OVERVIEW

REPOSITORY: Benson Ford Research Center
The Henry Ford
20900 Oakwood Blvd
Dearborn, MI 48124-5029
www.thehenryford.org
research.center@thehenryford.org

ACCESSION NUMBER: 1764

CREATOR: Clark, Henry Austin Jr., 1917-1991

TITLE: Henry Austin Clark, Jr. papers

INCLUSIVE DATES: 1852-1990

BULK DATES: 1895-1979

QUANTITY: 10.4 cubic ft. and 25 oversize boxes

LANGUAGE: The materials are in English

ABSTRACT: Personal papers and documents from car collector, museum owner and devotee of all things automobile, Henry Austin Clark, Jr.
ADMINISTRATIVE INFORMATION

ACCESS RESTRICTIONS: The papers are open for research

COPYRIGHT: Copyright has been transferred to The Henry Ford by the donor. Copyright for some items in the collection may still be held by their respective creator(s).

ACQUISITION: Donation, 1991

RELATED MATERIAL: Related material held by The Henry Ford:
- Henry Austin Clark Jr. Photographs collection, Accession 1774

PREFERRED CITATION: Item, folder, box, Accession 1764, Henry Austin Clark, Jr. papers, Benson Ford Research Center, The Henry Ford

PROCESSING INFORMATION: Collection processed by Jessica Lehr and Benson Ford Research Center staff, 2000.

DESCRIPTION INFORMATION: Original collection inventory list prepared by Jessica Lehr and Benson Ford Research Center staff, 2000, and published in September 2013.

Finding aid written by Jessica Lehr and Peter Kalinski, and published in September 2013.

Finding aid prepared using Describing Archives: A Content Standard (DACS) and local guidelines.
BIOGRAPHICAL NOTE

Henry Austin Clark, Jr. was born in 1917 and from an early age showed a near-obsession for automobiles. While attending Harvard in the late-1930s, Clark purchased his first classic automobile starting a collection that would, by the late 1970s total over 200 vintage and classic “brass-era” automobiles, trucks and fire trucks. After naval service during World War II and marriage, Clark and his wife Waleta (“Wally”) settled in Southampton, NY into a life of collecting, rallies and tours and raising a family. Clark’s collection of cars outgrew the sheds and garages on the estate leading him to open the Long Island Automotive Museum (LIAM) in 1948, in large part to house his collection. Over the next thirty years, Clark bought, sold, and traded cars, parts, accessories, and entertained visitors and fellow enthusiasts at the museum and at vintage car club events and tours. By the late-1970s however, the museum’s operating losses forced Clark to begin selling many of his precious automobiles. In 1979, over two hundred automobiles were auctioned and a year later, the museum was shuttered. Throughout his life, Clark also collected hundreds of thousands photographs, slides, negatives, magazines, advertisements, clippings, and programs related to the history of the automobile. Henry Austin Clark, Jr. passed away on December 15, 1991 the day after his precious collection of automotive history moved to the Benson Ford Research Center at The Henry Ford.

SCOPE AND CONTENT NOTE

The Henry Austin Clark, Jr. Papers are composed of a wide variety of documents relating to automotive history and Henry Austin Clark, Jr.’s involvement and dedication to automotive history. The types of information found range from information Clark collected on specific people, automobiles and automobile manufacturers, to a bibliographic card catalogue he used for his automotive reference service. The papers also include the records of organizations Clark was involved with such as the Long Island Automotive Museum and the Bridgehampton Road Raceway.

The BIOGRAPHICAL MATERIALS SERIES, circa 1930-1979 (0.2 cubic ft.) contains a variety of documents and general information relating to Henry Austin Clark Jr.’s life and work and is divided into two sub-series. The Articles subseries contains articles and published material about Henry Austin Clark, Jr. and is arranged chronologically. The Correspondence subseries includes personal and family correspondence as well as material related to automotive research and other aspects of Clark’s collections.

The PERSONALITIES SERIES, circa 1898-1979 (1 cubic ft.) is made up of compiled information on specific people. Some of the “personalities” include major figures in the automotive industry: automobile designers and manufacturers such as Henry Ford or famous racecar drivers like Stirling Moss. Most of the files include information on lesser known individuals related to the auto industry or automotive history. The series is organized alphabetically by last name.

AUTOMOBILES SERIES, 1852-1984 (8 cubic ft.) is made up of data Clark collected to support his personal and professional passion for automobiles and their history, restoration and
display. The files range from personal and professional correspondence and extensive records on antique cars that Clark owned and restored for display at the Long Island Automotive Museum (LIAM), to general information and articles on various car manufacturers or new design ideas and information on automotive laws and traffic safety regulations. The series is made up of 12 subseries. The **General files subseries** includes research-related articles, publications and correspondence regarding particular automobiles or automobile manufacturers, as well as specifications and other data that is useful for researching and restoring antique automobiles. The subseries is arranged alphabetically by manufacturer. Researchers should note that files containing data on multiple automobiles or manufacturers are filed at the end of the subseries.

The **Henry Austin Clark, Sr. correspondence subseries** is made up of correspondence between Clark’s father and a variety of companies that manufactured or repaired automobiles and automobile-related parts in the early twentieth century (approximately 1902 to 1930). The subseries is organized alphabetically by company name and approximate dates of the materials are given. The few folders that do not contain correspondence with a specific company are grouped alphabetically under the heading “general.”

The **Long Island Automotive Museum Vehicles subseries** is comprised of records, data and research material related to vehicles in the collections of LIAM and museum operations. Files include photographs, museum postcards, correspondence, certificates of title and sales, registrations and material related to vehicle maintenance and restoration. Some files include advertisements and other product literature related to the vehicles. The subseries is arranged alphabetically by vehicle and then chronologically. The **Coachwork subseries** is made up of two subsubseries. The General Coachwork subsubseries contains body and coach builder product literature and is arranged alphabetically by builder. The Commercial Coachwork subsubseries contains product literature and promotional material for commercial vehicles including trucks, taxicabs and ambulances. The subsubseries is arranged alphabetically by manufacturer or country of manufacture.

