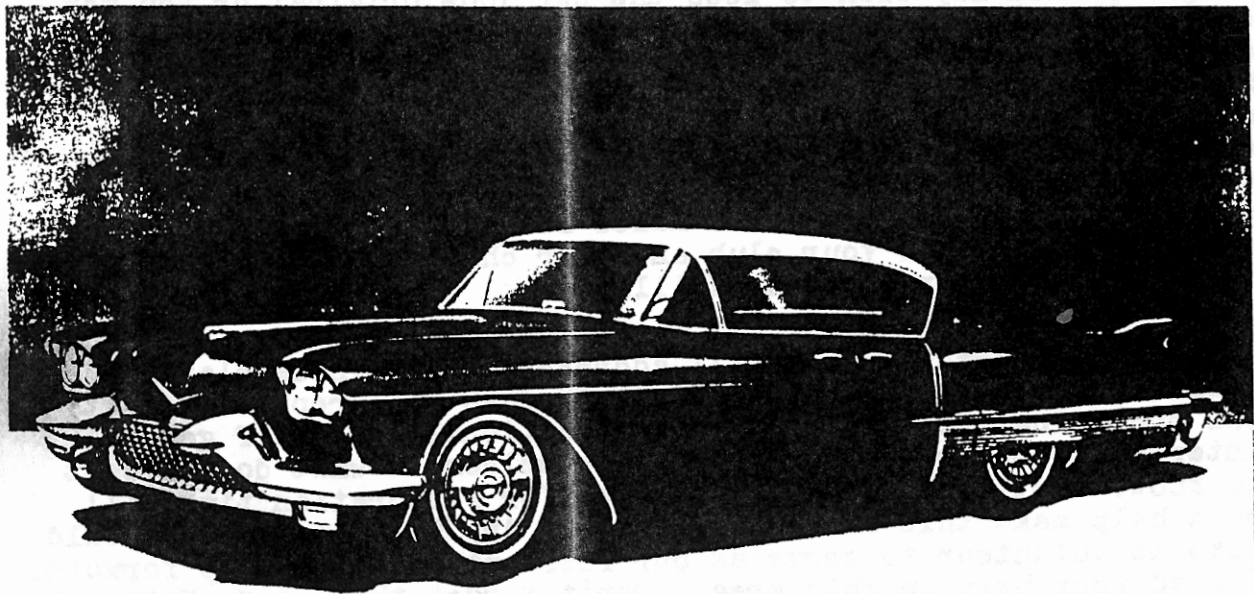




Brougham

Owners

Association



THE CADILLAC ELDORADO BROUGHAM

1955

Newsletter Vol. 1 No. 1

Brougham Owners Association

B.O.A. Newsletter Vol. 1 No. 1 Spring 1989

Published quarterly by the Brougham Owners Association, 19 Manning Drive, Berea, Ohio 44017. Membership dues are \$15.00 per year and are not prorated or reduced at any time. Renewals are due on your anniversary date. Back issues are \$1.50 each.

President's Message

Let me begin by extending my sincere thanks to all of you for helping to get the new B.O.A. on the road. I hope you will find our newsletter informative and helpful in maintaining and restoring your Brougham. It is my hope that the time and frustration involved in a Brougham project can be reduced so that the Brougham can become a real joy to own and drive. We have some obstacles to overcome, but we can do it. To make this newsletter a valuable tool we must share our knowledge. All of you have a tip that will be of value to our members. Send those tips, stories (success or failure), sources of quality restoration work, or obscure articles in old magazines to your newsletter for publication. Classified ads are free to B.O.A. members. Avoid thinking that "Oh, they all must know that"-they may not. There is no "one way" to do a Brougham. You may wish to keep the car 100% original or you may decide to modify or update to more modern technology. You will see articles in the newsletter that will allow you to choose what is best for you or what may be dictated by the condition of your particular car. Those of you with 59-60 Broughams must really help each other out and educate the 57-58 owners. There is very little available on these cars-as far as I know. Lets see that whatever is out there makes its way to the B.O.A. newsletter. This is your club and your chance to share your great enthusiasm for a truly rare Cadillac.

In our next issue we will address the aluminium plating problem, the restoration of the 57-58 dash pad, replacing that old mouton carpeting, and several additional topics of general interest. Your questions are always welcome - what do you want to know? Articles about your car and/or restoration tips will sure help make this newsletter shine. Any 59-60 owner who would like to volunteer to serve as our resident expert - step forward. I need your help in this area. Don't forget the C.L.C. Nationals - I hope to meet a lot of you there.

My very special thanks to Jean Hall whos many hours of typing helped make this newsletter possible. Jean is serving as Secretary of the B.O.A. and Assistant Editor. A.W.D.

