

June 2010

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

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

OTHER CYCLE CARS (under NAMES STARTING under K to S):
 KELLER KAR; KOPPIN;
 LACONIA; LAVIGNE;
 LECOMTE; LITTLE
 DETROIT SPEEDSTER;
 LOGAN; LOS ANGELES;
 LU-LU; MALCOLM;
 MARR; MECCA;
 MERCURY; MERKEL;
 MERZ; METZ;
 MINO;
 MOHAWK;
 MORSE;
 (CONT'D. AT LOWER LEFT)

CHAIN BELT DRIVE
 ... MOTORART; O-WE-GO;
 PACIFIC; PACKT; PEDERSEN;
 P.E.T.; PETER PAN; PETERS;
 PETERS WILSON; PIONEER;
 PORTLAND; PRIDEMORE;
 PRINCESS; PURITAN;
 RED ARROW; REMINGTON; REX;
 SAGINAW; SALVADOR;
 SHAW; SHIELDER; SIGMA;
 STATES; STECO; STICKNEY
 MOTORLETTE; STORMS; STROKE

RAYFIELD; REAL;
 RITZ; ROBBIE; ROCKET; ROYAL;
 RHAY; GARLES; SHARON; SHARP;
 SHYDER; SPHIRE; STANDARD

Feb Enterprises, Inc. 1961 2-27

1914 Scripps-Booth Cyclecar

Funny face! "The little car with the big countenance!" That's what one might think when looking upon this strange, little critter! This Scripps-Booth Cyclecar seemed to have distinct facial features, and might call to mind later cars of that ilk (like the "buck-toothed" '50 Buick, the "frog-faced" '68 Subaru, the "bullet-nosed" '50-to-'51 Studebaker, etc.). You could call this the "Surprised Scripps-Booth," as it appeared to have a certain startled look! Some may call it "cute," others would say it's "weird," "grody," or just plain ugly. But, it was designed for economy.

The first Scripps-Booth Cyclecar was created during 1913, and long-time *Auto Album* readers may remember the 1913 "Bi-Autogo" by Scripps, a large and strange half-car, half-motorcycle.

Though today's presentation appeared first in 1913, it continued mostly in the 1914 model series. Four hundred sales was a low figure for a car that should have had wide popular appeal because of its low cost. As the cyclecar idea appeared to be a "flop," Scripps-Booth then turned to a more conventional type of automobile. In 1918, General Motors bought out the company, but continued to manufacture Scripps-Booth full-sized-cars until the 1923 models appeared.

In the text of the illustration, notice the many other brands of cycle cars listed (and these were only the names starting with K through S). Most of these flourished but briefly, during the mid-teens. Some got only as far as a pilot model or a stock promotion campaign. And, none ever achieved mass production.

GAS GAUGE JUNE 2010

Monthly Newsletter of Ye Olde Car Club

President	Phil Prather	374-4100
Vice Pres	Jim Ayres	619-1895
Treasurer	Ed Edwards	967-9361
Secretary	Jim Vetrano	735-4248
Editor	Dennis Jackson	547-0916
Web Master	Scott Noga	545-5903
Blog Editor	Dennis Jackson	547-0916

Celebrity

1931 Studebaker Commander

"THIS STUDEBAKER WAS SOLD NEW in Kennewick, Washington, which is about a one-hour drive east of Mt. Rainier, in the dry side of the state; it has spent all of its life here in our metropolitan area," owner Jim Vetrano told us. "I bought it from a friend of mine who had owned it for about 40 years before he sold it to me in 2004. Until we towed it to my garage, it had not been taken out of his barn in 35 years. I then spent the next four years restoring it back to its original condition."



Jim started the restoration of his pre-war Commander by first washing the body to remove all traces of dirt, road grime and grease. Then he unbolted the fenders, hood and bumpers, thus al-

lowing greater access to the engine bay. In order to lighten the load of the all-cast-iron 250-cubic-inch straight-eight engine, the starter, generator, carburetor and manifolds were removed prior to lifting the heavy L-head engine out.

"I sent the engine block out for cleaning, setting the camshaft, lightly touching up the standard-sized crankshaft and truing the cylinder head," Jim said. "I took the crankshaft, pistons, connecting rods, flywheel and clutch to a local speed shop for balancing. I then reassembled the engine, with help from my good friend Willie Gould, using new bearings, seals and Olson gaskets. It was only after I installed the engine onto the chassis that I began to bolt on all the reconditioned ancillary components."



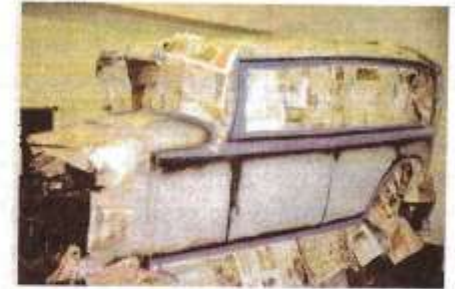
When Jim removed the gas tank, he discovered that it was too rusty to be used, so he had a new gas tank made at a local shop. He also installed new fuel line, filter and all new hoses and clamps. "I rebuilt the mechanical brakes using new wheel cylinders, but I sent the Stromberg two-barrel carburetor, along with the gas gauge, to a nearby specialist to be rebuilt to factory specifications," Jim said. "Then, with some minor sorting to do with the wiring harness, I added directional signals and installed a pair of seat belts."

