

*Scripps-Booth  
Motor Cars*





# *Scripps-Booth Motor Cars*

*Six-Cylinder Models*  
*Series "B"*

*Scripps-Booth Corporation*  
*Detroit, Michigan*

**SCRIPPS - BOOTH SALES CO.**  
*Garage and Service Station*  
**135 N. FRANKLIN STREET**  
**ALLENTOWN, PA.**



*The New Scripps-Booth Factory*

**S**CRIPPS-BOOTH beauty reflects the inherent quality of the car. From the lustrous finish on the body to the bronze bushings in the mechanism, utmost skill, engineering progress and careful construction are evident.

The new models represent the greatest possible attainment of Scripps-Booth ideals—results of a determined and conscientious effort to build the finest motor car in its class, sponsored by unlimited resources, engineering skill and experience.

They are designed, machined and built in the new Scripps-Booth factory, providing ideal facilities for the continuance of Scripps-Booth standards.

The Scripps-Booth Corporation believes that the policy which will best protect the interests of Scripps-Booth owners is the policy which will best maintain the reputation of Scripps-Booth Cars.

The Scripps-Booth Corporation, with this ideal in mind, has used all of the vast resources at its command. These exclusive models are products of the ripened experience of the best automobile engineers.

Continual advancement and betterment irrespective of price, and constant maintenance of the highest standards and ideals are reflected throughout Scripps-Booth cars in their originality of design, mechanical excellence and sturdy construction.

The four models possess in greater measure than ever before, marked characteristics of quality, value, beauty and exclusiveness.

The prospective purchaser, therefore, is certain of securing the fullest equivalent of the money he proposes to invest, feeling sure that he will secure full service and satisfaction from his purchase.





*Model B-39 Five Passenger Touring Car*

**T**HE aim in the designing of the Scripps-Booth Six-Cylinder Touring Car was to produce a moderate-weight, economical-to-operate automobile that would have the beauty, the convenience, the comfort and the durability of the car of greater weight and price.

These qualities of the fine automobile have been brought out, provided for and unified in this exceptional five-passenger model in a manner pleasing to the most exacting motorist. It is replete in those refinements that add so much to the comfort of driving, whether for business purposes or for recreation.

In the gracefully-curved, die-cast fenders, the nickeled radiator, the high multi-louvered hood and the tailored top you will find nothing radical, nothing contrary to your ideas of a perfect motor car. You will, however, feel the radiation of Scripps-Booth refinement which will convince you that this is a motor car in complete harmony with your ideals.

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*Model B-40 Three Passenger Roadster*

IT can plainly be seen that each and every one of the necessary attributes to roadster perfection were borne strictly in mind in the designing of the Scripps-Booth Six-Cylinder Roadster. It is a motor car easy and economical to operate, distinctive in appearance, amply powered, convenient and of moderate weight.

