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**1922 Packard
Twin Six Cape Top
from the
Shappy Collection**

Ask the Lady



who owns one



Agnes Greer ca. 1920s. First owner of this one-of-a-kind Custom by Brunn.



1922 Packard Twin Six Cape Top Coachwork by Brunn
Richard Shappy, Warwick, Rhode Island, owner

View of Richard Shappy's overlook of the Narragansett Bay.
Photography: Tracey McDermott



Mark Hyman proves his cars are more than trailer queens by winning 1st in Class for Preservation Class at Pebble Beach, 2014.

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Photo credits this article: Tracey McDermott

1922 PACKARD TWIN SIX CAPE TOP — BODY BY BRUNN

Richard Shappy, Warwick, Rhode Island, owner

STORY BY DICK SHAPPY WITH DON HULL PHOTOS BY TRACEY McDERMOTT

Here's where Dick Shappy first saw the 1922 Packard Twin Six --- crossing the winner's circle at Pebble Beach, August, 2014.

The car had won Best in Class for Preservation Class. And Shappy simply had to have that car. Fortunately, it was owned by his friend, Mark Hyman, who gladly surrendered

it to his friend in an “affordable” exchange—one arm, one leg, his eye teeth, two congressman, one senator, a supreme court justice, a summer castle in Spain, two Greek islands, and a dinner with Donald Trump. That's how much it cost Dick Shappy and how the car found itself a new home on the east coast.

See video of this car in motion at Pebble Beach 2014:

hymanltd.com/videos/hyman-ltd-classic-cars-1922-packard-twin-six-cape-top-pebble-beach-concours-d-elegance-2014/

Warwick, Rhode Island: Dick Shappy introduces the car to his Fantasy Mechanic, Ashley, who showed up in her work clothes, ready to start adapting the car to Rhode Island life.



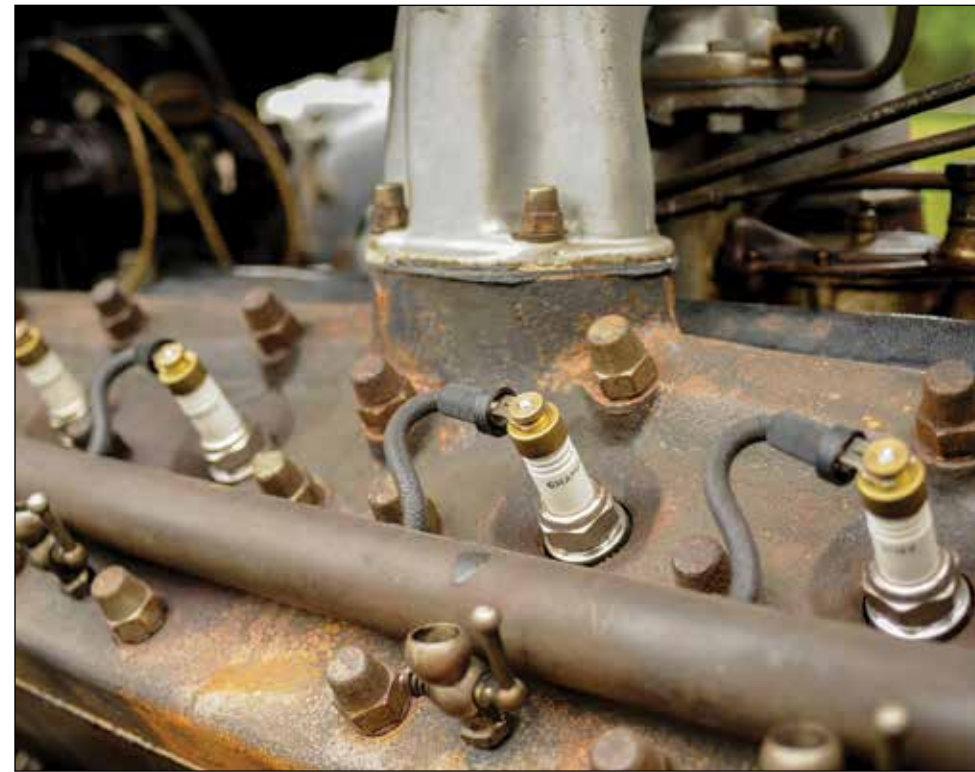
Dick Shappy is a major league classic car collector with 35 years of experience in the hobby, so when he saw this Packard, he knew it was a unique opportunity to own one of the great treasures of Packarddom.