After Jim had stripped the old finish off and straightened the fenders, he hammered out the few dents that had appeared over the years, then applied a thin coat of lightweight body filler to level the body surface. After a few coats of primer and a primer sealer, about four coats of PPG Delstar acrylic enamel were applied.

This older type of enamel, a single-stage paint that doesn't require multiple coats of clear to bring out the shine, is easy to use and a lot less expensive than more modern urethane enamels.

"Through the years, I have done a number of partial restorations but figure this Studebaker will be my last project, as I am now 80

years old and find it is getting too hard to crawl around a shop floor," Jim told us. "But on the road, the Studebaker drives beautifully and is a joy to take on tours with the local car club. Recently, I drove it on a 75-mile roundtrip tour to Heppner, Oregon, and cruised along at about 55 MPH without any problems." ~



Studebaker Commander Looks stunning with its contrasting light blue and black coach work and color-matching wire wheels.

What's Happening

June 12th Joseph Days in Joseph Oregon

June 19th Three rivers car show and museum support 9am

June 19th Canyon lakes 11am Try to make both on the 19th

June 24th cool desert nights

July 16th Othello spud Run

Our trip to life care center

On May 11, we visited the Life Care Center located in Kennewick on 7th and Union with several cars. The center was treating the residents to a barbaque lunch. To enhance the event requests were made to several car clubs to display some of their vehicles. A free lunch was included, which works wonders with Ye Olde Car Club members. We showed up in good numbers. Many of the residents enjoyed the cars and spoke of vehicles they once owned and drove. We had toe tapping time with a background of a three man country band. Entertained and well feed the party broke up around 2 PM. This was the second year we attended an event at the Life Care Center and hope they invite us back next year. Some of the attendees are shown below.



The story and pictures were submitted by Jim Ayers. Thanks Jim

PREZ SEZ

This last month has gone by so fast. On May 1 st. we had our annual swap meet at the fair grounds. It was a very successful event. We had a good bunch helping with the set up on Thursday evening. Delores brought some good food and Martha & Linda supplied some great cookies. A special thanks go to Laura Beaver, Jim Ayres and Dick Johanson who sat at the donation box. Over \$1,060.00 was donated. Thanks every one.

We had a nice turnout on May 11th. at the Kennewick Life . Lots of nice cars and a good barbeque. Brings back a lot of memories, for the residents and they truly enjoy it.

We have a busy month lined up already for June. The Pendelton old iron show on the 5th. and 6th. Joseph Or. on the 12th. The Three Rivers car show and museum support around 9:00a.m and Canyon Lakes around 11:00 o'clock on the 19th. Try to make a showing at both if possible. Cool Desert Nights starts on June 24th. thru 26th.

We have had great turnouts for our wed. mornings breakfasts at Sterling's. We always need more. Tell all your car buffs and friends to join us. We love new members and new faces.

Thoughts to ponder

There is only on thing worse than being talked about
And that is not being talked about

Oscar Wilde

If you haven't crashed
You haven't flown

Paul Selden

June Birthdays

5th	Jane Armstrong	12th	Guy Welker
9th	Earnie Oeder	14th	Jim stafford
10th	Eli Kacyzski	26th	Bob McClary
11th	Pete Jackson	26th	Russ Duffield

Anniversaries

6th	Joe & Jolene Kuhns
7th	Hoid & Leota Pankey
7th	Roy & Sharon Holmes
10th	Scott & Sandy
10th	John & Mary Ellen Nelson
12th	Richard & Marlene Kuch
18th	Rick & Mary Rickard
20th	Gill & Odeta Linden
26th	Frank & Lindell Smith
27th	Russ & Helen Duffield
30th	Dan & Dani Flanagan

ADDITIONAL INFO

Club member John Trumbo who is also a reporter for the TriCity Herald has won an award for investigative reporting. The award was for a story "A pastors cloudy past" about Bob Anstine of the New Hope Community Church in Kennewick.



On This Day

In 1916 : Two new automobiles were added to the number already in Burbank. E.M. Chandler has a new 50 horsepower 6 cylinder Studebaker roadster, and M.P. Brislaw, water superintendent has a new Ford run-about

Reader's photos



Circle tours can be relaxing, just ask my cat how relaxed she was when we took her to Moab Utah on our last circle tour.

And speaking of circle tours, don't forget about the circle tour we are planning to Nelson, B.C. This fall.

Be sure to make your reservations as soon as possible. If you have any questions call Jim Ayers @ 619-1895

To say that the food is excellent is an under statement. So be careful how much you eat