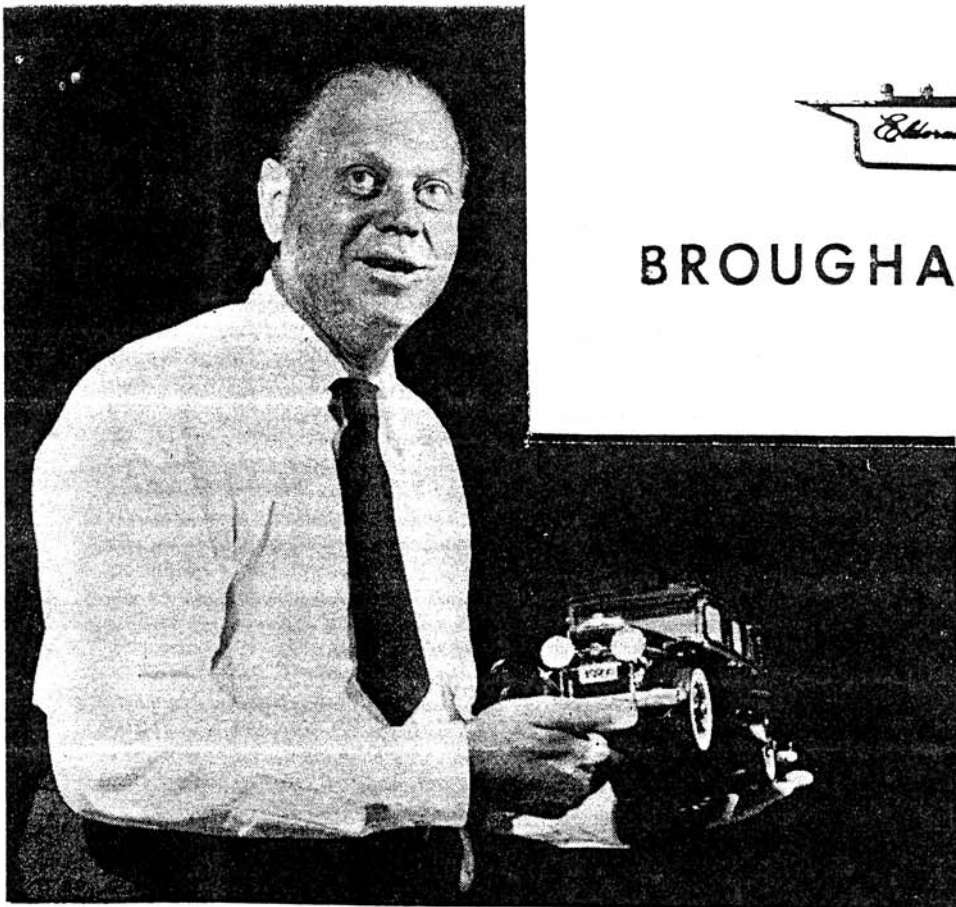
Till next time,

Charles H. Anthony
President





BROUGHAM HISTORY



Harley Earl has held the future in his hands before, in the form of the first LaSalle. Now GM's Vice President in Charge of Styling, he is the man behind the Eldorado

The story behind the birth of Cadillac's Eldorado Brougham

By Don MacDonald

IT WASN'T ENTIRELY by accident that we chose the Cadillac Eldorado Brougham as the Motorama show car we would follow from conception to birth. We suspected that this one was not going to be just another dreamboat, ending up its short-lived usefulness at the last stop (Boston) on the Motorama circuit. Our hunch was a good one; we have every reason to think that the car is *destined for limited production* before the snows come again.

General Motors builds products for everyone, ranging from purposeful Chevy business coupes to huge Euclid earth movers. Since the war, there have been 2 obvious gaps in this otherwise complete range of automotive merchandise. One was an austere economy car. This was actually designed and readied for post-war production, but GM's vast and sensitive consumer research organization warned that prosperous America wouldn't be too interested in it. It was *not* the car that ended up in Australia, produced (by GM) as the Holden, as so many people seem to think. A similar concept may still be revived (see page 21), but emphasis will be on *luxury* in a small package. The other gap, of course, is the 10-grand Cadillac, aimed at the man who can afford whatever he considers best in an automobile.

This man previously had to satisfy himself with a couple of ordinary Cadillacs (or

Lincolns, or Packards). He was not necessarily enough of an enthusiast to put up with the service problems inherent in finicky 5-figure imports such as the Ferrari or Pegaso. Neither was he particularly impressed by the stuffy appearance of a Rolls-Royce. Its purchase involved too much money to sink into perpetuating the past. He may not have known it, but his longings were being duly recorded by the same research organization that warned rightly against producing the austerity car.

It was obvious that the GM car to tap this market had to be a Cadillac, but what kind of Cadillac? Styling VP Harley Earl spent 2 years and 2 Motoramas to find out. The Cadillac stand at 1953's show featured the spectacular (and inappropriately named) "Le Mans" convertible. The crowds swarmed around it and generally approved, but those who could back up their approval with a check paid closer attention to a less showy car off in a corner. This was the Cadillac "Orleans," America's first genuine 4-door hardtop. The new-for-its-time wrap-around windshield and pillarless roof were not exactly at home on the standard 1953 lower-body, but reaction to the car indicated that the majority of solid citizens wanted at least 4 seats, 4 doors, and a metal roof.

This was checked again at 1954's Motorama. Here, the Cadillac stand featured

the El Camino coupe, the La Espada roadster, and the Park Avenue sedan. The crowds surrounded the 2 pseudo-sports cars, but those who could afford to covet inspected the Park Avenue closely. By the time the 1954 Motorama had played to its 6 cities, the route, to Harley Earl, was crystal clear. You can see that it had little to do with the forthcoming Continental. Let's let him tell what happened next in his own words, written exclusively for MT. Mr. Earl's story is in italics, so you will know when we interrupt.

"The Eldorado Brougham, as a show car destined for possible production, was created with the intent of capturing the appeal of those who demand the finest product, whether it may be their home, clothing, jewelry, or their car—and specifically things exclusively tailored to their taste.

"There was never any question, except perhaps for esthetics involved, about the nature and physical qualities of this car. Our intentions are to provide our exclusive clientele with a compact, personalized automobile, easy to operate and employing our latest knowledge of style and engineering. From the outset, it was apparent that we must incorporate certain features known to be acceptable to our customers by virtue of Motorama experience and reception of our regular

production cars, such as pillarless body construction, panoramic windshield, pivoting front seats, and such landmarks as gull-type front bumper, 'egg-crate' grille, rear fender fins, and the projectile shapes on the rear fenders similar to the 1955 Eldorado convertible.

"The first minutes of meetings concerning the Eldorado Brougham were recorded on May 4, 1954, and included preliminary specifications of the passenger compartment. The 4-passenger seating arrangement was tentatively agreed upon as well as general seating dimensions. Shortly afterwards, the wheelbase and treads were pegged and a 'seating buck' was fabricated with seats, steering wheel, and foot controls installed in accordance with our full size layouts. At the same time, I gave approval to start immediately on a clay model."

Each GM Division has a separate styling studio operating under the overall direction of Mr. Earl. The meeting referred to above constituted a go-ahead for Ed Glowacke, who heads the Cadillac Studio, to create a finished automobile from the theme set by Mr. Earl.

"The general upper structure design of the 'Park Avenue' was decided upon and then greatly improved by allowing the window frames to drop with the side glass and by eliminating entirely the side pillar. The brushed aluminum roof and the paint panel toward the rear were retained."