The **Letterheads subseries** is made up of print samples of various automotive-related businesses and includes stationary, forms and envelopes. The subseries is arranged alphabetically by company name. The **Dealers and Services subseries** contains publications, brochures, product literature and business cards from businesses that sold, rented or repaired automobiles. The subseries is arranged alphabetically by business name. The **Antique and Vintage Clubs subseries** includes publications, correspondence and promotional material from antique auto clubs in the United States and Great Britain. The subseries is arranged alphabetically. The **Museums and Schools subseries** consists of brochures, publications, and articles of automotive-related museums or schools and is arranged alphabetically by name. The **Traffic and Safety Regulations subseries** is made up of clippings and press releases related to traffic and automobile safety regulations and is arranged alphabetically by subject or topic. The **Futuristic and Experimental Automobile Design subseries** contains publicity and promotional publications, press releases, some design drawings (or copy prints of design drawings) and photographs of automotive concepts from auto manufacturers highlighting future auto designs and concepts. The subseries is arranged alphabetically by name of car or manufacturer.

The **Indianapolis 500 Notes subseries** consists of 4”x6” index cards containing research notes about Indianapolis 500 races and drivers. The cards are arranged in four categories; Indy 500 races, 1911-1941, Names, Shots and General.
The **BRIDGEHAMPTON ROAD RACES CORPORATION SERIES, 1948-1985 (1.2 cubic ft.)** includes minutes and other records of the Board of Directors, information on the building and maintenance of the Bridgehampton raceway. The series also includes financial records of the corporation, stockholder’s information, records of legal cases that the corporation was involved in, information on the leasing of corporation property, correspondence between people involved with the corporation, information on the season/schedule for the racetrack, news articles and press releases and information on the sale of the raceway. The files are organized chronologically.

The **SCRAPBOOKS SERIES, 1883-1950 (13 oversize boxes)** is made up of 13 oversize scrapbooks and clipping books created by Henry Austin Clark Jr. The scrap and clipping books cover a wide variety of topics and subjects including automobile accident scenes, publicity for the Bridgehampton Sports Car Races, early automobile drawings and photographs. The series also includes clipping books covering various auto manufacturers including Mack Truck, Stevens-Duryea, Thomas Motor Company and Worthington Automobile Company.

The **PRINTS SERIES, circa 1960-1976 (11 oversize boxes)** contains a variety of automotive-related prints collected by Henry Austin Clark, Jr. or produced for the Long Island Automotive Museum. The prints are organized by illustrator or, when no illustrator is identified by company or subject. In addition to auto-related prints, the series also includes groupings of prints illustrating horse drawn vehicles, bookplate illustrations, automobile scenes and unsigned prints.

The **POSTERS SERIES, 1948-1966 (1 oversize box)** consists of oversize posters relating to automobiles, automobile events or the history of the automobile. In addition the series includes posters used to publicize events at the Long Island Automotive Museum.

**ARRANGEMENT**

The Henry Austin Clark papers are made up of seven series:

1. Biographical Materials Series, circa 1930-1979 (0.2 cubic ft.)
2. Personalities Series, circa 1898-1979 (1 cubic ft.)
3. Automobiles Series, 1852-1984 (8 cubic ft.)
4. Bridgehampton Road Races Corporation Series, 1948-1985 (1.2 cubic ft.)
5. Scrapbooks Series, 1883-1950 (13 oversize boxes)
SUBJECT TERMS

Names, Personal and Corporate
Clark, Henry Austin, Jr. 1917-1991
Bridgehampton Road Races Corporation
Long Island Automobile Museum

Subjects
Antique and classic cars
Antique and classic motorcycles
Antique and classic trucks
Antique and classic tractors
Automobile racing drivers
Automobile racing fans
Automobile racing in art
Automobile travel
Automobiles, Collectors and collecting
Automobiles, Equipment and supplies
Automobiles, Exhibitions
Automobiles, Foreign
Automobiles, History
Automobiles, Museums
Automobiles, Parts
Automobiles, Racing
Automobiles, Restoration
Automobiles, Steam
Busses
Commercial vehicles
Long Island Motor Parkway (N.Y.)
Taxicabs
Transportation, automotive
Trucks

Genre and Form
Black-and-white photographs
Copy prints
Photographs
Photograph albums
Scrapbooks
Posters
CONTAINER LIST
Box No. Description

BIOGRAPHICAL MATERIALS
Articles
Box 1
“Henry Austin Clark, Jr.: A Statement By His Colleagues, Family and Friends.”
(contains 1977 article: Chappell, Pat. “Henry Austin Clark, Jr.”), 1990

Correspondence
Clark, Henry Austin Sr. circa 1930
Congdon, Ernest W. Jr., 1953
Daley, Frank A, 1948
Schrieber, Deborah, 1979

PERSONALITIES
Addams, Chas, circa 1953
Andretti, Mario, circa 1967
Baker, Cannon Ball, circa 1923
Bartley, Diana M., circa 1959 to 1960
Bissell, Richard P., circa 1949
Blunk, Frank, circa 1968
Bothwell, Lindley, circa 1950s
Boyle, Pat, circa 1950
Breese, James, circa 1906
Brindle, Melbourne (painter), circa 1960 and 1974
Broesel, Herman, circa 1898
Brown, George McKesson, circa 1907 to 1910 and 1959
Bruce-Brown, David (race driver), circa 1908 to 1912
Buick, David (founder, Buick Motor Co.), circa 1961
Burman, Bob, circa 1965
Chapelle, Wendell, circa 1965
Clark, Jimmy (race driver), circa 1960s
Clarke, Lewis S. (founder Autocar), circa 1955
Collier, Barron G. (and Mrs. Juliet C.), circa 1971
Cord, Errett (developer, Cord automobile), circa 1933 and 1974
Corson, Judge George C., circa 1955
Cunningham, Briggs, circa 1952 to 1954
Dale, Chester, circa 1965
Delling, E.H. (Delling Steam Car), circa 1957 (and 1940s)
DePalma, Ralph (race driver), circa 1919 to 1920 and 1945
Deppe, W.P. (Deppe Motors Corporation), circa 1920s
Dmitri, Ivan
Dowling, Robert, circa 1954 and 1973
Durant, Cliff, circa 1927 and 1936
Durant, W.C. (Billy) (General Motors), circa 1920s, 1950s and 1972
Dreyfus, René and Maurice, circa 1955 and 1972
Duryea, Charles E., circa 1937
Duryea, J. Frank, circa 1967
Edison, Thomas A., circa 1920
Fairchild, Sherman Mills, circa 1971
Fales, Dean, circa 1964-1969 and Sketches (earlier, probably circa 1906-14)
Fangio, Juan Manuel, circa 1958
Firestone, Raymond, circa 1961
Ford, Henry, circa 1914 to 1960
Ford, Henry II, circa 1964-1977