It was originally purchased in 1922 by Captain of Industry, Agnes Reeves Greer, who not only ordered, but *designed* the customized body treatment you see here.

This is an unusual case in Packard history where we have a lot of information on the original owner.

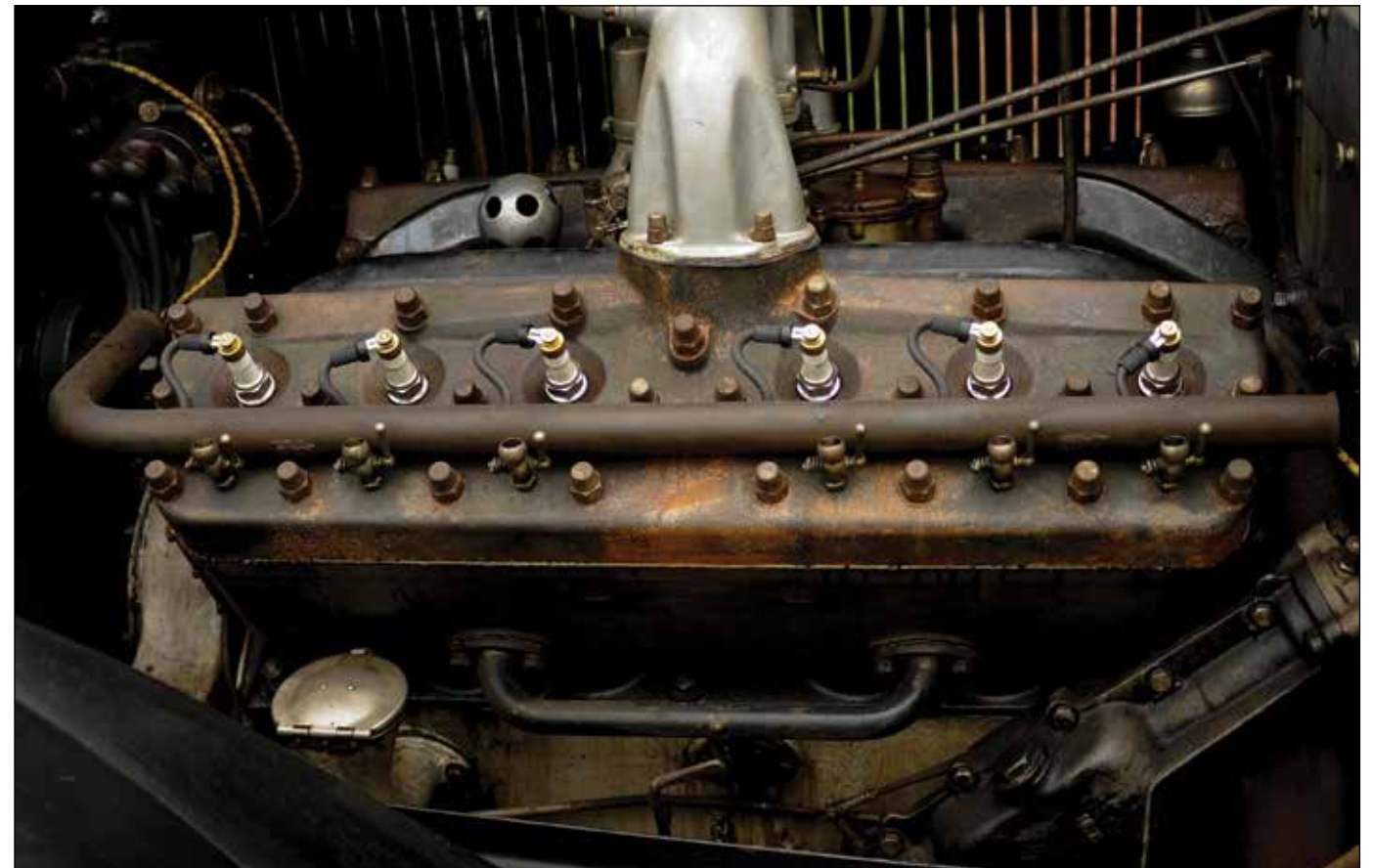
Agnes Reeves Greer was born to wealth in 1880 in Niles, Ohio, where her father was a successful industrialist owning steel mills, real estate and

