

# An INTERESTING FIND... or, SEPARATED at DIVORCE

BY RON VERSCHOOR

PHOTOS BY GARY CARR  
AND RON VERSCHOOR

On the 12th of May of this year, I received an email from fellow Southern California Board member Gary Carr. Its subject line was intriguing, "An interesting find," and the message was concise: "One never knows what might be lurking around in the garages in Pasadena."

I didn't have to download and examine the three photos that were attached. I was certain this was a Packard I had been chasing for almost a decade. Of course, I did look at the photos and there it was: a 1939 Packard 1708 with Brewster Landaulet coachwork. Perhaps "the" 1939 Packard would be more appropriate than "a" 1939 Packard, for this was a one-off creation which happened to have a twin (fraternal, not identical) that I own. >

**ROLLS-ROYCE**  
BREWSTER COACHWORK

ROLLS-ROYCE WORKS  
SPRINGFIELD, MASSACHUSETTS  
LONDON AND DUBLIN, ENGLAND  
BREWSTER & CO.  
LONG ISLAND CITY, N.Y.

SOLD TO Mr. Edward F. Hutton,  
250 Park Avenue,  
New York City, N. Y.

SPRINGFIELD  
MASSACHUSETTS  
Y-4435  
Dec. 17, 1927

1	Rolls-Royce 40/65 Chassis #S-287 RM equipped with Landaulet DeVille Model Coachwork	\$19,492 28
Extras:		
	Change front compartment to St. Stephen DeVille style	150.00
	Luggage carrier on roof	150.00
	Rear quarter windows	100.00
	Ditch light	35.00
	Government Tax	435 00
	Freight Spfld to NY	\$19,927 28
		597 77
	Allowance on Rolls-Royce 77 EU	30 00
		\$20,555 05
		9,000 00
		\$11,555 05

ROLLS-ROYCE of AMERICA, Inc.  
N.Y.  
DEC 23 1927  
E. F. HUTTON  
N.Y. BARRIER

1928 Rolls Royce  
Imported Inn Car

Cost 9830.42  
Duty 2785  
Total \$12615

1375.  
650.  
350.  
50.  
38.  
35.  
25.  
25.  
5.