Box 2

Fournier, Henri, circa 1902
Garroway, David Cunningham, undated
Gilbreth Family (Cheaper By the Dozen), circa 1949
Glidden, Charles, circa 1902 to 1908 and 1950s
Goldschmidt, A.E., circa 1954
Gordon-Crosby, F. (artist), circa 1954
Gould, George G. (and family), circa 1902
Goyette, Major Erland A., circa 1939
Green, George (One-Car-Man), circa 1951
Harrah, Bill (William), circa 1969
Helk, Peter (artist, owner of Old 16), circa 1966 and 1981
Henry, Leslie R., undated
Hill, Phil, circa 1958 and 1961
Kaiser, Henry J., circa 1959
Keene, Foxhall, circa 1959
Kettering, Charles F., undated (post 1958)
Kilbourne III, Robert S., circa 1966
Knipper, Billy,
Kovelski, Tony (Hudson Miniatures), circa 1951
Marquis de Chamloup Lambat, circa 1894
Markmann, Charles Lam, circa 1957 and 1958
Maxim, Hiram Percy, circa 1905 and 1936
McCormick, Cyrus Hall, circa 1947
McKay, W.W. (Bill) , circa 1986 (and the 1880s)
(re: steam cars, Stanley-Whitney-McKay steam cars)
Melton, James, circa 1948-1970
Merle-Smith Jr., Van Santvoord (and family), circa 1953
Momo, Sir Alfred, circa 1963
Montagu, Lord of Beaulieu, circa 1973
Moss, Stirling, circa 1961 to 1965
Mott, Charles Steward (GM), circa 1973
Nevins, Allan, circa 1965
Oldfield, Barney, ca.1921 and 1925
Olds, R.E. (Oldsmobile), circa 1940
Oliver, Smith Hempstone (on steamers), circa 1958
Ordano, Jo-Ann (Chase Manhattan Bank), circa 1970-1979
Page, Fred (Norman), circa 1965 and 1968
Peck, D. Cameron, circa 1947
Pierce, Bert, circa 1955
Pollard, BJ (Auto. History Reference Co.), circa 1950
Pomeroy, Laurence, circa 1952
Poole, Al (Alfred J.), circa 1951
Purdy, Ken, circa 1950-1972
Rickenbacker, Captain Eddie, circa 1946
Robertson, George H., undated
Riker, A.L. (Jr. and Sr.), circa 1973
Rippey, Arthur G., circa 1963
Rutherford, John, circa 1971
de Sakhnoffsky, Count Alexis (artist), circa 1935 and 1951-1952

Box 3

Schaefer, Captain Lew, circa 1952
Scharff, William, circa 1953
Scher, Dr. Samuel L., circa 1941 and 1972
Schuster, George, circa 1971 and 1972
Shriner, Herb, circa 1954 and 1970
Simpson, Ivar, circa 1906 and 1939
Sloan Jr., Alfred P., circa 1940 and 1966
Snyder, W.P. (and Jr. and III), ca.1956
Spagna, George, circa 1970
Stack, John Paul, circa 1947
Stein, Ralph, circa 1949 to 1968
Stevens, Brooks, circa 1963
Stich, Charles, circa 1949
Surmain, André (Restaurant Lutèce), circa 1966
Sutton Jr., George, circa 1917 to 1937
Swigart Jr., William, circa 1954
Taruffi, Piero, circa 1950s
Teague, Richard (VP, American Motors), circa 1975
Teague, Walter Dorwin (artist and product designer)
Telateo, Alex (WW II letter), circa 1945
Tredwell, H.H. Sr. (papers), circa 1907 to 1908
Ulmann, Alec, circa 1951 to 1970
Ullman, William, circa 1948
Vanderbilt, William K Jr., circa 1902-1970s
Van Sriver, J.B. Jr., circa 1947
von Trips, Count Wolfgang (Count Crash), circa 1961
Warshaw, J. (Business Americana), circa 1957 to 1960
Westinghouse, George, circa 1946
Winton, Alexander, circa 1930

AUTOMOBILES
General files

Box 4

   Autocar Company, circa 1910
   BMW Engine
   Brush, circa 1940
   Buick, circa 1943
   Bus Project, 1960s-1970s
   Cadillac (1902 to 1917)
   Chevrolet (1913 to 1942)
   Chrysler Corporation (1914 to 1955); includes Chrysler’s 1968 “Restorer’s Guide”
   Dagmar
   Dudgeon Steam Carriage (1853)
   Ford, circa 1916 to 1967 (and information on earlier dates)
   Foster Automobile Manufacturing Co. (1899 to 1903)
   Franklin Automobile Company, circa 1927 (1903 to 1928)
   Gardner, circa 1966 (1927 car)
   Goodyear (Wingfoot Express Trucks), circa 1960s
   H.B. Smith Machine Co., circa 1882
   Hudson Motor Cars, circa 1909 and 1950s
   Hupmobile (info 1909 to 1928)
   Kings Lynn Engine, 1973 (engine circa 1860s)
   Kissel Motor Car Co., circa 1916 to 1925
   Lincoln-Zephyr, circa 1936-1938
   Lion-Peugeot, circa 1958
   Locomobile Company of America, circa 1903-1917, 1928 and 1979
   MG Cars, circa 1927 to 1939
   Mercedes-Benz, circa 1894 to 1939
   Nash (and its predecessors-Rambler and Jeffery) Trucks, circa 1902 to 1952
   Oldsmobile, circa 1902 to 1916 and 1966
   Packard, circa 1899 to 1930
   Pierce-Arrow Motor Car Company, circa 1902-1928 and 1950s
   Regas Automobiles, circa 1900
   Renault, circa 1898 to 1914
   REO Motors Inc., circa 1905 to 1920
   Rolls Royce
   Ross Steamers, circa 1963 (1903)
   Ruxton (The Muller Special), circa 1962
   Simplex
   Stanley Steamer, circa 1901 to 1927
   Studebaker, circa 1981
   Stutz, circa 1926-1931
Thomas Cars, Endurance Runs  
Triumph, circa 1928-1938 and 1959  
Tucker Car, circa 1946-1965  
Union, circa 1988  
Vauxhall, circa 1912 to 1939  
Voisin, circa 1972-1973  
Volkswagen, circa 1939 and 1961-1974