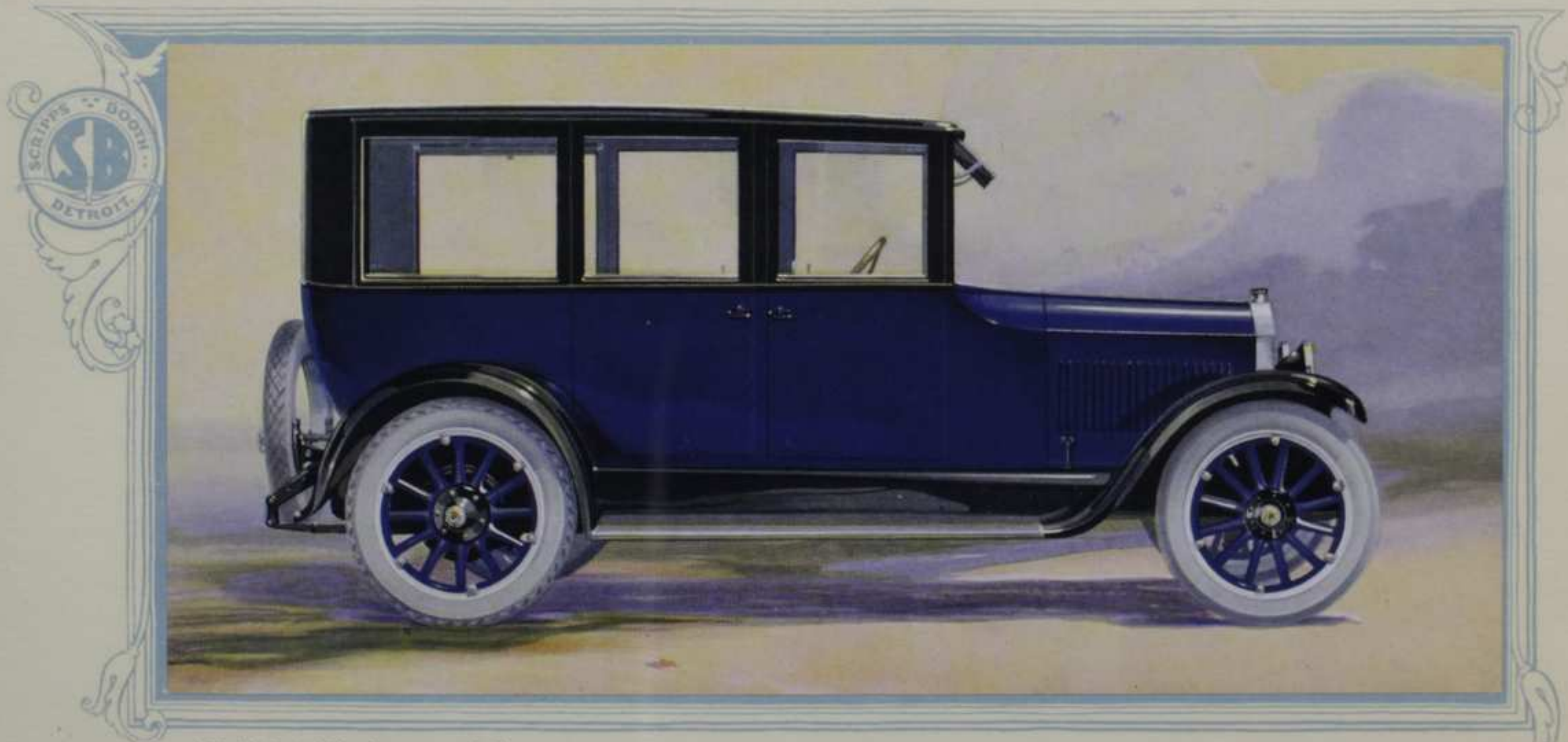
Scientific design has given the graceful stream-line body a desirable lowness, adding much to the appearance and the riding qualities without a sacrifice of road clearance. It has given this model, with wide flexible springs, extra long spring suspension and correct distribution of weight, the motoring comfort of the larger car with the flexibility in traffic and low operative cost of the car of moderate weight and wheelbase.

In this well-upholstered and completely equipped automobile there is room for three passengers as well as an exceptional amount of luggage. You will find it both a likeable and serviceable companion in your daily work.

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*Model B-41 Five Passenger Sedan*