You will note that windows are 1-piece without ventipanes. The car was designed specifically for air-conditioning (integral with heater). Even with windows open, curvature of windshield is designed to minimize wind blast.

"By August 10, 1954, most major changes had been made. The rear overhang was reduced several inches to gain compact proportions and improve handling and parking qualities. Rear tread was reduced to effect the lean, selfish look of the car. Ventilator windows

were eliminated in favor of vertical exhaust slots on the rear door. Aircraft-type airscoops were modelled on the upper front fender surfaces for the pressurized ventilating system. The model, at this point, was then moved under wraps to the Styling Section auditorium and previewed by top management. The usual adjustments of major lines and surfaces were noted, and the model was returned to the Cadillac studio for further refinement."

We can't help but comment on the "... lean, selfish look" of the car. Critics of past GM styling efforts should note that this is the first time Mr. Earl and his staff have had a chance to design for the connoisseur. The result is more than just lean and selfish; it's a GM masterpiece complete with quadruple exhaust system. But to continue ...

"Meanwhile, drawings were under way for the instrument panel and interior, and mock-ups of all controls, instruments, and compartments were installed in the trim buck. It was decided that the space between the 2 front seats and 2 rear seats be utilized as map and vanity compartments. All control locations were readjusted many times to provide the greatest accessibility and legibility for the driver. The seat contours were altered several times and the cushion construction changed to provide maximum comfort for all seats. Because of the nature of this car, being 4-passenger, each seat is larger than would normally be necessary and they create a feeling of extreme luxury.

"The interior clay buck was started in late September, and under the direction of the interior department, seat contours and trim design were modelled with information we gained from the seating buck. Interior renderings and layouts had been started, and leather and cloth distribution was determined. We contacted domestic and foreign manufacturers of fine fabrics and leather

goods, and specially prepared materials were gathered for a final choice. Special paint was also being formulated. On November 6, the Cadillac Division delivered the special chassis and underbody to our shop, and assembly of the body components began."

November 6th was exactly 74 working days away from Motorama time, Saturdays and Sundays included. Ever try to hand-build a new automobile of metal in a shade over 2 months?

"All details during this period, such as insignia, instruments, trim mouldings, and general coachwork, were carefully scrutinized for richness of quality and jeweler finish. Samples of various sections of the car were fabricated to make certain of the final appearance—nothing was left to chance.

"From the outset, contrary to the belief that many sketches and drawings are necessary, our target of accomplishment was well known, and except for a few instances, all that remained was proper execution of the program.

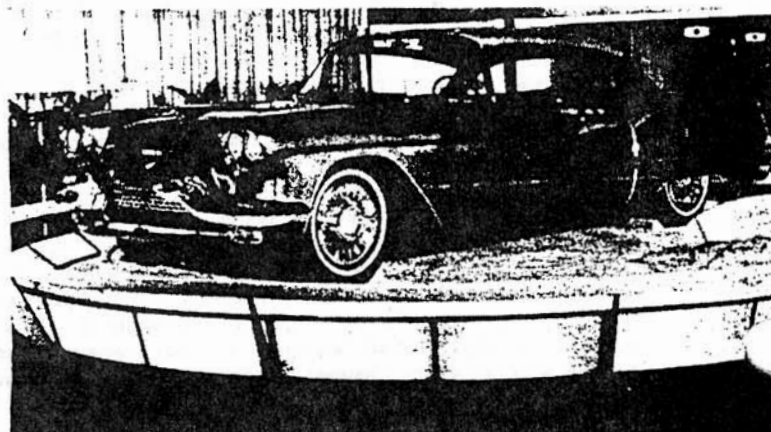
"The car 'in white' was ready for paint on January 10, 1955, and shortly afterwards, assembly of trim and hardware was begun. To the designer, this stage is perhaps the most exhilarating; he sees the mating of gleaming, hand-finished parts, the glisten of freshly polished paint, and the scent of new leather. There is an additional thrill to see the finished car being hoisted into position in the van as the shipping deadline approaches, craftsmen still applying finishing touches."

Since Motorama was previewed in New York on January 19 and the Eldorado was getting its "finishing touches" in Detroit, 2 days trucking time away, you can see that things were a little close.

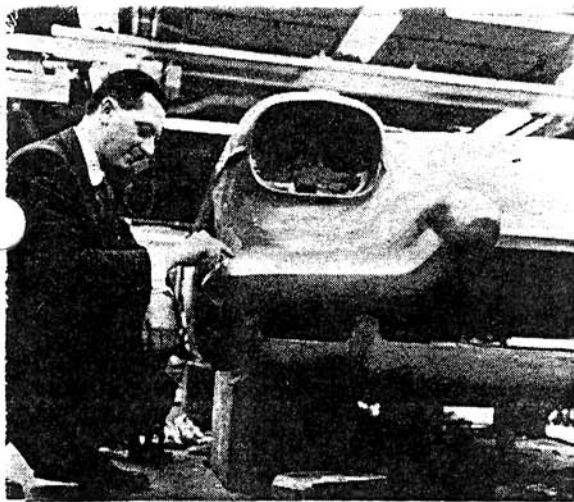
The car got to New York by the skin of its "egg-crate" grille, but not without incident. Those in charge of it shuddered as brawny, 300-pound stevedores with caluses like walnut shells pushed and



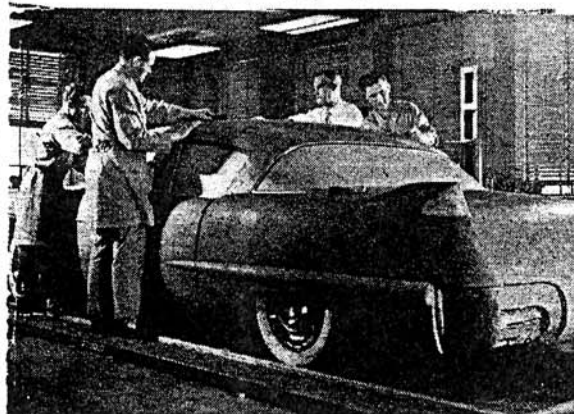
As usual, 1955's Motorama is creating hundreds of eager future customers for GM products, including the most desirable