Box 5

Welch, circa 1953  
White, circa 1907, 1913, 1955, 1970s (and info on 1901 steam car)  
Willys Motors, circa 1929 to 1937  
Winton, circa 1901  
Wolseley, circa 1929 to 1939 and 1950  
Miscellaneous automobile files
  Information Compiled at the New York Automobile Show, 1904  
  Specifications of 1915 Gasoline Commercial Vehicles, 1915  
  Serial Numbers Show the Year of a Car’s Manufacture, 1917  
  Price Classification of Motor Cars and Electric Pleasure Cars, Tonnage, 1918  
  Classification of Commercial Vehicles, List of American Gasoline Motor Trucks, Electric Commercial Vehicles and Steam Driven Cars and Trucks  
  Motor Age Passenger Car Serial Numbers, 1922  
  The American Motor Car Industry, 1924  
  Life Lines of the Motor Car (1841 to 1960), Supplement to the Bulb Horn, 1956

Undated
  Handwritten Notes from Henry Austin Clark Jr.  
  Specifications of Typical Gasoline, Electric and Steam Motor Cars (possibly from 1905)  
  Automobile Directory, Everybody’s Magazine  
  Passenger Car Serial Numbers (covers approximately 1912 to 1924)

**Henry Austin Clark, Sr. correspondence**

American De Dietrich Motor Car Co., circa 1904
A.T. Demarest & Co. (carriage and automobile body builders), circa 1912
Barnes, Curtiss & Co., circa 1910 to 1915
Brewster and Co. (carriages and automobiles), circa 1910 to 1915
Burr & Co. (coach builders), circa 1914
Cahill Auto Works, circa 1910
Car Makers Selling Co., circa 1910 to 1911
C.C. Ryder & Co. (Mr. Lamberton), circa 1910
Chas A. Brady & Co., Truckmen, circa 1907
Continental Caoutchouc Co. (Continental Tires), circa 1908 to 1914
Crane & Whitman Co. (automobiles and machinery), circa 1909
Eisemann Magneto Co., circa 1915
E.R. Merrill Spring Co., circa 1909
Fox Bros. & Co. (railway, machine shop, mining & contracting supplies), circa 1910
Garvin Machine Co., circa 1912
General
  Bureau of Motor Vehicles, NY, circa 1933
  Deans, H.A., Correspondence, circa 1910 to 1915
  Department of the City of New York: Office of the Inspection of Steam Boilers, circa 1902 and 1903
General: Secretary of State, NY 1910
Hudson Motor Car Co., circa 1912
Isotta Fraschini Motors Co., circa 1914
James J. Fero Inc. (tires & automobile supplies), circa 1915
J.M. Quinby & Co., circa 1908 to 1909
Locomobile Co. of America, circa 1907 to 1915
Madison Avenue Sales & Service, circa 1922
Manhattan Auto Top Co., undated
McArthur Bros. Service, undated
Mercedes Repair Co., circa 1913
Michelin Tire Co., circa 1914 to 1915
National Auto Top Co., circa 1914 to 1915
Naughton-Mulgrew Motor Car Co., circa 1915
Newport Engineering Works, circa 1907
Packard Motor Car Company of New York, circa 1916 to 1923
Peleg Brown Co. (state agents for Oldsmobile Motor Cars), circa 1911 and 1924
Schebler Carburetter Co., circa 1910
Taft Buick Co., circa 1931
Valentine & Co. (manufacturers of varnishes and Colors), circa 1912
Zenith Carburetor Co., circa 1914

**Long Island Automotive Museum Vehicles**

*Box 6*

**Administrative Information**
  HAC Jr. collection of antique automobiles inventory, undated
  Long Island Automotive Museum Schedule of Profit and Loss on the Sales of Automobiles, 1955
  Cars purchased from Clarence Michalis (1918 Cadillac, 1910 and 1916 Pierce-Arrow, 1917-18 Mercer and 1915-16 Simplex), 1962
  Long Island Automotive Museum Auction, 1963, 1972 (2 folders)
  Promotional Materials, undated