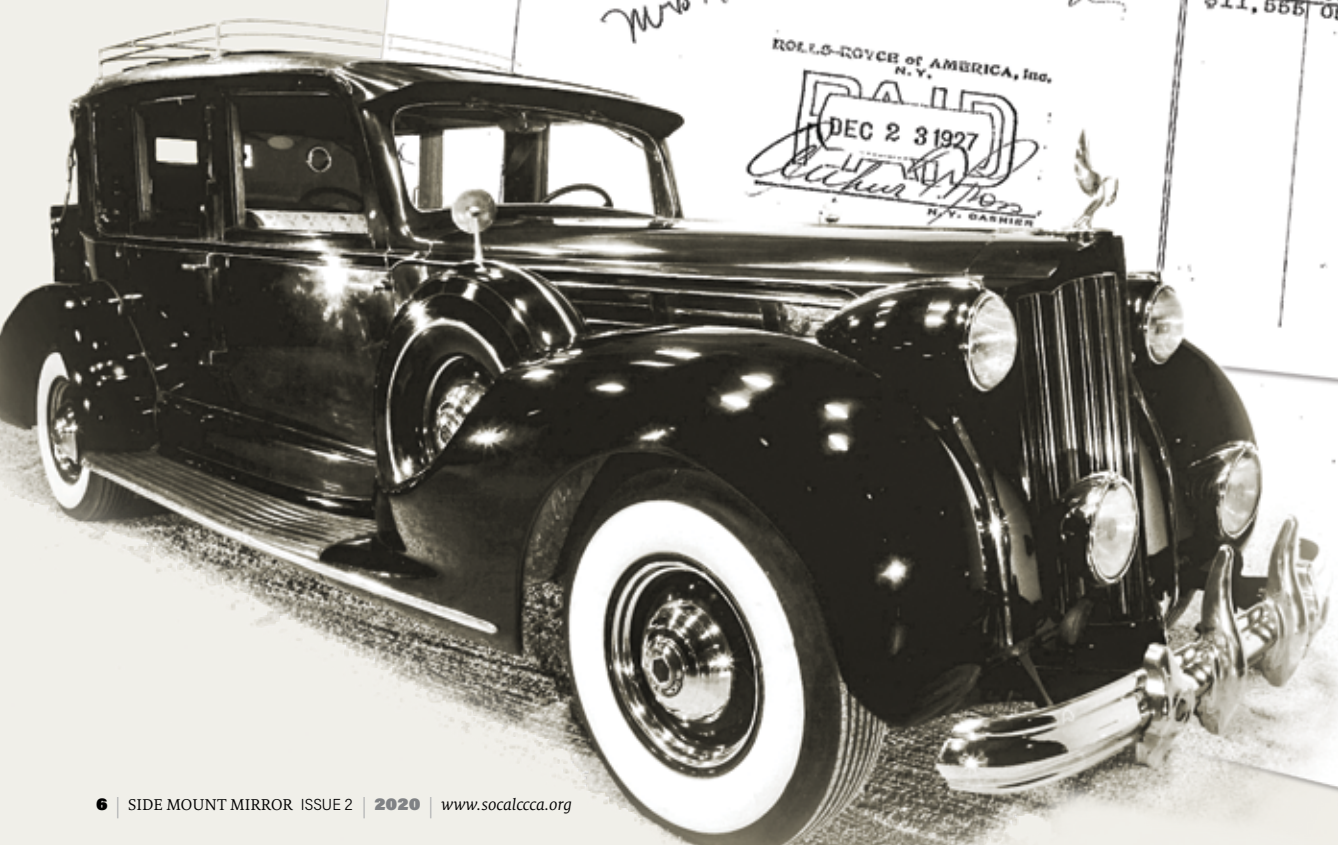
2553.52

STATEMENT

TO E.F. HUTTON  
250 PARK AVENUE  
NEW YORK

Guaranty Trust Company of New York  
FOREIGN DEPARTMENT  
NEW YORK

DEC 23 1927



Photos clockwise from top left: Invoice for the 1927 Rolls-Royce Phantom I, front and back; 1939 Packard at the Harrah Automobile Collection.

**PACKARD**  
Motor Car Co. of New York

January 15, 1935.

6 EAST 57th STREET  
NEW YORK, N. Y.

Mrs. E. F. Hutton,  
2 East 92nd Street,  
New York, N. Y.

Attention: Agnes E. Laff

Dear Madam:

We wish to thank you very kindly for your order of January 9th, covering the purchase of a Packard Twelve chassis, Model 1208 - DeLuxe Equipped and for your check in the amount of \$ 300.00 representing deposit.

Appreciating your patronage and assuring you of our best interests at all times, we are,

Very truly yours,

PACKARD MOTOR CAR COMPANY OF NEW YORK

S. deB. Keim, Sales Manager.

SdeBK/CBE



Packard Presents  
**LAWRENCE TIBBETT**  
World Famed Baritone  
**JOHN H. KENNEDY**  
Noted Radio Commentator  
AND A DISTINGUISHED  
ORCHESTRA  
**Tuesday Evenings**  
CONSULT LOCAL RADIO PAGE  
FOR STATION AND TIME



**PACKARD**  
Motor Car Company of New York  
6 EAST 57th STREET  
NEW YORK CITY

Sold to Mrs. E. F. Hutton,  
Address 2 East 92nd Street,  
New York, N. Y.

Date 1/28/35  
Invoice No. VN 5  
Lub. # 3516

Remit in New York Exchange

SALESMAN A. A. Marr

VEHICLE NO. 1208-211 MOTOR NO. 903491

One (1) Packard Twelve Chassis, Model 1208,  
DeLuxe Equipped, Emblem, Tire Covers, Tire  
Mirrors and Radio in front compartment.  
City Sales Tax

TERMS NET CASH

AMOUNT

\$ 3725.00  
74.50  
\$ 3799.50

Less: Deposit 300.00

Balance \$ 3499.50

Certificate of Sale Number

Original Request Packard Motor Car Co. New York A. A. Marr

Any claims against this invoice must be made to our COLLECTION DEPARTMENT within TEN DAYS

Mrs. Hutton  
Packard 12 with Rolls Royce landaulet body.