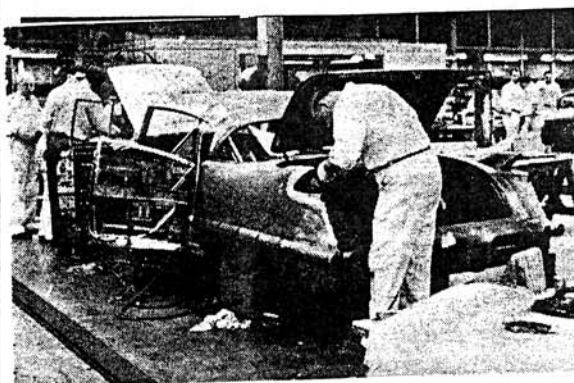
The Eldorado is an evolutionary affair, with little to produce squeals or frowns of displeasure from Motorama crowds



Designer Ed Glowacke lurked about at all stages of production, affectionately touching his offspring from time to time



One of the most ticklish stages in the whole assignment: final contour changes must be made in clay model at this time



This mass of scarred metal doesn't look much like the public's concept of a dream. But soon it was off to New York



This is the not-so-serene journey to the East of the Eldorado Brougham and its cousins. Work had ended just before

shoved on the high-metallic paint that had not had time to properly set. At 2 A.M. the morning of the show, the car fell off its jacks, tearing the front fender and gouging the rear bumper. Some pretty frantic panel beating ensued.

Yet, when the invitational preview (a nice, private little party of 5100 people) started at 4 P.M. that day (January 19), the car was ready and revolving sedately on its turntable as though nothing had happened. We watched and listened as stylists from competitive companies (they were all invited) inspected the Eldorado for the first time. Again, it is interesting to note that while the uninitiated flocked around the more radical and obviously one-of-a-kind exhibits, the professionals spent most of their time at the Cadillac stand. Those who didn't already know through the grapevine that the car might be produced had heard Harley Earl drop a strong hint to this effect on the Arthur Godfrey TV show the morning before.

The thing that caused competition to do the biggest flip was, without doubt, the dual headlight installation. The prime purpose of using 2 5-inch lenses in each fender is to do away with the prismatic compromises involved in using a larger, single unit for 2 beams. On the Eldorado, the outer lights are for city driving and passing, while the inner units give a much better open-road beam. An Autronic Eye switches from one to the other as necessary. However, the legality of this set-up according to current and varying laws in all the 48 states is somewhat indefinite to say the least. Even though Cadillac could back out at the last minute and install single lenses without affecting the basic fender structure, we hope that they will forge ahead and bust the ridiculous "gentlemen's agreement" (between car and lamp manufacturers and the states) that has hitherto delayed the normal pace of automotive lighting development. Anyway, this is what caused competitive stylists to flip: their own designs for 1956 and beyond probably involved single headlights.

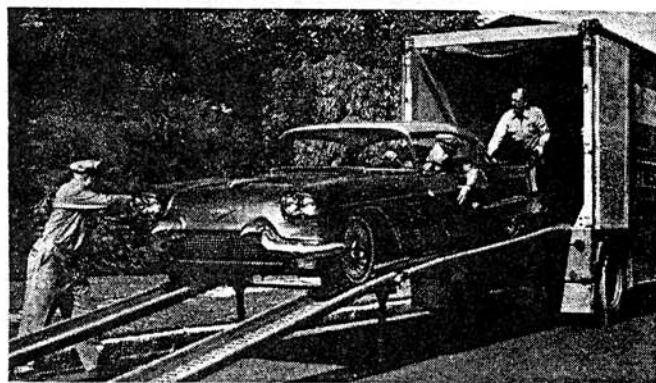
If Cadillac goes ahead, watch for it to set an industry pattern.

Other features universally admired by the professionals were the way the belt line on the rear door has been carried up to the drip moulding; the crisp, narrow A posts; and the subdued treatment of the traditional tailfins. Overall, they felt that here at last was a Cadillac that was unashamedly a motor car. Not universally admired were the rear doors opening into the windstream. However, few people know that GM has developed adequate safety devices to overcome this objection. Also, the "Chameleon Green" paint job which (like its little lizard namesake) spottily changed shades of green as the car revolved. It had the unfortunate effect of looking like mismatched paint after a repair job under artificial light. Those who have seen it outside say it looks real fine.

When the general public thronged into the Grand Ballroom of the Waldorf the next day, we eavesdropped again. We hate to admit it, but the question most often asked of the uniformed attendant was: "Where's the gas tank?" People meant the filler, of course, and it's right where it always is on a Cadillac—hidden in the tail-light. The usual mechanism is bolted tightly together on show cars nowadays, because at the 1953 Motorama, people stole gas caps right and left and actually dumped sand and cigarette butts into the fortunately empty tanks. Generally speaking, public reaction (the public who appeared as though they could pay for a car like the Eldorado) was about the same as that of the professional stylists the day before. It could be summed up by one Homburg-hatted gentleman who audibly remarked to himself: "Gad, I'd like to own that."

We find ourselves inclined to agree with him, without reservation.

