of you until the next time. Among the things to come will be excerpts from data in annual reports of Scripps-Booth and G-M found by Ken Kaufman, along with an article found by Alan Schier on an early race in Cuba in which a Model C competed.

Until then,



ENGINES FOR SCRIPPS-BOOTH

MODEL	ENGINE	NO. CYL	BORE	STROKE	cu. in	cc	hp _{SAE}	hp - ADVERTISED
Biautogo	own	8	3-1/4"	5"	332	5440	35.84	
Rocket	Spacke	2	3-1/2"	3-2/3"	71	1160	9.80	10
C	Sterling	4	2-7/8"	4"	104	1070	13.23	
C	Sterling	4	3"	4-1/4"	120	1970	14.40	25
D, H & Vitesse	Ferro	8	2-5/8"	3-3/4"	162	2660	22.05	35
G	Mason	4	3-11/16"	4"	171	2800	21.76	30
Six & B	Northway	6	2-13/16"	4-3/4"	177	2900	18.98	40
F	Continental	6	3-1/4"	4-1/2"	224	3670	25.35	
daVinci	Argyll	8	2-3/4"	4"	190	3120	26.14	100
daVinci Pup	van Blerck	4	2"	3-1/2"	44	720	6.40	35

Table I


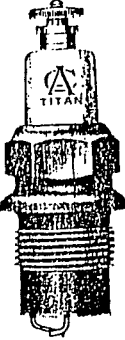
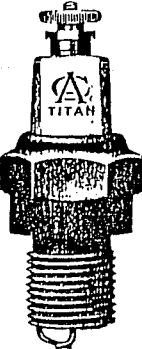

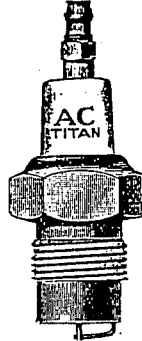

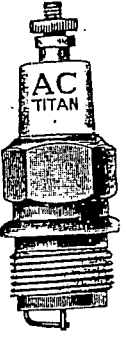
ELECTRICAL AND VALVE ADJUSTMENTS

ENGINE	PLUG GAP	DISTRIBUTOR	INTAKE	EXHAUST	RELAY	GAS TANK
Sterling	.025	.025	Pushrods turn freely when cold ¹		(sealed)	7 gal.
Ferro	.025	.025	No up and down motion when warm		(sealed)	13 gal.
Mason	.025 - .030	.025	.005	.005		13 gal.
Northway	.030	.020 - .025	.004 ²	.004 ²	.015 - .020	15-1/2 gal.
Continental			.004	.006		

¹ Sterling and Ferro engine valve pushrod clearance can't be measured without a dial gauge. Ledyard Pfund once suggested .004 Intake and .006 Exhaust settings for the Sterling.

² The 1918 Dyke's recommends .003 cold for Northway engines.

Table II

1915 Model C (2-7/8" bore)	Model C (3" bore)	Model D (pre June 1917)	Model D (post June 1917)	Model G	Six -, A, B	Model F
						
Regular 7/8" AC CICO	Long SAE (or ALAM) AC Titan	Long Metric AC Titan	Long Metric AC Titan No. 18LMT	7/8" Long AC Titan No. 78LT	SAE Long AC Titan No. SAE LT	SAE Regular AC Titan No. SAET

(Nos. were on the box, not on the plug.)

Ken is also into spark plugs. His letters and column in the Chevrolet Review, show the above.

