

# CARavaners banished Bill Ingler's 1947 Cadillac convertible to the back of the procession in 1990

## Next was a complete engine rebuild

By Les Jackson

Photos by Julie Sackett

The since-rebuilt 1947 Full Classic® Series 62 Cadillac convertible coupe had a bit of a problem on its first of eight CARavans. It was 1990, three years after Bill Ingler bought the car. It smoked so badly in the Maine CARavan that the other CARavaners insisted he drive behind them rather than in front.

What came next was a complete engine rebuild.

The interior paint color is sand beige. The all leather upholstery is more attractive than the Bedford cord or Bedford cord and leather combination offered to buyers in 1947. It seems that there was still somewhat of a shortage in premium leather in the early post-war years.

### It's a Hydramatic

Bill's car has the optional hydramatic automatic transmission with four speeds.

In total, Bill and his wife Nancy and the Cadillac convertible have been on eight CARavans. They have been on seven additional CARavans with other Classics.

Except for the first one with the smoking exhaust problem and the most recent Arizona CARavan when it was flooded at an intersection in Sedona, there have not been any problems with the 1947 convertible.

Bill is retired now. Before that he was commander of the 160<sup>th</sup> Air Refueling Group in the Ohio Air National Guard. The Inglers now make their full time in Scottsdale, Arizona. Bill served as the Arizona Region Director the past two years and is now assistant director.



At left is the dash of Bill Ingler's Cadillac, showing off the sand beige interior paint. Below is a profile view of the Full Classic®.

The car underwent a total restoration (or as the mechanic doing the work said, a "resurrection"). This included new floor, hood and fenders. They took the car apart, put it back together and then took it apart again before the final reassembly.

### Across the Keys to Key West

A couple of years later in a CARavan in Florida they crossed from the main part of the state to Key West over the single two lane highway. Bill says he had his fingers crossed about the newly rebuilt engine, but everything was fine.

During the past few years the car has undergone a cosmetic restoration. Its new blue paint job is, in our opinion, prettier than the blue offered by Cadillac in 1947.



## Luxury car production in 1947

There were three U.S. manufacturers in 1947 that could be considered luxury car builders. At least they built some of their vehicles which could be called luxury cars. They were Lincoln, Packard and Cadillac.

Total production (as well as we can determine) of all their cars that year were

Cadillac	59,299
Lincoln	21,460
Packard	16,339

Production of cars that CCCA has recognized as Full Classics®:

Cadillac	50,744
Packard	1,790
Lincoln*	1,569

\*Lincoln Continentals

At right, the "V" emblem at the front of the hood. Below, a view of the 150 horsepower engine. At bottom right: looking at the back of the Cadillac. The fuel filler is under the left tail light.



In 1947 the standard turn/parking lamps were small and round. This car has the optional lamps with 3 filaments including the fog lamps.



## Specifications for 1947 Cadillacs

Bore & Stroke	3.5" x 4.5"
Displacement	346.4 cubic inches
Horsepower	150 @ 3600 rpm
Compression ratio	7.25

### For the Series 62 Convertible coupe:

Tires	7.00 x 15
Wheelbase	129"
Weight	4,455 lbs
Factory Price	\$2,902
Production	6,755 cars.

Note: all Cadillacs that year had the same engine.

# Cadillac's last Full Classic<sup>®</sup> years Only modest changes in Styling for years 1942, 1946 and 1947

By Les Jackson

The last pre war Cadillac styling was a big change from the prior year, 1941. Actually 1942 proved to be a short-lived model year as production stopped early in 1942 to devote all efforts to World War II.

The two most noticeable changes in styling in 1942 were the extension of the front fenders into the doors in a teardrop shape and similar shape for the rear fenders and the massive new grille. In 1941 the grille was much smaller and only in the Sixty Special did the front fender extend into the door, and all fenders had a squarish look at their back ends.

For 1942, the fender designs on the 75 series Cadillacs was similar to that of the prior year, but the other Cadillac series adopted the teardrop shape. The grille in the Series 75 cars was the same as in the other Cadillacs of 1942.

When the war ended in 1945, the American public was frantic for new cars as they had made the old ones last much longer than usual. Cadillac and the other manufacturers answered the demand with modestly changed new 1946 models, followed by modestly changed new 1947 models the next year.

The grille was changed somewhat from the 1942 models as the parking/signal light was now a rectangle near the top of the grille, instead of being round; they were, however, very similar to the ones in the 1941 models. Accessory lights were available at each end of the lower part of the grille. The teardrop fenders were on all 1946 models except, again, the Series 75 cars where the older design was still used.

In 1947 the grille had fewer horizontal bars than in 1946. The parking/signal light was round and found below each of the headlights. A high number of 1947 Cadillac owners opted for the accessory lights which combined parking, signal and fog into one large rectangular light below the headlights. (Bill Ingler's Cadillac Series 62 convertible has the accessory lights which house three different filaments, each to serve a different purpose; see page 13.)

The CCCA recognizes as Full Classics<sup>®</sup> the Cadillacs from 1942 through 1947 except for Series 61 cars.

Even though some of 1948 models which are virtually identical or of the same design as those of 1942 that are accepted as Classics (such as Lincoln Continental), the Series 75 Cadillacs for 1948 are non-classic. Changes in the Series 75's were a new background for the hood ornament, script replacing block letters identifying it as a Cadillac, and changes in the dashboard. We have often wondered why the 1948 Series 75 cars are "non-classics".