**HUMER-BINDER CO., INC.**  
AUTOMOBILE COACH WORK  
MECHANICAL SERVICE

METAL WORK  
MONOGRAMMING  
NICKEL PLATING  
CHROMIUM PLATING  
MOTOR OVERHAULING

843 Eleventh Avenue  
New York, April 5, 1935.

PHONE COLUMBUS 5-2343

Mrs. Edward F. Hutton,  
250 Park Avenue,  
New York, N. Y.

Terms: NET CASH

Made all necessary alterations on body to conform and fit new Packard chassis #1208.		
Removed present paint from body.		
Repainted entire car.		
Attached crest on both rear doors.		
Revarnished all inside wooden window mouldings and panels.	1800	00
Supplied and installed new shatter-proof glasses thru out entire body.	165	00
Recovered top and rear upper part of body with genuine Black Landau leather.	250	00
Made and built new solid roof above front Chauffeur's compartment.	350	00
Made (7) new silk shades for rear interior of body.	45	00
Re-upholstered front Chauffeur's compartment with Black genuine leather.	125	00
Made and built new slanted type windshield.	250	00
Made (2) new front doors.	15	50
Supplied and installed aerial in roof for radio.		
Removed heater from Rolls Royce and installed heater in new Packard.	14	75
Supplied new switch and new hose.		
	3015	25
	60	33
Sales tax.		
	3076	58

Packard (1935) Enclosed Landau.  
Model 1208

ACCOUNT CHARGED

“E.F. Hutton and Marjorie Post (the sole heir to the Post Cereal fortune) were married in 1920 and between the two of them owned a number of significant Classic cars.”

By the weekend I managed to see the car with help from Gary and was satisfied to learn it had survived this long. I knew the car's history up to 1986, but had been unable to locate it or learning more about it from that point on.

The origins of this car predate its 1939 chassis and begin in 1927 when its Brewster body was fitted to a new Springfield Rolls-Royce Phantom I, chassis number S287RM whose first owner was Edward Francis (E.F.) Hutton, delivered December 23, 1927. In John DeCampi's "Rolls-Royce In America" the Body Style designation shows \*\* as opposed to the more typical listing of a catalog style offered by Brewster, Rolls-Royce Custom Coach Work or other coachbuilders. That suggests this was a unique design and DeCampi's comments describe this body as a "landaulet deville." Additional notations about its body number indicate: "B5217 to new Packard chassis for Mrs. Hutton". The invoice from the Springfield works shows a total price of \$20,555.

E.F. Hutton and Marjorie Post (the sole heir to the Post Cereal fortune) were married in 1920 and between the two of them owned a number of significant Classic cars. (The Spring 2012 issue of *The Classic Car* details a number of Marjorie Post's cars.) E.F. Hutton is also listed as the first owner of a second Springfield >

Photos clockwise from top left: 1935 Packard 1208 letter; Marjorie Merriweather Post; The Hillwood Estate in Washington, D.C.; 1935 Packard 1208 chassis and body transfer orders.



Photos clockwise from top left: The 1935 1208 chassis with Brewster landaulet coachwork. This image taken in Russia.; Marjorie Merriweather Post and Joe Davies in Russia, 1938; Invoice for the 1939 Packard 1708 chassis.

Phantom I, chassis S105RP, fitted with body number B5221, a Kenilworth sedan, delivered April 2, 1928. Notes on this car mention, "Physical delivery 5 weeks before paid for". Apparently, E.F. Hutton's credit standing was strong enough to release the car without payment.