PARTIAL CALIFORNIA REGISTERED SCRIPPS-BOOTHES - NOVEMBER 1917 Revised 3/29/94

FACT. #	NAME	TOWN	NOTES	LIC. #	FACT. #	NAME	TOWN	NOTES	LIC. #
SPACKE ENGINE NUMBER - 1914					4436C	Currier, Julia	San Diego		176585
V10495	Williams	Madera	Rocket Cyclecar	153914	4444C	Sargent, Mrs JA	Sargent		195642
V10499	Knight	Los Banos	Rocket Cyclecar	192681	4451	Cox	LA		181720
MODEL C CAR NUMBERS - 1915					4466	Burns, Gertrude	Santa Ana		182976
C743	Turner	LA		77827	4485C	Keyes	Altadena	(sold 3/4/16?)	187866
C1171	Condit	Pasadena		25580	MODEL C ENGINE NUMBERS (3.0" BORE) - 1916				
C1172	Landreth	Pasadena		77819	4574	Sloan, Mrs JW	LA		78763
C1466	Mitchell, Mrs W	Tustin		76798	4645C	Lewis	Hollywood		95543
C1565	Fox	Covina		38811	4692	Buck, Karl	LA		143479
C2513	Bradstad	Stockton		161466	5174	Willson	SF		190433
C2552	Fitzgerald	Ventura		46622	5180	Griffin	SF		8880
C2644	Pendergast	Sacramento		40367	5681	Potter	SF		193461
C2715	Gordon	LA		8053	5837	Shaw	Coronado		197744
C2792	Munger	Coyote		158693	5929	Walles, S.I.	LA		181153
C3032	Lockard	LA		183743	MODEL C ENGINE NUMBERS (ENCL. VALVES) - APR 1916				
C3257	Locke	Sacramento		33713	10027	Hay, Katherine	LA		146082
MODEL C CAR NUMBERS - 1916					10074	Pelanconi	LA	[210074]	149361
C4439	Peters, Dr Lulu	LA		185106	10116	Rodgers, Earl	LA		178104
C5092	Woods, FE	LA		79393	10216	Evans	Glendale		51373
C5190S	McIntyre	Colton		187898	10239	Grant, Ruth	LA		149370
C5456W	Appleton	Sacramento		161347	10246	Jordan	Calexico		179165
C5650	Stone	Santa Rosa		192807	10297	Hamilton	Stockton		12708
C5730S	Yonce	Richmond	[C57306]	193587	E10298C	Isbell	Whittier		84783
C6056	Drummond	Pasadena		183258	10314	Hawkins	LA		81843
6675	Kirby	National City		57011	10346	Boyle	Patton		52301
7234	Harris	National City		40829	10356	O' Brien	LA		184563
MODEL C CAR NUMBERS - 1917					10363	Fouk	Calipatria		186040
7838	Curtis	Coronado		50239	10394C	Beach	Glendale		187865
MODEL C ENGINE NUMBERS (2.78" BORE) - 1915					10461	Cummins	Pomona		32508
410	Perrenot	LA	[410C372]	177903	10476	Jackson	SF		192245
1234L	Guerin	Santa Cruz		35975	10509C	Roney	LA	[Touring]	179637
2238	Johnson	SF		9339	R10681	Moore	SF		193499
2686	Miller	SF		4117	10754	Hesselberger	LA		187615
MODEL C ENGINE NUMBERS (3.0" BORE) - SEP 1915					10780C	Taylor	SF		193554
398F	DuBois	Stockton	(head cast #)	162497	10784	Brockwell, Gladys	LA		181330
398F	Champion, Dr.	Santa Barb.	[392F?]	167374	10901	Halsted	Alhambra		78331
398F	Gilbeau	SF	[998F?]	163626	10961	Remington	LA		58274
645F	Harris	Taft	(block cast #)	178851	10979C	Reuling	SF		193647
645F	Boltz	ChulaVista	(block cast #)	176584	10984	McLaughlin	LA		180911
645F	Seager	LA	(block cast #)	15354	11197C	Kern	Hollywood		188755
645F	Harrington	Pasadena	(block cast #)	58161	11332	Wagenet	Oakland	[M332]	194981
645F	Spaulding	LA	(block cast #)	79612	11410	Jacobson, Gladys	LA		115518
645F	Grimshaw	Sacramento	(block cast #)	159694	11498	Best, Wilhelmina	Pasadena		184803
645F	Chase	Sacramento	[S45S]	163888	MODEL C ENGINE NUMBERS (ENCL. VALVES) - 1917				
3084	Garrett, Gertru	LA		187288	12536	Lyman	LA	Coupe	170450
3143	Kirk	SF		68637	13111	Smith	Santa Maria		178680
3315L	McMillen	LA		188169	MODEL D CAR NUMBERS - JULY 1916				
3346C	Singletary, SJ	San Jose	[33466]	90444	D225	Horn	Bowles		68799
3358	Sloan, Mrs AA	LA		182729	D350	Letchworth	Covina		76376
3398	Normandin, Mrs	San Jose		9044	D688	Clough, Hilda	SF		131709
3407C	Boschken	San Jose	[34073]	196594	MODEL D ENGINE NUMBERS - JULY 1916				
3430L	Bromilow	Patton		149235	115	Magnesite Co.	Porterville	[M5] Touring	144742
3436	Metzler	LA		23681	FS138	Grimes	Pasadena		78144
3437	Rodgers	Santa Barb.	(14 hrs to Oakland)	26876	203	De Courey	LA		22205
3469	Robinson	Beverly Hills	Cp [645F3469]	77519	239	Latham	San Anselmo		38397
3520L	Bloomington	LA		29922	279	Thomas	Renondo Beach		23368
3524	Pappas	Fullerton		176134	308	Shepherd	Whittier	Touring	75595
3533L	Robinson	Bostonia		160035	314	Levy, Therse	LA		189809
3554	Slipper	LA		86255	384	Garbutt	LA		73859
3555	Kelly	LA		77295	386	Granger	Fresno		14404
3560	Schleip	Sacramento		194125	420	Helmer	Santa Barbara		175218
3562	Schindeler	Santa Barbara		177227	450	Leighninger	San Diego	[450451]	187185
3574	Dorland	San Diego		189250	594	Sickel	Pasadena		175295
3578	Cochems	LA		113844	611	Ramsay	LA	[C11]	186655
3594	Allen	LA		183320	699	Griffith	LA		80921
3613L	Henderson	Long Beach	Coupe	1767	748	Kuster	San Gabriel		77777
3659	Kingsbaker	S. Pasadena		143460	MODEL D ENGINE NUMBERS - 1917				
3672	Roesler	SF		173907	1174	McConnell	Pasadena		54469
3779	Pitman	San Jose		160136	1363	Edmonson	Santa Barbara		48469
3954C	Hagerman	Delux	[39545]	21904	MODEL G CAR NUMBERS - JULY 1917				
3969	Lewis	LA		190472	G141	Rodolph	SF		70022
4158	Eibe	LA		176407	MODEL G ENGINE NUMBERS - JULY 1917				
4285	Conner	LA		147754	13	Morlan, A.F.	LA	(possibly Model D)	38736
4330C	Ploda	SF	Coupe	170609	17	Demarest	LA	(possibly Model D)	196250
4362	Malone	Hollywood		16324	86	Sistarelli, Dot	LA	(possibly Model D)	184856
4394	Overell	LA		192503	107	Byles	LA	(possibly Model D)	60529
4406	Albert, Louis	LA		176183	113	Marten, Eva	LA	(possibly Model D)	135399

