

The most popular post war Full Classics[®]: 1947 Cadillac 62 and 1947 Packard 2106

By Les Jackson

By the car production year of 1947, starting late in the prior year, most U.S. manufacturers were shipping mildly modified 1942 models. After all, the 1942 model were only produced until February of that year when all manufacture turned to the war effort.

When the early 1946 models came out in about October 1945, just after World War II ended, they were so craved by the public that the car companies could sell as many as they could produce.

The top premium American cars were still the Cadillac, Packard and the Lincoln. Of the Full Classics[®] of the 1947 models there were the Cadillac 62's, 60 Specials and 75's; the Packard 2103, 2106 and 2126 series and for Lincoln the only ones were the 2 door Continentals (convertible and coupé).

The most popular 2 door "luxury" steel top cars of 1947 were the Cadillac 62 club coupé and the

Packard 2106 club sedan.

Neil and Patricia DeAtley of the Arizona region own both of those Classics (along with several others).

This gave us the opportunity to compare the two side by side and to hear what Neil had to say about them.

See the front and back covers, and inside front cover, for the visual comparison.

Neil reports the Packard is more comfortable and easier to steer and drive. Acceleration is about the same, even though the Packard is a 160 horsepower engine to the Cadillac's 150. The Cadillac is a V8 compared with the inline Packard engine. Displacement in the Cadillac is 346.4 cubic inches, and 356 cubic inches in the Packard.

Both of their cars have manual transmissions (Cadillac did offer automatic as an option in 1947).

Visibility is reported to be better in the Packard



Neil DeAtley (left by the 2106 Series 1947 Packard Club Sedan) and Patricia DeAtley (right by the Series 62 1947 Cadillac Club Coupé) in their driveway in Scottsdale, AZ.

for the driver. Neil points out, however, that the Cadillac is a more modern styling and a lower profile.

He bought the Cadillac in 2001 and had a total restoration done in his Portland, OR, shop. It does not have overdrive. Neil called the color “midnight blue.”

He bought the Packard in 2004 as a basically original car, with only a repaint, but with an original interior. It had 61,000 miles. He described the color as burgundy. The Packard does have overdrive.

The DeAtleys are in the process of building a new home in Scottsdale, having torn down their old one (except for the garage), and starting from scratch ground up (no basements in Arizona). Neil is acting as general contractor on the project.

His regular job is running a company that does highway construction and deals in material such as sand, gravel, and concrete. The company operates in

the Northwest including Washington and Oregon. They spend most of the winter in Arizona and most of the summer in Washington state. Each year when the drive from one location to the other they take with them one or more horses, which is Patricia’s hobby. He has the cars and she has the horses.

Where did the designs come from?

The design of the early post-war Packards (1946 and 1947) can be traced to the Clippers introduced in 1941, with minor modifications from 1942 through 1947. The early post war Cadillacs (1946 and 1947) were slightly modified designs of the 1942 Cadillacs. The car companies could sell whatever they could manufacture to the car-starved public, so why not spend the time and effort in developing new designs for the 1948 models.

Comparing the 1947 Cadillac and 1947 Packard

Car model designation	1947 Cadillac Series 62 5 passenger club coupé	1947 Packard 2106 Custom Super Clipper passenger Club Sedan
Factory price	\$2,254, raised to \$2,446 later in 1947	\$3,140 raised to \$3,384 later in the year
Weight	4,145 pounds	4,030 pounds
Production	7,245 club coupe only	2 door & 4 door series 2106: 5,690
Engine	V8 of 346 cubic inches	In line 8 of 356 cubic inches
Bore & stroke	3½” x 4½”	3½” x 4 5/8”
Compression ratio	7.25:1	6.85:1
Horsepower	150 @ 3400 rpm	165 @ 3600 rpm
Main bearings	three	nine
Valve lifters	hydraulic	hydraulic
Carburetor	2 barrel Carter or Stromberg	2 barrel Carter
Gasoline capacity	20 gallons	20 gallons
Transmission	Manual or optional automatic	Manual with optional overdrive
Brake area	208 square inches	208.25 square inches
Rear axle	3.77 standard, 3.36 optional	3.92 standard
Tread front and rear	59” and 63”	59¼” and 60 11/16”
Tires	7.00 x 15	7.00 x 15
Wheelbase	129”	127”

Note: The series just below the Cadillac 62 was the 61, not recognized as a Full Classic® by CCCA. It was shorter and less expensive than the 62, but used the same engine. The Cadillac Series 61 had chrome surrounding all the side windows as a group whereas the Series 62 chrome surrounded each side window separately. The Packard series just below the Custom Super Clipper, the 2103 Super Clipper, is recognized as a Classic. It was shorter and less expensive and used the same engine as the 2106. The 2103 had script “Super Clipper” on the sides of the car; the 2106 did not.