**Automobiles**
  Alco, 1912, contains photographs
  Alfa Romeo, 1967, 1973 (2 folders)
  American (E.G.V.), 1902
  American (La France), 1911-1926 (5 folders)
  American, 1913
  Anderson (buggy), 1909
<table>
<thead>
<tr>
<th>Year</th>
<th>Model</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1921-1934</td>
<td>Austin</td>
<td>(5 folders)</td>
</tr>
<tr>
<td>1953</td>
<td>Austin Healy</td>
<td></td>
</tr>
<tr>
<td>1901-1923</td>
<td>Autocar</td>
<td>(9 folders)</td>
</tr>
<tr>
<td>1924</td>
<td>Auto Red Bug</td>
<td></td>
</tr>
<tr>
<td>1940</td>
<td>Bantam Pickup</td>
<td></td>
</tr>
<tr>
<td>1924-1929</td>
<td>Bentley</td>
<td>(3 folders)</td>
</tr>
<tr>
<td>1912</td>
<td>Best (van)</td>
<td></td>
</tr>
<tr>
<td>1918</td>
<td>Biddle (limousine)</td>
<td></td>
</tr>
<tr>
<td>1957</td>
<td>BMW (Isetta Coupe)</td>
<td></td>
</tr>
<tr>
<td>1915</td>
<td>Brennabar (tricycle)</td>
<td></td>
</tr>
<tr>
<td>1919-1927</td>
<td>Brewster</td>
<td>(4 folders)</td>
</tr>
<tr>
<td>1946</td>
<td>Broadway</td>
<td>(auto carrying trailer)</td>
</tr>
<tr>
<td>1908</td>
<td>Browniekar (runabout)</td>
<td></td>
</tr>
<tr>
<td>1910-1911</td>
<td>Brush</td>
<td>(2 folders)</td>
</tr>
<tr>
<td>1925</td>
<td>Bugatti (electric)</td>
<td></td>
</tr>
<tr>
<td>1926</td>
<td>Bugatti</td>
<td></td>
</tr>
<tr>
<td>1910-1952</td>
<td>Buick</td>
<td>(4 folders)</td>
</tr>
<tr>
<td></td>
<td>Bus Project</td>
<td></td>
</tr>
<tr>
<td>1904-1941</td>
<td>Cadillac</td>
<td>(10 folders)</td>
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<tr>
<td>1971</td>
<td>Capri</td>
<td></td>
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<tr>
<td>1909-10</td>
<td>Carter Car</td>
<td></td>
</tr>
<tr>
<td>1912</td>
<td>Chase (truck)</td>
<td></td>
</tr>
<tr>
<td>1914-1963</td>
<td>Chevrolet</td>
<td>(11 folders)</td>
</tr>
<tr>
<td>1928-1966</td>
<td>Chrysler</td>
<td>(6 folders)</td>
</tr>
<tr>
<td>circa 1925</td>
<td>Citroen (child’s car)</td>
<td></td>
</tr>
<tr>
<td>1956, 1960</td>
<td>Citroen</td>
<td>(2 folders)</td>
</tr>
<tr>
<td>1919</td>
<td>Cleveland Motorcycle</td>
<td></td>
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<tr>
<td>1902</td>
<td>Columbia (electric surrey)</td>
<td></td>
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<tr>
<td>1901-1910</td>
<td>Columbia</td>
<td>(8 folders)</td>
</tr>
<tr>
<td>1906</td>
<td>Compound</td>
<td></td>
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<tr>
<td>1910</td>
<td>Courier</td>
<td></td>
</tr>
<tr>
<td>1937</td>
<td>Cord (Sedan)</td>
<td></td>
</tr>
<tr>
<td>1942, 1947</td>
<td>Crosley (garden wagon)</td>
<td>(2 folders)</td>
</tr>
<tr>
<td>circa 1916</td>
<td>C-T (electric truck)</td>
<td>(2 folders)</td>
</tr>
<tr>
<td>1769-71</td>
<td>Cugnot Steamer Model</td>
<td></td>
</tr>
<tr>
<td>1909</td>
<td>Cutting</td>
<td></td>
</tr>
<tr>
<td>1971</td>
<td>Datsun (cCoupe)</td>
<td></td>
</tr>
<tr>
<td>circa 1916</td>
<td>Dayton (motor bike)</td>
<td></td>
</tr>
<tr>
<td>1896</td>
<td>De Dion (motor bike)</td>
<td></td>
</tr>
<tr>
<td>1903</td>
<td>Engine</td>
<td></td>
</tr>
</tbody>
</table>
Delauney Belleville, 1912
Dodge, 1914, 1949 (2 folders)
Dusenberg (rRacer), 1916
Doble (steam engine)
Durant, 1930
Duryea, 1910
Edsel, 1958
Electric Tractor, 1922
E.M.F., 1910
Excelsior (midget motorcycles), 1948
Fiat, 1910-1959 (4 folders)
Fifth Avenue Bus, 1925-1937 (2 folders)
Finch (limited roadster), 1906
Ford
   1903-1908 (9 folders)
   1910-1914 (7 folders)

Box 9

1914-1977 (53 folders)
Franklin, 1902-1923 (4 folders)
FWD (jeep trailer), 1943
General
   Cars Purchased from Clarence Michalis (1918 Cadillac, 1910 and 1916-17
   Pierce Arrow, 1917-18 Mercer, and 1915-16 Simplex)
GMC (ambulance), 1918
Goodyear Wingfoot Express Trucks
Graham (ambulance), 1926
Grant, 1897
Halsey-Dimock, 1904

Box 10

Hartman (horse trailer), 1959
Hayne-Apperson, 1902
Hispano-Suiza, 1935
Henney Kilowat, 1960
Hertel, 1898-99
Holsman, 1902
Homem Trailer, 1972
Horse Ambulance Trailer, 1898
Hotchkiss (touring car), 1910
Hudson, 1910
Hupmobile, 1909 (2 folders)
Imp Cyclecar, 1913
Imperial, 1956
Imperial, 1957
Indian (motorcycle), 1918
International Harvester, 1907-1956 (3 folders)
Isotta-Fraschini, 1914
Jaguar, 1959
Jeffrey Quad, 1917
Kearns, 1908
Knox, 1904
Lancia, 1912
La Salle, 1940
Leon Bollee (tandem voiturette), 1897-1898 (2 folders)
Lincoln, 1927-1953 (6 folders)
  Continental Mark II, 1956
  Continental, 1961, 1966 (2 folders)
  Continental Mark III, 1969 (2 folders)
Locomobile
  Steamer, 1899-1902 (4 folders)
  1907

Box 11

  1908-1928 (5 folders)
  Lotus (Elan), 1966
  Lumber Truck (Hert-Kraft), 1908
  Mack, 1911-1926 (4 folders)
  Manistee (engine), circa 1912
  Marmon (roadster), 1923
  Maxwell (runabout), 1910-1911 (3 folders)
  Meili Blumberg (auto trailer), 1947
  Mercedes
    Engine, undated
    1903-1912, 1953 (8 folders)
  Mercer, 1911-1916 (2 folders)
  Mercury, 1947
  Merkel (flying motorcycle), 1913
  Metz, 1914
  MG (Montlhery Midget Roadster), 1931, 1951 (2 folders)
  Milburn Electric, 1916
  Moline-Knight, 1914
  Morrey Engine, circa 1829 (replica)
  Museum of Science Cars
  Napier, 1904