Compiled by Ken Kaufman

SCRIPPS-BOOTH PRODUCTION and PRICES

5/9/94 (tsd)

MODEL	YEAR	PRICE	WEIGHT (POUNDS)	S/N's	NO.	NO. KNOWN	MODEL TOTALS	% LEFT	STYLE, (S/N Notes)
Rocket & Packet	1914	\$385/\$395	750	V9xxx-V1xxxx (engine S/N)	385	1	<u>385</u>	0.26%	2-p Cyclecar and 1-p Delivery Van
C	1915	\$775/\$1450	1850/2350	101-3100	3000				Roadster and Coupe
	1916	\$825/\$1450	"	3101-7260	4160				"
	1917	\$935/\$1450	"	7261-8146	886				"
						13	<u>8046</u>	0.16%	
D	1916	\$1175/\$2575	2425/2600	101-700	700				2-door Touring and Town Car
	1917	\$1285/\$2575	"	801-1525	725				" (per Brigham, -1807)
						3	<u>1425</u>	0.21%	
G	1917	\$935	2100	6-800	795				Roadster
	1918	\$1065	"	801-1900	1100				" (per Brigham, -1800)
	1919	"	"	1901-3000	1100				" (per Brigham, 1801-)
						4	<u>2995</u>	0.13%	
H	1918	\$1285	2575	2-325	324				4-door Touring
						0	<u>324</u>	0.00%	
Six -	1918	\$1195-\$1985	2550-2600	9001-11599	2599				Roadster, Touring, Coupe and Sedan
	1919	\$1425-\$1985	"	11600-16419	4820				"
						10	<u>7419</u>	0.13%	Assumes all Australian survivors are Six's
A -	1919	\$2095/2175	2500/2600	16420-18975	2556				Coupe and Sedan
	1920	-	-	[18973-19059]	-				" (Branham, later revised)
						0	<u>2556</u>	0.00%	
B -	1919	\$1425	2450/2500	20001-20249	249				Roadster and Touring
	1920	\$1425-\$2295	2450-2800	20250-29364	9115				Roadster, Touring, Coupe and Sedan
	1921	\$1545-\$2295	"	29365-30463	99				"
						4	<u>9463</u>	0.04%	
F -	1921-22	?	2655-3150	50000-52280	2281				Roadster, Touring, Coupe and Sedan
						1	<u>2281</u>	0.04%	The survivor is possibly a Model B
						===	<u>=====</u>		
						36	<u>34894</u>	0.10%	Total Scripps-Booths

Most S/N data taken from Branham and is used to imply production. A G-M stockholder report shows about 1000 fewer from 1918-1920
 Production No. for Rocket/Packet from JSB manuscript autobiography in possession of Cranbrook Educational Community.
 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.

One side of the Biautogo's V-8 en-block head, also showing radiator tubing.
Dual magneto ignition. The petcocks were used to prime the cylinders for starting
- Picture courtesy of Detroit Historical Museum