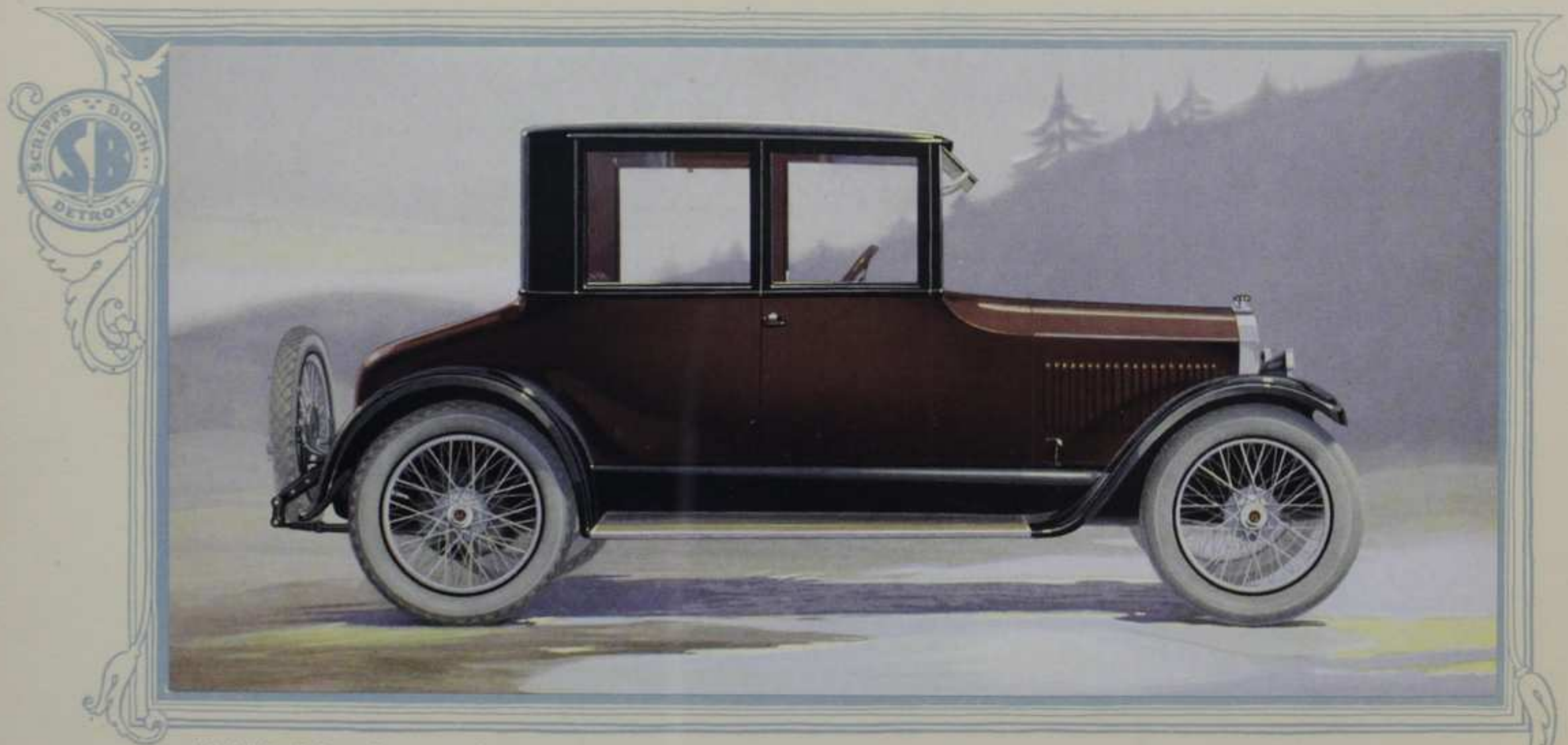
**M**OTORISTS who value quiet distinction, comfort and reliability, place their certain dependence upon the Scripps-Booth Six-Cylinder Sedan. In this model they find a family car, ideal for use in all weather and appropriate for all occasions. Its imposing appearance, elegant upholstery and complete appointment satisfy those desiring a motor car well apart from the commonplace.

The interior of this model radiates a friendly atmosphere. The lounge-like seats are tailored in woolen fabrics of the finest quality. The heavy all-wool carpet and the silk roller-curtains harmonize with the upholstery. The appointments are in appropriate taste.

This Sedan is of four-door type, providing entrance directly to the front and rear seats. All doors may be locked. The body of this model, as well as that of the Coupe, is Fisher built, steel-clad to insure sturdiness and to provide a perfect surface for the superior finish found on all Scripps-Booth models.

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*Model B-42 Four Passenger Coupe*


**T**HE Scripps-Booth Six-Cylinder Coupe will be found ideal for all-around use by those who insist that their motor cars be more than means of efficient transportation. The beautiful lines and characterful appointments of this model recommend it to those in search of a truly distinctive automobile for every occasion.

To the professional or business man who must travel in unfavorable weather, this model affords a desirable protection. He who must have dependable and economical service from his motor car will appreciate the steady flow of energy developed by the six-cylinder motor and also the manner in which the valve-in-head construction utilizes every ounce of energy without waste.

To the woman of fashion who prefers to drive her own car, the smart design and complete appointment appeal with especial emphasis. She will appreciate the many refinements that combine to make this model all she can desire as to comfort and style. No detail of construction or appointment has been considered small enough to be slighted.

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The logo is a circular emblem with a central figure, possibly a person or a symbol, surrounded by the text "SCRIPPS BOOTH" at the top and "DETROIT" at the bottom. The emblem is set within a decorative, Art Deco-style frame that runs vertically down the left side of the page.