Ashley never wears gloves or shoes when working on the Packard. As a high maintenance girl herself, she knows the calibre of dedication and depths of devotion required to keep the 12-cylinder behemoth in perfect harmony. No timing light is necessary; she can tell when the timing is perfect through the tips of her fingers. The silence of the engine requires the sense of touch to determine if it is even running or not.



By 1922, Albert Champion had been forced out of the company he founded in 1905—Champion Spark Plugs—and was working for Bill Durant at General Motors where his plugs were rebranded AC, for his initials. AC plugs fired the engine that drove Lindbergh's plane to Paris in 1927 where Champion died unexpectedly of a heart attack at age 49 that year.

L-Head 60 degree V-12 cast in two blocks of six. 424.1 CID, bore and stroke 3 x 5 inches. 90 hp @ 2800 RPM. 3 main bearings. Delco distributor. Carburetor: Packard pressure fed. Cooling system, water cooled by double centrifugal pump, radiator capacity 8.5 gallons.



even a bank. She got her first job as Assistant Teller in the bank, decided she loved the business world, and at age 28, doubled her earning power by marrying another captain of industry, the wealthy Herbert Greer, in 1908.

Starting in 1917, Agnes and Herbert Greer together built an empire of steel mills, limestone quarries, gas wells, coal mines and even a power company.

When the first *licensed commercial radio station in America* opened for business in 1920 (KDKA Pittsburgh) the Greers jumped into the media business, too, investing in newspapers and radio stations.

Agnes Greer was not only a successful entrepreneur and administrator, but displayed creativity as an inventor. She had at least 18 patents in her own name, one of which was a pickler in a rolling mill. In 1922, she worked with the Brunn Company of Buffalo, NY to



Agnes Greer ca. 1920s. First owner of this one-of-a-kind Custom by Brunn.

design the unique Packard which is the subject of this article.

The Greers were an important part of the building of America at the turn of the 20th Century, located smack dab in the middle of the Ohio/Pennsylvania/W. Virginia complex where so much wealth was being created. Their organization still exists today. Google Greer Industries.com for more info.

Entirely new industries were germinated in this area at the turn of the 20th century.. There was John D. Rockefeller in Cleveland starting Standard Oil; Frank Seiberling, co-founder of Goodyear, and Harvey Firestone, started the tire industry; automobiles were founded by the Packard Brothers, Alexander Winton, Thomas White and the Baker Electric.

In fact, Cleveland, Ohio had the greatest concentration of auto makers in the first years of the fledgling industry. It was America's first "Detroit."

Ownership of the Cape Top Twin Six has been sparse: After Agnes Reeves died in 1972, the car was acquired by the Canton Classic Car Museum of Canton, Ohio where it was subsequently acquired by high powered classic car dealer and restorer, Mark Hyman of St. Louis, Missouri.

Mr Hyman detailed the car and exhibited it at the Pebble Beach Concours d'Elegance, as well as driving it on the 80-mile road Tour d'Elegance in August 2014.

Richard Shappy observed the car at Pebble, where he was motivated to get it away from Hyman.

The rest is history.



Above: Rear floor lamps were a rare touch of luxury in 1922.

The 1922 Packard demonstrated the ultimate in minimalist design and features. No armrests. No seatbelts. No rear doors. No side windows. Just one over-stuffed bench seat with sound-deadening padding in the headliner. Motoring was to be done outdoors in personal contact with Nature.

The absence of rear doors was to facilitate Agnes Greer's own entrances and exits from the car. The cape top was a design feature she liked because it reminded her of the Amish buggies that populated the country roads in her native Ohio. With no "modern safety" features, it's a miracle Agnes Greer lived to 92.