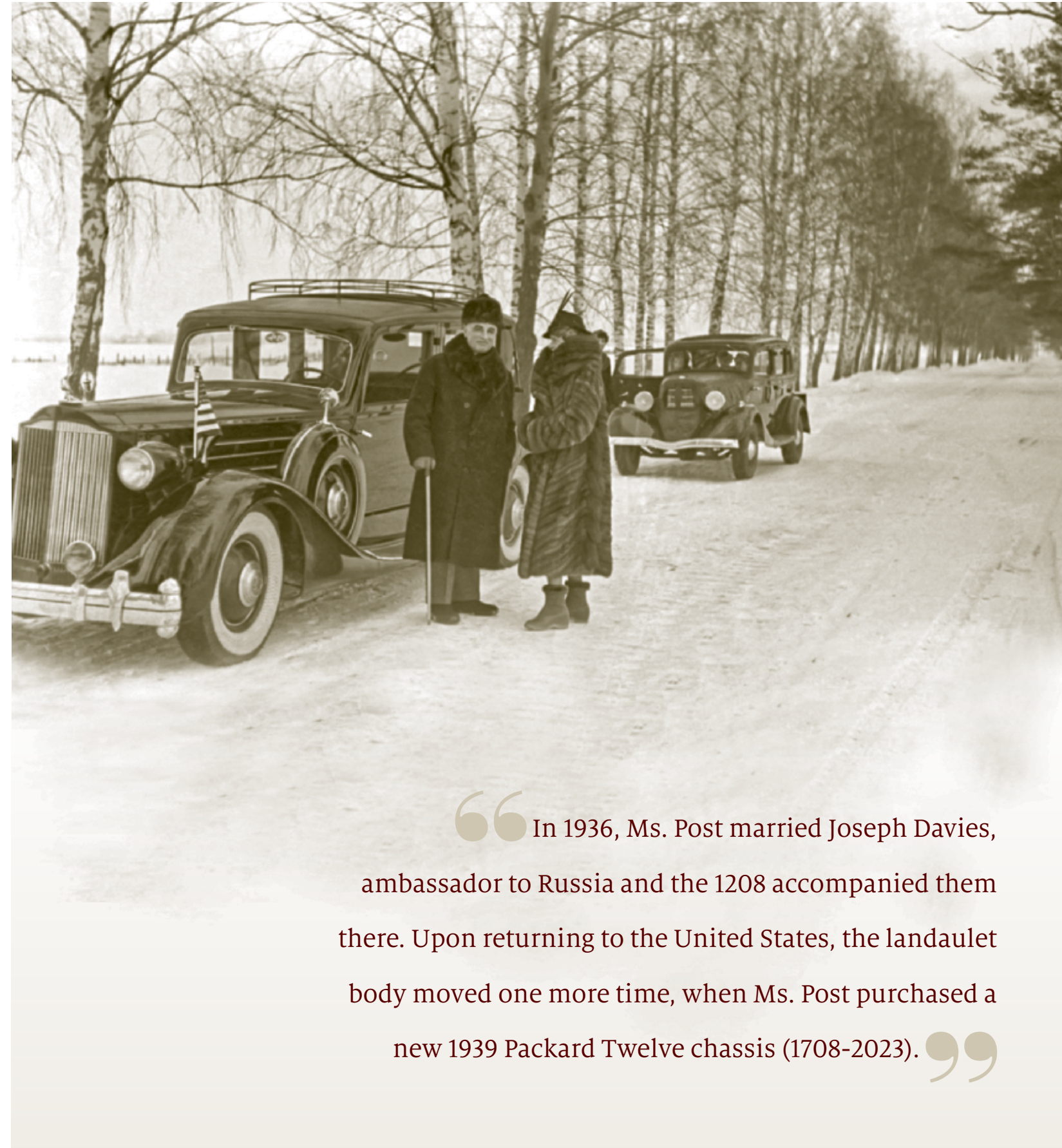
In the early 1930s, the Post/Hutton garage (one of them, anyway; they built Mar-A-Lago in Palm Beach, owned Camp Topridge in the Adirondacks and 250 Park Avenue, New York, New York is listed on the Phantom I invoice) also housed a 1931/33 Chrysler Imperial, that odd year designation serving as another example of Marjorie Post's fondness for body switches. She owned a 1931 Custom Imperial CG dual-cowl phaeton (a one-year only offering as Chrysler switched to a dual-windshield body style for the 1932 and 1933 Imperial CLs) and moved that body to a 1933 Imperial CL\* chassis. ➤