**T**HE Scripps-Booth Touring Car and Roadster are attractive in design and finish. Their interiors are roomy, well-upholstered and equipped with the appointments that appeal to those who understand and appreciate the niceties of motoring comfort.

The seats are low, wide and deep. The upholstering is of curled hair over coiled springs, covered with real leather of an excellent quality. They are tipped to the correct angle to assure riding ease. The doors are wide, insuring convenience in entering and leaving. They are furnished with nickeled handles. The tools are conveniently "filed" in the door at the driver's right.

The tailored tops are of genuine Pantasote, full lined, and fitted with plate-glass rear windows. The curtains, rigidly mounted on steel frames, swing open with the doors. When not in use they are carried "ready-to-put-up" in a metal-lined compartment back of the front seat. They may

be mounted in position in a few moments, and as they are never folded, their appearance is always neat, their fit is always perfect.

The instruments are mounted on the dash in a well-lighted cluster. A spot light socket and a handy glove compartment also adorn the instrument board. In addition to effectively illuminating at night the rear curb doorway, the tonneau light in the Touring Car may be pulled from its socket exposing eight feet of wire, permitting it to be used as an extension light.

The Roadster seat, accommodating three persons in comfort, is adjustable. This seat may be moved either backward or forward to provide a restful driving and riding position that will conform to the driver's height and size. In addition to the compartment under the rear deck, there is provided in the body proper of this model a large covered carrying space back of the seat, in which may be carried suit-cases or other articles of value.

**I**N addition to the fashionable low-hung appearance exemplified by all Scripps-Booth Motor Cars, the enclosed models have that desirable aspect of solidity essential to substantial closed car design. They are well provided with the refinements that add so much to the satisfaction and pleasure of closed car ownership.

The enclosed models are upholstered in a heavy all-wool coach cloth of exceptional quality. The thick velvet carpet, too, is of wool and like the silk roller curtains on the three rear windows harmonizes with the upholstering. Convenient pockets with elastic tops are attached to the doors.


The sashless plate-glass windows slide in special grooves, weather-proof and rattle-proof. The door windows are fitted with automatic regulators that they may be raised or lowered to any desired position instantly and with little effort. The rear quarter glasses drop into compartments provided in the body panels.

Both models are regularly equipped with Perfection heaters to provide warmth when desired. In the Coupe a substantial, well-upholstered seat, facing forward, with plenty of leg room, has been provided, making this a comfortable four-passenger model. When not needed, this seat may be folded under the cowl. A carpeted foot rest forms part of the regular equipment of the Sedan.

The rain vision sector of the windshield is of steel, highly enameled and adjustable. It thus serves three functions—rain visor, sun shade and rear view mirror. The lower edge is rounded to form a trough that rain falling on the visor may be carried to the sides of the car. Windshield cleaners are furnished as regular equipment.

The interior of the Sedan is softly illuminated by an artistic dome light; the Coupe, by silver mounted shoulder lights. These lights are operated by automatic door switches as well as push buttons. The silver-plated interior fittings are satin finished.



The logo is circular with a stylized 'S' and 'B' in the center. The words 'SCRIPPS' and 'BOOTH' are written along the top inner edge, and 'DETROIT' is written along the bottom inner edge. The logo is surrounded by decorative flourishes.

**W**HEN the original Scripps-Booth Six-Cylinder Motor Car was designed, the most advanced ideas in moderate-weight construction were united in the chassis. While the basic design of that chassis remains unaltered, Scripps-Booth engineers have introduced minor changes in keeping with their aim—to produce a chassis, sturdy, dependable and of moderate weight.

The supremacy of the six-cylinder motor is but due to sound scientific law. A motor having fewer than six cylinders cannot produce a constant power torque or driving force. Hence its action is not smooth enough for the exacting motorist of today.

A continuous power impulse is secured in a six-cylinder motor. Additional cylinders but increase the number of operating parts without greatly adding to the smooth operation of the motor. The valve-in-head motor has demonstrated its superiority in the qualities most desired in an automobile motor—power, economy and durability.

It is natural, therefore, that the Scripps-Booth Corporation has selected a six-cylinder valve-in-head motor as the ideal type of power plant. The Scripps-Booth motor is exceptionally compact, and accessible, developing over forty horse power.