	ELDORADO BROUGHAM	STANDARD SERIES 62
Wheelbase:	124 inches	129 inches
Width:	77.5	80
Length:	209.6	216.3
Height:	54.4	62.1



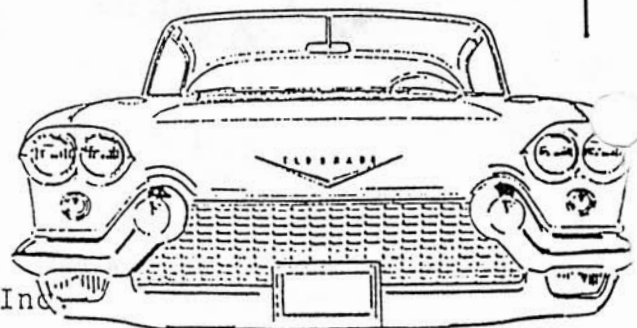
Hasty unloading at Miami Motorama finds Eldorado showing no discernible sign of its hasty assembly, sundry mishaps

THE SEARCH FOR ELDORADO CONTINUES

Back in the days when the Spanish were in conquest of the New World strange tales of gold and riches in excess of what was recently conquered from the Incas were filtering out of the interior of Columbia. These tales spoke of an unusual ceremony conducted regularly by a sun worshipping Indian tribe buried in the hills of northern South America. The story goes that at dawn the chief is brought out to the center of a very deep lake on a flower laden raft. Once there he casts treasures of gold into the lake in honor of their sun god, next a gold dusted resin is applied to the chief's nude body. While coated with gold dust, the chief dives into the lake, washing it off as an offering to his god. From the lake shore the other tribesmen throw offerings of gold, silver and precious stones into the lake. To the Spaniards this chief became known as Eldorado, or "The Golden One" in Spanish. Needless to say many thousands of lustful Spaniards lost their lives in the illusive search.

Well today we Brougham owners still search for Eldorado in our own sort of way. Although no casualties have been reported as yet, we all have felt a little beaten at times. The search for a beautifully restored, correctly complete and driveable Brougham with all systems operational sometimes seems as illusive a dream as the Spaniards once held. Fortunately we are assured that these cars do exist by eyewitness reports and photos, therefore making our quest somewhat less arduous than the conquistadors of the early 1500s.

In an attempt to further this effort along, we have been working feverishly on a kit that would rebuild the complete Brougham air ride system from bumper to bumper, all compressor parts, lines and hoses, wiring, switches, molded rubber parts for leveling valves etc., front and rear air bags with original steel cores, miscellaneous needle valves for leveling units, a few retrofit improvement items, right down to the compressor serial number and Delco nameplate tag, as well as many other things. Everything reasonably possible! A detailed list of parts is available upon request. We earnestly feel that this is the only way to solve these air ride problems once and for all. I have an uncalculated amount of hours in the R&D on this project, but now it all boils down to \$. In order to follow through on this monolithic project I'll need support



from you! Yes you! We currently have several people committed to purchase of above mentioned kit, but we need alot more support. We are trying to do on a budget what General Motors wrote a blank check for. It is feasible as we've uncovered in our research. Part of the project has already been provided and paid for out of our pocket. Unfortunately, the costs are still quite high and we need some definite commitments from you fellow conquistadors.

Any interested parties should either contact us by phone or fill out, clip and mail the order form enclosed along with a 50% deposit, balance payable upon delivery.

It's been a while since the last newsletter was sent out. Alot has been happening here at Master Mind Creations. We are currently working on a four high point Brougham restoration. We have developed and produced many replacement and reproduction items for the Brougham (see enclosed list). In addition to the air ride parts we are tooled up and ready to produce the exhaust deflectors for the rear bumpers and the front member panel molding corners (above grill area), part number 10.0110 (2 pieces). Also the rechroming of the forged aluminum wheels has come a long way this past year.

We would like to take this opportunity to thank everyone for their past support and we look forward to many years of growing together. Most of you know me by now, but for those who don't, rest assured anything I reproduce has to be at least as good as the original if not better, and I won't sell you anything I wouldn't put on my own car.

Also, we would be greatly appreciative if interested parties would contact me as soon as possible with regard to the above mentioned items. This would make an already difficult task that much easier. Thanks again for your very kind support and encouragement.

Sincerely,
Michael P. Rizzuto

P.S. As the 16th century philosopher once said "all good things are as difficult as they are few".

SPECIAL

Coming soon - The original "HERE IT IS, THE ELDORADO BROUGHAM" press release kit. (7) 8X10 glossy photos. (20) pages of news releases. Price to be in next newsletter. I just located this material and have no re-pro costs at this time. A.W.D.



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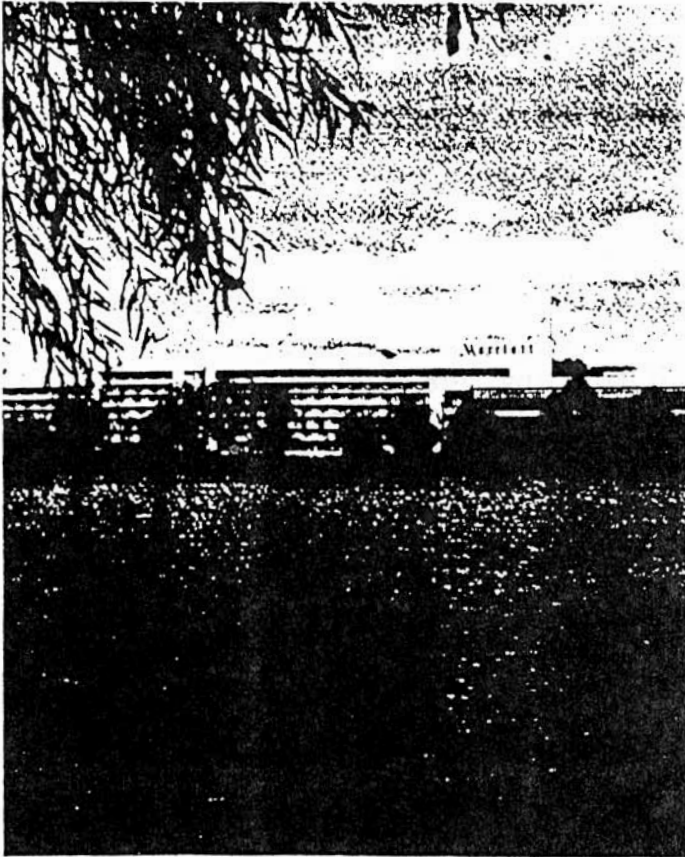


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The New England Region Of The Cadillac LaSalle Club Invites You To The 1989 Grand National August 10-13



It will be an exciting three days - the Grand National in Newton, Massachusetts. Newton is 15 minutes from Boston with its rich history, early American charm, great universities and famous restaurants. Newton is also a great place, too, from which to begin a tour of the New England States.