Just like today, some of the controls are on the steering wheel. New instrumentation for the 3-25 model which carried over to 3-35: Ammeter, oil and gas pressure gauges, speedometer and clock. Manual 3-speed tranny, Semi floating differential; spiral bevel gears; rear axle ratio 4.36. Power steering, power brakes and automatic shift trans were still a few years away. This was the era of the pro chauffeur.





This hood ornament appeared on the 3rd to 5th series Packards included the Goddess of Speed in front of a Motometer. The Goddess of Speed is the longest lived mascot in the history of the automobile. The Motometer indicated the coolant temperature. New Warner Lenz headlamps introduced in 1917.

Twin toolboxes were mounted on both running boards for easy access to the stranded motorist. AAA wasn't as ubiquitous in 1922 as they are today. Below: July in Warwick, Rhode Island is a beautiful place. Lush trees and grass and cool shade.



Body construction was aluminum over white ash wood frame. Wheelbase 136 inches. Artillery wheels, 33 x 5 tires on detachable rims. Weight ranged from 4465 to 4845 lbs. Prices ranged from \$3850 to \$5500. Since this was a one-of-a-kind custom ordered body, the final price was near the stratosphere for its day. The profile view below makes the car look even longer than its 136-inch wheelbase. Brakes were internal expanding, external contracting with swept area of 262 inches, but only mounted on two wheels (rear). The concept of brakes on the front wheels was still frightening to motorists in 1922.





1922 Glamour—a brand new Packard Twin Six Victoria with a lady at the wheel. Gatsby had nothing on Ashley or Dick Shappy. The real “beautiful people” were across the Sound at Warwick, not Long Island. A snapshot from 83 years ago. In full color. In your PI magazine. A Time Machine if there ever was one. This pic could have been the cover of Vanity Fair in 1922.



Tires were getting smaller and wider. The first Twin Six in 1916 wore 36 x 4-inch tires. But by 1922, the Greer car was affixed with 33 x 5-inch tires.



“A woman and an egg,” are Nature’s most perfect designs, according to Salvador Dali. We might add that the Packard Twin Six is Mankind’s most nearly perfect architecture. Thus, herewith, an assortment of angles of the three best designs of all-time -- Enjoy.



Dick Shappy is a true vintage car hobbyist, with over 100 vehicles ranging from a 1909 Pope Hartford to Doris Duke's 1938 Packard V-12 Landaulet by Rollston.

He's got scores of motorcycles and even a Trolley car under resto. He just opened a new showroom in Providence, RI last month.

This 1922 Twin Six is just one of a dozen "new projects" he has added this year. For his full story, Google his website at www.classiccars.ws/index.html and read about them all. Some are for sale to other serious minded enthusiasts...like our PI members.

From our standpoint at Packards International, Dick Shappy is the kind of collector we admire and revere. He loves and respects the history of each vehicle that he buys and restores. He is tuned in to the value of authenticity and the lessons we can learn from the past.

The PI editorial department thanks Mr. Shappy for allowing us to cover this unique Packard and for arranging the photography and presentation for us.

Sometimes, we in the southern California car culture forget there are distinctive collections back east. Mr. Shappy's help and guidance on this project has given us the opportunity to highlight some of the less celebrated collections and do a better job of covering our Packard hobby. —Ed

In spite of the unusual top, the lines of the car, from front or back, appear proportional and pleasing to the eye. The customer isn't always right, but she is always the customer. In this case, she was also "right." Good fortune always smiles on the deal where customer and vendor work successfully in harmony to produce an end product that pleases both parties.



Although the ladies got the vote in 1920, by 1922 ladies of means still preferred to have men as chauffeurs. We suspect that Agnes Greer rarely if ever piloted this car since the front seat was clearly segregated from the back seat, by her own design.

Left: Close-up shot of the nickel-plated brightwork exterior. Not as shiny as the day it was built, perhaps, but still serviceable and historically accurate. Still pretty good skin for a 93-year-old.

With a caretaker as caring and loving as Dick Shappy, this car will be shown frequently at future events. This article is just the beginning of its public life in the 21st Century.