Box 12

  Nash (quad tTruck), 1918
  Northern, 1904
  Oakland, 1910-1911 (2 folders)
  Oldsmobile, 1902-1905 (3 folders)
  Orient (buckboard), 1907
Overland (touring), 1922
Packard, 1901-1954 (18 folders)
Panhard (engine), 1904
Peerless, 1903-1913 (3 folders)
Peugeot, 1923
Pierce (Stanhope), 1903
Pierce (Motorette), 1903
Pierce Great Arrow, 1905

Box 13

Pierce Arrow, 1909-1931 (14 folders)
Plymouth (wagon), 1950
Pontiac, 1950
Pope (Hartford), 1902, 1911 (2 folders)
Pope (Tribune), 1906
Rambler, 1902, 1912 (2 folders)
Rapid (bus), 1908
Rausch and Lang (brougham), 1910, 1914 (2 folders)
Reading Standard (Motorcycle), circa 1908
Red Bug (auto), circa 1926
Regal (runabout), circa 1913-15
Reliance, 1909
Reliance (truck), 1911
Renault, 1906-1928 (8 folders)
Reo, 1906-1918 (5 folders)
Rolls Royce, 1912, 1928 (2 folders)
Sandusky Truck, 1912
Seagram, 1911, 1915 (2 folders)

Box 14

Sentinel (steam dump truck), 1934
SGV, 1908, 1910 (2 folders)
S.I.L.A (Bimbo Racer - child’s auto), 1958
Simplex, 1910-1915 (3 folders)
Spacke (cyclecar), 1912
Stanley (roadster), 1910-1925 (5 folders)
Stellite (touring), 1919
Sternberg (truck), 1914
Stevens-Duryea (Stanhope), 1903-1904 (2 folders)
Stevens-Duryea (touring), 1906-1908 (2 folders)
Stevens Institute Cars
Studebaker, 1906, 1921 (2 folders)
Stutz
  Engine, undated
  Bearcat, 1916, 1919 (2 folders)
  Delivery Truck, 1937
Thomas (chassis), 1910-1912 (3 folders)
Trilox (Tricar), 1953

Box 15

Unic (taxicab), 1909
USA (tank truck - water tanker), 1918
United States Long Distance (Runabout), 1901
Vim Stage, 1916
Volvo (4-door Sedan), 1969
Walker
    Electric Truck, 1915
    Parcel Van, 1941
Waltham (Orient Runabout), 1900
Walter (Snow Fighter), 1924
Waverly (Electric), 1902
White
    Steamer, 1901
    White (Coupe), 1911-1931 (10 folders)
Wills-St. Claire (Landaulet), 1927
Willys Knight (Sedan), 1929
Willys
    Jeep, 1946, 1950 (2 folders)
    Pickup Truck, 1950, 1956 (2 folders)
    Winton, 1901, 1904 (2 folders)
Woode (Electric), 1912
Woods (Mobilette Cyclecar), 1917
Yellow Coach (Double Decker Bus), 1931
Zedel Touring Car, 1908

Coachwork

General Coachwork

Box 16

A. Guillore, Paris
Agent-Saint-Didiere, France, circa 1921
Alin, Liautard & Cie, Carrossiers, France, circa 1923
Ansart & Teisseire (Ansart Audineau), France
Arnold Coachwork, Manchester, England
A.T. Demarest & Co., New York, NY
Beuzelin & Co., France, circa 1905
Binder, Henry, Paris, circa 1912
Blue Ribbon Auto and Carriage Co., Bridgeport, CT, circa 1909
Botiaux, France, 1904
Boulogne-sur-Seine (E. Boulogne Fils), France, 1900-1913
Belgravia Bodies, London, England, circa 1920
Belvallette & Cie, Paris, France, circa 1924
Breteau Frères & Cie, Paris, France, circa 1853
Brewster&Co. Automobiles, New York, circa 1919
Briggs Manufacturing Co. (for Ford Chassis), Detroit and Cleveland, USA
Bristol Wagon & Carriage Works, England, circa 1919-1920
C. & R. Geissberger, Zurich
Cadillac Motor Car Co. (Coachwork Old and New), Detroit, MI, circa 1923
Caffrey, Chas S. & Co. (Designs), Camden, NJ, est. 1852
Carrosserie Currus, Paris, France
Carrosserie X. Chauvet, Paris, France, circa 1921
Charlesworth Bodies Limited, Coventry, England, circa 1920
Chavet & Lherdy (M.Chavet), France, 1922
Clayton Co. Inc., New York, circa 1921
Colonial Body Company, Boston, MA
Connaught Motor Car Bodies, London, England
Cunard Coachwork, London, England
Coupsedan. Sutton, Jr., George W. “What is a Coupsedan?” Vanity Fair.
Derham Custom Body Co., Philadelphia, PA, circa 1967
Detroit Motor Car Supply Co., Detroit, MI, circa 1906
D’Ieteren Frères, Brussels, Belgium
Dietrich, Inc., Detroit, MI, circa 1929-30
Driguet Freres Carrossiers, Paris

Box 17

Eastman Metallic Body, circa 1901
Faget Varnet, Paris
Farina, Italy
Felber et Fils, Paris
Fignon et Falaschi, Paris, circa 1938, contains photographs
Fleetwood Metal Body Co., New York
Ford Bodies, Miscellaneous Makers, USA
Franklin Custom Coachwork (by de Causse), circa 1925
Franay, France
F.W. Berwick, London, England (Boat Body)
G. Beaton & Son Ltd., circa 1919
Gaborit, Jean, Paris, circa 1923
Gallé, Boulogne
Gangloff (Georges Gangloff) Carrosserie, France
Gaston Grummer Co., France, circa 1923 and 1930
Générale Automobile, France, circa 1921
Gèrard et Delacouture, France
Glaser, Dresden, Germany, circa 1933
Graham-White Co., Ltd., London
Gurney Nutting Ltd., London
Henri Labourdette, Paris, circa 1927
Henri Lévy, France, circa 1909
Hibbard & Darrin, Paris
Holbrook, NY
Hooper & Co., London, circa 1933
J. Carrier, France, circa 1921
J. Gurney Nutting & Co. Ltd., London, England
J. Kelsch & Cie, Paris, circa 1922
J. Leguiel, Paris
James Cunningham & Son, NY, circa 1893
Janoir, Louis, France
Jean Gygax S.A., Bienne, Fabrique De Carrosseries, France
Judkins, Massachusetts
Kellner & ses Fils, Carrosserie De Luxe, Paris
L. Buat & A. Rémond, France
L. Kremiansky, Motor Coach Body Builder, Paris, circa 1923
Lagache, Glaszman & Cie, France, circa 1923
Lamplugh, Paris
Lavocat & Marsaud, France
Lentignat & Thomas, France
Letourneur & Marchaud, Paris