Staying at the Boston Marriott Newton will be an unforgettable experience. Situated on the tranquil banks of the Charles River, it offers outdoor and indoor pools, a fully-equipped health club, saunas, whirlpools and a game room. Paddle boats and canoes can be rented at the docks. Tennis and golf are nearby.

All rooms include individual climate control, color TV with cable, movies, and two telephones. Executive suites are also available. Rooms usually rent for \$125.00 per night, but Cadillac/LaSalle club members pay only \$82.50.

The Grand National, hosted by the New England Region, will offer swap meets, a chance to view dozens of "Pride & Joys" and to enter yours. There will be sightseeing tours of historic Faneuil Hall, Quincy Market Place and downtown Boston and a visit to the U.S. Constitution, "Old Ironsides". You'll get plenty of opportunities to visit with your old friends and to make lots of new ones.

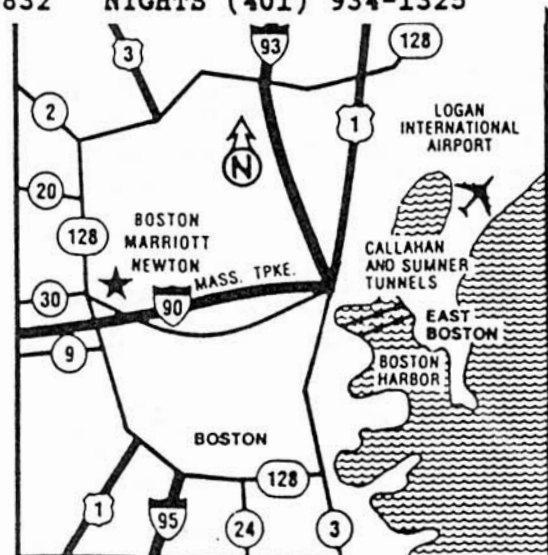
FOR MORE INFORMATION: LES WAX (617) 784-9083 {NIGHTS} * OR * RICH ESPOSITO
DAYS (401) 521-5832 NIGHTS (401) 934-1325

RESERVATIONS:

To make reservations at the Boston Marriott in Newton, Massachusetts: Call them at 617-969-1000 or out of state call 1-800-228-9290 and tell them you are with the CADILLAC LASALLE GRAND NATIONAL MEET, AUGUST 12, 1989. The rooms are \$82.50 each for a single double etc. BUT YOU MUST MAKE RESERVATIONS ON YOUR OWN.

SPECIAL AIR RATES:

American Airlines has been selected as the official carrier for the 1989 Grand National. American Airlines has created a Special Star file in its computer for Cadillac LaSalle Club Members. Whether you call directly or have your travel agent do it, call the toll free number 1-800-433-1790 and ask for Star File Number S# 1894 for your 35% discount.



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IGNITION

FOR OVER FIFTY YEARS

MALLORY UNILITE BREAKERLESS ELECTRONIC CONVERSION INSTRUCTIONS FOR DELCO 8 CYLINDER DISTRIBUTORS (PART NO. 501)

IMPORTANT

Before starting the installation of your Unilite, make sure that your vehicle is equipped with an ignition ballast resistor or loom resistance wire. The easiest way to find out is to check a service manual for your vehicle, but in general, all points type systems require a ballast. Certain types of non-USA built vehicles use an ignition coil with a built-in ballast. If an aftermarket coil is used with these vehicles, you must supply an additional ballast resistor, such as Mallory P/N 25750-38. For electronic systems, a simple way to check is to measure the coil plus (+) terminal with the engine idling. If the measured voltage is within 1 volt of the battery voltage, then a ballast resistor, as recommended above, must be supplied and installed between the coil plus (+) terminal and the existing wire to this terminal. Failure to install the ballast in either of these cases will result in the eventual destruction of the Unilite Module.

NOTE: If distributor is easily accessible, it is possible to install the Unilite Conversion without removing the distributor from the engine. In most cases, the distributor is in a very inaccessible location, requiring removal of distributor from engine for installation of the Unilite Conversion.

1. Remove and set aside distributor cap to allow clear access to distributor. Do not remove plug wires from cap.
2. Before disconnecting distributor, with engine in number one cylinder firing position (rotor pointing to number one cap terminal), align TDC or O mark with indicator on damper pulley. Note and mark radial position of distributor and rotor in engine.
3. Disconnect vacuum line, coil primary wire at coil and remove distributor from engine.
4. Remove points, condenser, primary lead wire and rotor from breaker plate and distributor housing. Leave breaker plate lead wire intact. If necessary (see Note below), remove breaker plate from distributor housing, using care not to damage retainer ring.

NOTE: To allow clearance to terminal wire access hole, some models require removal of breaker plate from distributor housing.

5. Install UNILITE mounting plate on Delco circuit breaker plate in the same place as original point, using screws supplied. In some installations, the circuit breaker plate ground wire will interfere. The ground wire is tacked onto the circuit breaker plate. Pry ground wire off circuit breaker plate and remove. Install new ground wire supplied. Install between condenser mounting screw and vacuum diaphragm mounting screw.
6. Install UNILITE electronic ignition module onto mounting plate, using screws supplied. Push wires through hole in bottom of distributor bowl. Slide supplied rubber grommet over wire and fit into hole. Also supplied is a plastic wire support. Install in a neat location on circuit breaker plate to circuit module wires. On some Delco distributors it is not necessary to use the plastic wire support. With rubber grommet installed, mount connector pins into plastic terminal pin housing supplied. Be sure wires are shoved into connector as shown in drawing. Shove in until a definite "click" is heard.
7. The two piece shutter wheel is installed as follows:
 - a. Locate one part of the shutter wheel under rotor drive plate opposite electronic module. Rotate this part of shutter between optic posts on module.
 - b. Locate other half of shutter wheel under rotor drive plate, lining it up with the first half. Notice each one half side of shutter fits against rotor drive plate.
 - c. Assemble bolts supplied through shutter assembly and

rotor drive plate sufficiently so hex portion of bolt recesses into shutter assembly.