**PACKARD NORTH COUNTRY, Inc.**  
 110 GLEN COVE AVENUE GLEN COVE, N. Y. TELEPHONE GLEN COVE 100

**PACKARD SALES AND SERVICE**

DATE	ALL BILLS DUE ON PRESENTATION	CHARGES	CREDITS	BALANCE
	Sold to Mrs. Joseph E. Davies Roslyn, New York One 1939 Packard Twelve Chassis Motor #602427 Serial #1708-2023	3575.00		
	Radio General dual 10 tires	85.00 217.00		
	Allowance on cars previously traded in		1133.00 1133.00	
		3877.00		2744.00

PAID  
 EXTENSIONS AND FOOTINGS  
 CHECK NO. 1129 DATE 7/10/29  
 CUSTOMER'S RECORD OF PAYMENT



“ In 1936, Ms. Post married Joseph Davies, ambassador to Russia and the 1208 accompanied them there. Upon returning to the United States, the landaulet body moved one more time, when Ms. Post purchased a new 1939 Packard Twelve chassis (1708-2023). ”



Photos clockwise from top left: Found at last, 1939 Packard 1708 landaulet; Collapsible rear quarters on the landaulet body; Rear interior compartment.

That car was offered for sale at a Bonham's auction in 2016.

By 1935, the Post/Hutton 1927 and 1928 Phantom Is were a bit behind the times, mechanically speaking. Rolls-Royce introduced its own 12-cylinder Phantom III in 1936 but Marjorie Post was ahead of that effort and selected the Packard Twelve chassis as the basis for her current transportation needs. She purchased two new 1935 Packard Twelve chassis and paid a substantial sum to have both Brewster bodies moved from the two Phantom I chassis to the two Packard Twelve chassis. The Kenilworth body moved to chassis number 1207-215 (139" wheelbase) and the landaulet moved to chassis number 1208-211 (144" wheelbase).

Marjorie Post and E.F. Hutton divorced in 1935 at which time the two Brewster Packards were separated: she kept the 1208

landaulet and he kept the 1207 Kenilworth. In 1936, Ms. Post married Joseph Davies, ambassador to Russia and the 1208 accompanied them there. Upon returning to the United States, the landaulet body moved one more time, when Ms. Post purchased a new 1939 Packard Twelve chassis (1708-2023).

I'm not sure when she parted with the 1708 landaulet but one later owner was former Governor of Arkansas Winthrop Rockefeller who displayed his cars at the Museum Auto, Petit Jean Mountain, Morrilton, Arkansas. In 2017, the Director of that museum reported the car was acquired from singer James Melton in 1961 but did not provide any documents corroborating that claim. The reason I question this is because in Melton's book, "Bright Wheels Rolling," the car is not mentioned. The

book does contain a picture of a 1937 Packard fitted with a 1917 Pierce-Arrow limousine body and I believe that car and the Post car may have been mixed up.

In 1976, the Packard 1708 joined the Harrah Automobile Collection where it remained until 1986 when it was sold at auction to Ralli Dimitrius of Pasadena. Mr. Dimitrius passed away earlier this year and the liquidation of his estate is how the Packard was found.

E.F. Hutton kept and maintained the 1207 Kenilworth until his passing in 1962. CCCA member Lewis Smith of Garden City, New York was its next owner and must be credited with having cared for the car. Classic car researcher Walt Gosden reports that Lew was a huge fan of Springfield Rolls-Royce Phantoms with Brewster coachwork and owned three: a Piccadilly

roadster, a Huntington limousine and a Trouville town car. The next owner of the 1207 was Elliott Jones who also took excellent care of the car and I can report that today the car is a delight to drive.

Both cars look a bit odd and I've heard my car described as:

- a) The Munster's car
- b) The ugliest Packard I've ever seen, and
- c) It looks like one car was dropped on top of another, which is actually an accurate description.

It is the history behind them that is fascinating to me. E.F. Hutton and Marjorie Merriweather Post were two of the wealthiest people in the country in the mid 1930s and could have had any automotive conveyance they desired. These two Classics are what they came up with.