The 115-inch wheelbase, the wide flexible springs and the extra long spring suspension insure the greatest possible riding comfort for a car of this weight, yet permit a short turning radius in congested traffic. The extra deep frame, steel felloed wheels, improved type of universal joints and large braking surface provide for sturdy construction and safety.

A motor cover allowing easy access to the valve mechanism, a handy light for illuminating the motor and the Alemite High Pressure System of lubrication which replaces the unhandy grease cup with a gun of six hundred pounds pressure, with its nipple attachment uniformly greasing all necessary parts of the chassis, are convenient utilities.

## Mechanical Specifications

**MOTOR**—Six-Cylinder valve-in-head type, cylinders cast en bloc. Develops more than 40 horse-power. Removable head and lower crankcase. Pistons die-cast Lynite. Valve mechanism enclosed. Motor cover may be tilted back allowing easy access for adjustment and lubrication. Super-heater built into union intake and exhaust manifolds. Improved type of oil-tight oil pan.

**CARBURETOR**—Improved Marvel Type with hot air connection for heating air in cold weather.

**LUBRICATION OF MOTOR**—Force feed system through drilled crankshaft by gear-driven pump.

**RADIATOR**—New straight-front design, nicked shell, detachable core with large radiating surface.

**COOLING SYSTEM**—Water circulated by pump. Fan, three-blade special design.

**ELECTRICAL EQUIPMENT**—Remy double-unit system, starting, lighting. Remy distributor, battery 6 volts, charged automatically and controlled by thermostat.

**GASOLINE SYSTEM**—15½ gallon gasoline tank at rear with end filler and quantity gauge. Gasoline supplied to motor by Stewart Vacuum System.

**DRIVE SYSTEM**—Shaft with Peters Universal Joint front and rear.

**OILING SYSTEM**—New style Alemite High Pressure Lubricating System with grease gun of 600 pounds pressure is furnished as part of regular equipment.

**CLUTCH**—Easy operating, leather-faced cone type, large diameter, with insert springs, insuring positive action and mild engagement.

**TRANSMISSION**—New Universal selective sliding gear type with short throw shifting lever of increased length. Three speeds forward and reverse. Improved type of brake lever with hand grip.

**FRONT AXLE**—Double heat-treated forged "I" Beam. Spindles fitted with cup and cone bearings, 10-inch road clearance.

**REAR AXLE**—Floating type, single bearing. Hyatt roller bearings in hubs and differential, New Departure ball bearings on pinion shaft.

**BRAKES**—Internal and External Special Asbestos lining, with braking surface exceeding 300 square inches.

**SPRINGS**—Front and rear both semi-elliptic, extra long, specially designed to insure flexibility and easy riding.

**FRAME**—Pressed channels of special heat-treated steel, depth seven inches, width two inches. Frame drilled for snubbers.

**WHEELBASE**—115 inches.

**WHEELS AND TIRES**—Kelsey Wood Artillery type, with steel felloes making stronger construction with lighter weight. Demountable rims, 32 x 4 tires, plain front, non-skid rear. Wire wheels optional at additional price.







## WARRANTY

**W**E warrant each new motor vehicle manufactured by us to be free from defects in material and workmanship under normal use and service, our obligation under this warranty being limited to making good at our factory any part or parts thereof which shall within ninety (90) days after delivery of such vehicle to the original purchaser be returned to us with transportation charges prepaid, and which our examination shall disclose to our satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on our part, and we neither assume nor authorize any other person to assume for us any other liability in connection with the sale of our vehicles.

This warranty shall not apply to any vehicle which shall have been repaired or altered outside of our factory in any way so as, in our judgment, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident. We make no warranty whatever in respect to tires, rims, ignition apparatus, horns or other signaling devices, starting devices, generators, batteries, speedometers, or other trade accessories, inasmuch as they are usually warranted separately by their respective manufacturers.

*Scripps-Booth Corporation*  
*Detroit, Mich*



PRICES F. O. B. DETROIT

Five-Passenger Touring Car, Model B-39	\$1295
Three-Passenger Roadster, Model B-40 .	\$1275
Five-Passenger Sedan, Model B-41 . . .	\$2100
Four-Passenger Coupe, Model B-42 . .	\$1950

WIRE WHEELS EXTRA ON ALL MODELS

Prices effective May 20, 1921