- d. Some late model Delco distributors are equipped with a light-colored rotor made of a more flexible plastic material. When installing the Unilite Kit with this rotor, it is necessary to shorten the rotor locator located on the bottom side of the rotor. Either file or cut this locator so that it is 1/8 inch long. Mount rotor over bolts. Install nuts supplied onto bolts and tighten rotor and shutter assembly to rotor drive plate.
8. Install distributor into engine in same radial position as removed (rotor pointing to number one cap terminal). Be sure drive gear is properly engaged and distributor is seated all the way into engine block before tightening hold-down clamp. **DO NOT FORCE!**

NOTE: Rough timing for starting may be established by centering nearest shutter wheel opening with optic detector on module.

9. There are three wires to be connected from the UNILITE distributor. Connect as follows:

Red Wire: Connect to + (positive) terminal of original coil. (This terminal may be marked BAT.)

NOTE: With Mallory 28675 Voltmaster coil, connect Red Wire to terminal of coil resistor NOT connected to Mallory coil. (Refer to diagram, back page.)

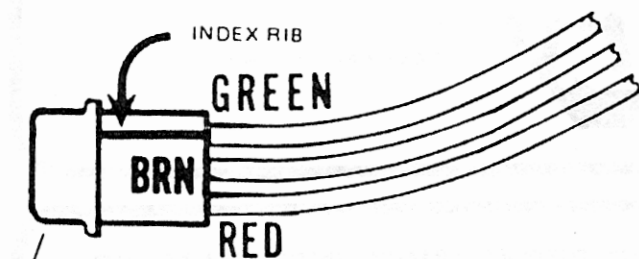
Green Wire: Connect to - (negative) terminal of original coil. (This terminal may be marked DIST.)

Brown Wire: Connect to a good ground on engine. Clean any grease or paint away from engine block and stud. If brown wire is connected to coil hold-down bolt, be sure there is no paint or grease on bolt or engine block.

10. With distributor cap on distributor, the engine is now ready to start. Start engine — observe oil pressure — no oil pressure indicates improper seating of distributor with oil pump drive. To seat distributor properly, hold distributor housing, forcing it down and crank engine.
11. Use a timing light. Adjust initial timing at idle. Set timing as recommended by the engine manufacturer.

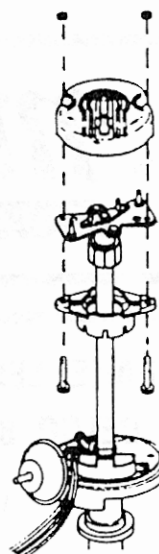
SERVICE PARTS

Part No. 338 — Two-piece shutter assembly
Part No. 605 — Unilite Module assembly



terminal pin housing wires must be installed into pin housing as shown to mate with other portion of wiring harness

plastic wire support



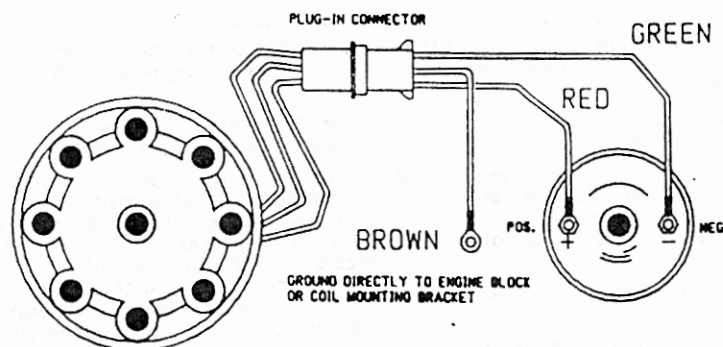
8 - 32 HEX NUTS (2)

SHUTTER WHEEL
(optic interrupter)

8 - 32 HEX HD MACH. SCREWS

UNILITE
OPTO/ELECTRONIC MODULE

WIRING DIAGRAM FOR UNILITE CONVERSION KIT



DIST.

COIL

UNILITE ELECTRONIC DISTRIBUTOR WIRING DIAGRAM

THIS IS FOR MALLORY COIL 29217 AND OEM STYLE COILS ONLY

Sequence #3 indicates that you must remove the distributor assembly from the engine. This is not really necessary unless you have problems in the unit. You can install the 501 by skipping step #3. The Brougham does have a ballast resistor that will work just fine. However, it is always best to check it out, especially if you have been having point problems. Replacement resistors are available from your local parts store (NAPA) ect. Your O.E.M. coil is also sufficient to use. Next issue I will cover installing a multiple spark discharge unit in combination with the electronic ignition. The combination is guaranteed to burn all fuel in the combustion chambers.