Box 18

Liard & Champeau, France, circa 1908
Locke & Company, New York
Locomobile Co. of America, Custom Coachwork, circa 1917
Louis Dubos, France
Maleval-Vacher, Paris, circa 1923
Meulemeester Fréres Carrossiers Clichy, France
Million-Guit, Paris, circa 1935
MOM Carrossier, France
Muhlbacher, Paris
Packard, Custom Bodies, Detroit, Michigan, circa 1917-18
Park Ward & Co. Ltd., England
Pettingell Machine Co., Amesbury, Massachusetts
Pinin Farina, Italy
R. Duvivier, France
William Cole & Sons, Ltd. (Coachbuilders to the Royal Family), London, circa 1919

Commercial Coachwork

Box 19

A.J. Miller Corporation (Ambulance and Hearse Bodies), Bellefontaine, OH, circa 1928
Albert Brothers Commercial Bodies, circa 1911
Ames of Owensboro (Special “Ford” Bodies), Owensboro
Butler Manufacturing Co. (Oil Tanks bodies and supplies), Kansas City and Minneapolis
Field Body Corp. (Universal Cab), Owosso, MI, 1923
Ford Body Co. (Commercial Bodies), Greensboro, NC
Geneva Wagon Co. (Commercial Bodies for the Ford Chassis), Geneva, NY
George W. Copp Co., Inc. (Taxi and Landaulet Bodies for the Ford Chassis), NY, circa 1920
Haberer & Co. (Commercial and Coupe Bodies for Ford cars), Cincinnati, OH
Henney Buggy Co., Freeport, IL
Hercules Bodies, Evansville, IL
H.H. Babcock Co. (Autocrat), Watertown, NY, circa 1926
Hoover Wagon Co. (Funeral Equipment), York, PA
Hughes-Keenan Steel Bodies, Mansfield, Ohio, circa 1921
Interboro Hoist & Body Corp., Long Island City, NY, circa 1923
Lucius Mfg. Co. (Ford Tank Body), Uhrichsville, Ohio, circa 1923
Martin-Parry Commercial Bodies for Chevrolet and Ford One-Ton Trucks, circa 1922
McKay Carriage Co. (Bus Bodies), circa 1924
Mifflinburg Body Co. (Commercial Bodies), Mifflinburg, PA
The New Columbia Wagon and Body Co., Columbia, PA
Newman Commercial Bodies
Rapp All Steel Automobile Bodies, New York City, NY, circa 1911
Rock Falls Manufacturing Co. (Hearse and Ambulances), Sterling, IL
Springfield Commercial Body Co., Cambridge, MA, circa 1923
Standard Commercial Bodies Corp., Brooklyn, NY and Kearny, NJ, circa 1926

Box 20

Stewart All Steel Body for Ford One-Ton Trucks, Kentucky
Superior Commercial Ambulance and Hearse Bodies, Lima, OH, circa 1941
Waterloo Commercial Bodies, Waterloo, NY, circa 1922
Wayne: All Steel Motor Coach Body (photos on various chassis)
York Commercial Auto Bodies, York, PA

Letterheads
AJAX Tires (F.S. Howard Motor Co.)
Apperson Bros. Automobile Co.
Auto Cover and Top M’fg Co., Inc., circa 1906
Berkshire Motor Co.
Briscoe Manufacturing Co., circa 1911
Brush Runabout Company (Division of the United States Motor Co.), circa 1910
Cadillac Automobile Co. of Boston, circa 1910
Clark Engraving & Printing Co., circa 1906
Continental Caoutchouc Co., circa 1908
Crescent Auto Top Company, circa 1906
E.A. Morgan Automobile Repairing, circa 1920s
Finley Robertson Porter Co., Inc., Builders of ERP Automobiles
Ford: Arthur & Hubbs, Authorized Dealers, circa 1920s
Ford Motor Company, circa 1905
Franklin Square Garage Co., circa 1913
Frederick Savage, Engineer, Manufacturer & Patentee of all kinds of Hand &
Steam-Powered Roundabouts, Traction Engines and Cultivating Machinery,
circa 1975
Gray Motor Company
Hartford Suspension Co., circa 1906
H. Duhamel & Sons: Carriage Manufacturers, circa 1907
H.F. Borbein & Co., circa 1905
International Harvester Co. of America: International Motor Trucks, circa 1917
Livingstone Motor Co.: New England Distributors for the Fordson Tractor
Lysander Grow & Son: Manufacturers & Dealers in Carriages of all kinds, circa
190-
Massachusetts Automobile Dealer and Garage Association, circa 1921
Milford Automobile Machine Co., circa 1910
Mitchell Motors Co., circa 1917
Providence and Worcester Railroad Co., circa 19th century
The William Cramp & Sons Ship & Engine Building Co., circa 1911
Worcester Automobile Dealer’s Association, circa 1921

