

Phone: [REDACTED]

March 8, 1991

LEDYARD H. PFUND
1917-1991
Founder, Scripps-Booth Register

Ledge passed away in February of this year. Lydia Pfund has seen fit to make me custodian of the Register. As was the previous case, there will be no dues, and the only requirement for getting mailings will be an interest in Scripps-Booth automobiles.

The past year has not been kind. John Booth, son of James Scripps Booth, and Bill Haws, an owner, both passed away in 1990.

Since Ledge had issued editions of the Register in 1985 and 1988, this is:

SCRIPPS-BOOTH REGISTER #3

There is some important news for all Scripps-Booth owners. James Scripps Booth's papers have been given the Detroit Public Library. Ron Grantz, (313) 833-1456 is the Curator. Both Ledge Pfund and John Booth made substantial contributions to get the papers organized, and I would hope that progress is being made.

I've tried to contact people I found in the files in hope that we can locate some of the missing cars. Although there are 22 current addresses, I know of at least 30 existing cars. There must be one or two in England. Ledge had advertised in *Motor Sport* without success, and I've just tried again. If any of you know of a more suitable U.K. publication, please give me the address. Missing cars include the Ford/Minnick G, Harrah's C and D, the Leuthauser D, two G's needing work, and two Australian Scripps-Booths.

One of my letters has already reached S. E. (Slim) LaGrange, [REDACTED]. Slim admitted to 89 years when he called. He owned a G model in the late 1920's. The car had been confiscated from a bootlegger, and was capable of 60 to 65 mph. Following a career as a railroad engineer, Slim became a licensed automobile mechanic. He says he "souped up" the G to do around 90 mph. He's housebound while taking care of his ailing wife, and would welcome your call.

Another who would like to reminisce is Alfred N. Gunn, [REDACTED]. Arthritis limits his handwriting, but he does some good word processing, including a wonderful story of many breakdowns during a trip in an S-B.

cdp

Jim Cook has gotten serious about restoring his Model C. He's needy for a tail light.

Mrs. Haws sent pictures, and George Geers was kind enough to send me a pattern for the Remy coil mounting bracket. George needs an ignition switch and the light switch assembly for his Model C.

Jim Manz has a 6 cylinder cloverleaf with vee radiator. His authentic serial No. plate lists it as a model 34-S, but has never been able to find any advertising or record of a 34-S. Anybody have a clue? His car is currently in the Hartford Heritage Museum, Hartford, WI, but will probably be moved out in late June.

Pete Kesling still has a great miscellaneous parts repository including an unrestored, and possibly restorable S-B, along with several V-8 and Stirling engines. Even a 2-cyl that he thinks came from a Rocket! Pete doesn't seem willing to deal for parts on a piecemeal basis, but would sell the batch for \$10,000. Please let me know if anyone buys - He has a few goodies I'd like.

I missed my chance for a spare engine, complete with transmission. It went to an engine collector, Oren Isham in WA.

Meanwhile, my ex-Zimmerman C is nearing the end of a long restoration. One of the reasons that I volunteered to keep the Register is the great help I've received from other owners. Maybe it can help someone else as much. There's also a bit of method in the madness. I still need the original bakelite on brass thread radiator cap, and a pair of the wing-nut feed grease cups. I'm dealing with what I think are the Indiana headlights, but would like to find "Made for Scripps-Booth by Grey & Davis." Help? Other than these and intentional use of chrome to avoid polishing nickel (except for the radiator shell, of course), it's as authentic as I could make it.

If anyone has or knows of parts for sale, I'll keep track. If you have good Scripps-Booth stuff for sale, I'll keep track, but you'll probably have to call. It may be another two or three years before you receive Register #4. Meanwhile, here are current addresses:

Cook, James [REDACTED]	1916 C Roadster S/N C-5955	Working on it
Downing, T. Scripps [REDACTED]	1916 C Roadster S/N C-3468?	To be done in June '91 S/N should be between 5001 and 5159-S
Detroit Historical Museum [REDACTED]	1910-12 Bi-Auto-Go 1914 Rocket 1930 Da Vinci Pup	older restoration original? original Robert Casey, curator
Detroit Public Library National Automotive History Coll. [REDACTED]	James Scripps Booth's papers	Ron Grantz, curator

Julier, Alan C.

1915 C roadster
S/N 2525

Being restored
earliest known C? *Enstius S/N's lower*
open valves

Stafford, Dr. Gilbert

1917 G roadster
S/N 6-1351

older restoration

Swigart Museum

1917 D town car
S/N 601
"Eleanor Sears"

original
only known town car
driven occasionally
William Swigart

Zumdahl, Steven S.

1918 Six-39 touring
S/N 10145

excellent, restored

I think most of us know that the modern framē of reference for Scripps-Booth is Sam Medway's article in *Automobile Quarterly*, Vol. 13, No. 3, Third Quarter, 1975. If you don't have a copy, you should definitely try to find one. It's accurate until it illustrates the Zimmerman car (mine). The car is a Model C, not G, and pictures show the incorrect Kovaleski restoration. The cowl is a brass casting, but was always painted the same as the body. Headlights were incorrect. The dash panel probably should have been black leather.

Antique Automobile, Vol. 16, No. 4, December 1952 had a fine article, "Honorary Member James Scripps Booth." Pictures include one of his private shop, before many of the rare ones went to the museums.

Antique Automobile, Vol. 45, No. 2, March-April 1981 has a good article by Dr. Minnick on the restoration of a Model G. Although I doubt some of the details, Dr. Minnick did win an AACA Senior First with the car.

One I haven't seen is an article on Scripps-Booths by Menno Duerkson. It was supposed to have been in *Cars and Parts*, July 1979.

That will have to do it for now.

Swigart

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