Dealers and Services

Box 21

Academy Auto Wreckers, Inc., New York
Automobile Trade Journal. “Hit a Little Harder,” April 1932
Bishop, McCormick & Bishop, Inc., Distributors, Brooklyn, NY, circa 1913
Borough Automobile Company
Brooklyn Motor Supply Co., New York, circa 1907
The Central Automobile Co., New York,
Flatbush Motor Car Company, Brooklyn, NY, circa 1906
Gordon S. Harris, Brooklyn, NY, circa 1928
Hellman Motor Corporation (Ford Dealers), New York, circa 1922
L’Auto-Palace, Paris, 1906
Mann Egerton & Co. Ltd. Motor Car and Electrical Engineers, England, circa
1909
Monarch Garage, Inc., Brooklyn, NY
Packard Auto Renting and Service Co., Inc., New York, circa 1913
Palais de l’Automobile, New York, circa 1905
Pierson Motor Supply Co., New York, circa 1907
Pilot Garage (The Pilot Bulletin), Worcester, MA, circa 1908 and 1909
Plaza Automobile Co., Brooklyn, NY, circa 1906
The Weldon Garage, Inc., Greenfield, MA
W.D. Grand’s Sale of Automobiles at Auction, New York, November 10, 1904
West Side Automobile Repair Co., New York
Antique and Vintage Clubs
Antique Automobile Club of America, circa 1960 and 1979
Automobile Club of America, circa 1973
Historic Commercial Vehicle Club, Constitution, circa 1968
Horseless Carriage Club, “Repaint Reporter”, circa 1945
Interstate Motor Club Inc., circa 1973
Rolls-Royce Owner’s Club Inc., circa 1976
Peck, D. Cameron, letter from for some unnamed automobile club, circa 1952
Sports Car Club of America, circa 1952
Veteran Car Club of Great Britain, undated
Veteran Motor Car Club of America, circa 1948 and 1984
Vintage Sports Car Club Limited

Automotive-Related Museums and Schools
Alfa Romeo Museum, circa 1981
Automobile School of New England, circa 1918
Harrah’s Automobile Collection, circa 1964
Henry Ford Museum and Greenfield Village, circa 1966
Northwood Institute, circa 1972
Thompson Products Auto Album and Aviation Museum, circa 1940s and 1950s

Traffic and Safety Regulations

Box 22
Auto Accident Clippings, undated
Automobile Accidents (See Scrapbooks series)
Department of Public Works (MA) Proposal to Increase Registration Fees, circa 1921
Early Automobile Legal Cases (news clippings), circa 1916
Licensing, Road Signs and Important Dates in Automotive History, circa 1948
New York City Dept. of Traffic Press Releases, 1963-1966 (3 folders)
New York State Dept. of Motor Vehicles: “Accident Facts”, 1968
Pennsylvania Motor Truck Association, Inc.: Standard Automobile Accident Report Form, circa 1939
Seat Belt Safety
Chevron Dealers Public Service Program, Press Releases circa 1963
Oldsmobile Ad, 1964

Woman Driver Consultant for National Cooling System Maintenance Week, undated

Futuristic and Experimental Automobile Design
Aerocar (by Norman McQueen)
De Soto Cellia I (General Motors)
Dream Bus of the Future (Mueller, Trybus Association)
Electric Transportation (various designs and information, circa 1975)
“The Experimental Copper Electric Town Car (Passages, 1978)
Futurist Concepts, Chrysler (General Motors)
Levacars, Ford Motor Co., circa 1960
Moon Car, Chrysler (1963)
“The Windmobile: An Electric Vehicle with Extended Range” (James L. Amick)

Indianapolis 500 Notes
Box 23
1911-1941 (30 folders)
Names
Shots
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BRIDGEHAMPTON ROAD RACES CORPORATION
Box 24
1948-1958 (8 folders)

Box 25
1959-1974 (15 folders)

Box 26
1976-1985 (9 folders)
BRRC supplies
Development plan
Madison Avenue Sports Car Driving and Chowder Society, circa, 1969

SCRAPBOOKS
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Adams, Porter H., Automobile Book, circa 1905-1908

Box 28
Automobile Accidents. Undated

Box 29
Bridgehampton Sports Car Road Races Publicity, circa 1950

Box 30
Early Drawings of Motor Vehicles, circa 1896-1904

Box 31
Gallaher, Edward B., New York, NY. Circa 1897

Box 32
Gallaher, Edward B. Book No. 2. circa 1895 to 1900
Box 33
Hitchcock, A.S., Mr. And Mrs. circa 1912-1939

Box 34
Mack: Old As the Century - New As Tomorrow. Compiled by Mr. R.D. Hilty of the Mack Truck Company

Box 35
Newspaper Cuttings, circa 1883-1930s

Box 36
Stevens-Duryea, circa 1907-1911

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Thomas Motor Company Publicity, circa 1905-1908

Box 38
Untitled, circa 1908

Box 39
Worthington Automobile Company, circa 1904-1914

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Alfa Romeo
Chrysler (prints of important Chrysler cars)
Lewis-Berger & Sons, Ltd.
Long Island Automotive Museum Print: 1912 Packard-Landaulet

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Box 42
Peckham, John M. & Frederick C. Hayner
1930 Bugatti-Type 35B, circa 1968
1920 Ford/American LaFrance, circa 1976
Ransom, D.
Riegel
Box 43
Saalburg, Leslie, (published by the Long Island Automotive Museum)
1957: Saalburg Classics
1952 & 1957: Early Cars

Box 44
Sakhonoffsky, Count Alexis de

Box 45

Box 46
TinTin, “Voir et Savoir: Automobile.” (Collection du Timbre TinTin), circa 1953

Miscellaneous prints
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Automotive Bookplates

Box 48
Automotive Scenes

Box 49
Horse Drawn Vehicles

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Unsigned Automobile Prints

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Aircraft Drawings by Brewster Aeronautical Corporation
Antique Auto Show; 1948
Automotive Steels, Carbon; circa 1965
Carnival of Cars: Antique Auto Spectacle. New York City, NY; circa 1955
Floyd Clymer’s Indianapolis Race History
Floyd Clymer’s Motor Scrapbook
Location of Automotive Diesel Troubles Made Easy; circa 1938
Long Island Automotive Museum; circa 1950 (NY)
Long Island Automotive Museum: Opening (NY)
Packard 8 Lubrication Chart (Models 136-143)
Philadelphia Auto Show; 1949
Sports Car Road Races, Bridgehampton, LI, NY
Specification Tables on Gasoline, Diesel and Small Gasoline Engines, 1966