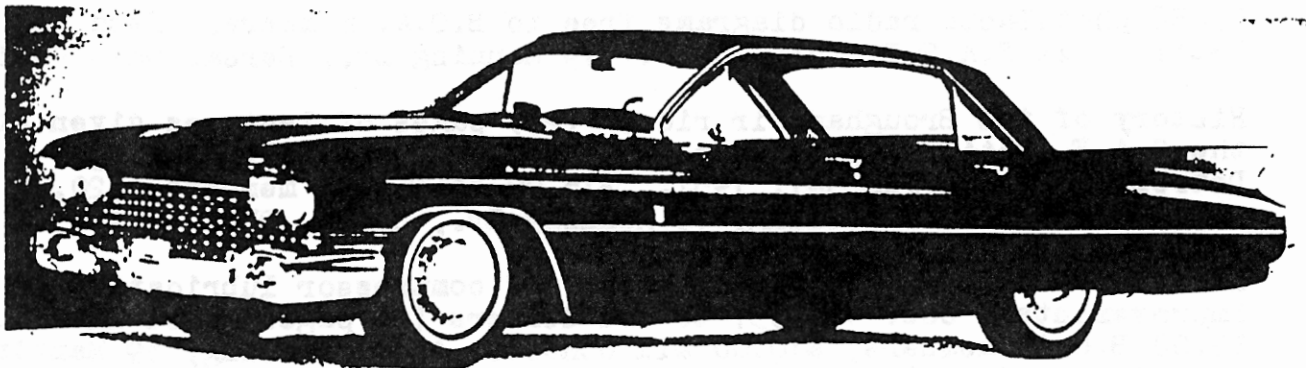
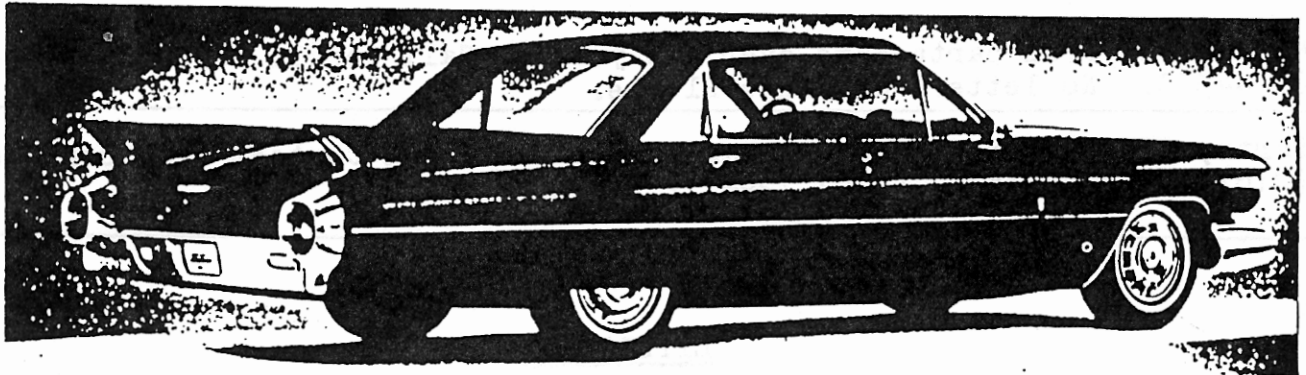
A.W.D.

1959 Eldorado Brougham

Very little information is available about the planning and development of the 1959 Brougham, and actually Cadillac had very little to say about the car even after it was in production. The chassis was built in Detroit and then shipped to Turin, Italy where Pinin Farina hand built the bodies and completed the car. Cadillac never advertised the fact that the car had an Italian body, possibly because they felt the public would consider it a step down from the earlier Fleetwood body Broughams. Although some of the world's most exotic cars had bodies by Pinin Farina, they were usually in the sports car category and not in the luxury class of the Brougham.

The Brougham bodies were put together from many small sections which required a great deal of welding and lead work before the final finish could be applied. Many critics have been very harsh on the Brougham because of this lead work, but in fact, this process is quite similar to the handcrafted Rolls Royce bodies of the same period.

One interesting, but unconfirmed, story about the 1959 model is that one chassis was dropped in the harbor while being loaded thereby reducing the total number from 100 to 99. To make up for this, there was an extra Brougham built in 1960 for a total of 101.



Stylewise, the Brougham is highlighted by a new rear deck and thin line roof design. Driving visibility has been increased by the use of a compound curved windshield which extends into the roof. The sculptured body is accentuated by tailored fins incorporating new tail lights. Dual back-up lights are recessed in the rear bumper.

Brougham appointments include two storage compartments in the package shelf behind the rear seat, and an electric clock mounted on the back of the front seat.

The Brougham engine is equipped with three 2-barrel carburetors. It has a piston displacement of 390 cubic inches, a compression ratio of 10.5 to 1, and develops 345 horsepower.

credit: article written by C. W. Strickler III

CLASSIFIED

IMPORTANT NOTE

All articles, ads, etc. will pertain to the 1957-60 Brougham unless designated otherwise.

FOR SALE - Front fender lower mouldings:(left-hole drilled thru to secure. restorable) \$20.00, (right-hole, dents, scratches, could be restored) \$10.00, Front fender upper moulding (left) hole at rear easy fix \$35.00, Terminal to starter cable \$25.00, Left exhaust plate-fits behind bumper/w skirt mounts \$20.00, Fog light lenses L/R (good condition for originals) \$50.00 Ea., Heater unit (cowl)/w housings (needs to be recorded) \$45.00, Instrument cluster chrome (needs plating, perfect to re-chrome while your cluster is in your car. All (3) pcs. \$125.00, Gen./fuel lens \$20.00, Oil/temp. lens \$20.00, Fuel gage dash unit \$35.00, Oil pres. dash unit \$35.00, Turn sig. green dash indicator right (tube broken) \$10.00, Wiper control switch (no cable) \$5.00, Fuel gage sending unit (not working) w/harness \$25.00, Two batwing air cleaner knobs \$25.00 Ea., Rear original mouton carpet set (black) near perfect \$200.00. Allan Dowling, 19 Manning Dr., Berea, Ohio 44017

Many parts from parts cars over the years. Call Gerald Schantz (904) 677-4373. No letters or lists Please.

Parts, parts, parts, Brougham and other Cadillacs-Contact Rudy Stahl at (216) 729-4785 shop, (216) 729-1123 home.

LITERATURE

1. 57-58 photofacts radio diagrams free to B.O.A. members. Send letter size S.A.S.E. to: B.O.A., 19 Manning Dr., Berea, Ohio 44017
2. History of the Brougham air ride. (25) pages of lectures given at the S.A.E. National passenger car, body and materials meeting Detroit, Mich. March 5-7, 1957. \$15.00 to B.O.A. members, \$20.00 all others. Allan Dowling, 19 Manning Dr., Berea, Ohio 44017
3. Eldorado Brougham electrical system and compressor lubrication improvements. Oct. 4, 1957 to all dealers (6) pages. Not in manual. \$5.00 B.O.A. members, \$10.00 all others. Allan Dowling, 19 Manning Dr., Berea, Ohio 44017
4. Eldorado Brougham electrical circuit diagrams. (18) pages. Not in manual. \$12.00 B.O.A. members, \$18.00 all others. Allan Dowling, 19 Manning Dr., Berea, Ohio 44017
5. 57-58 Jack instructions \$10.00 Ea. Gerald Schantz, 29 Rio Pinar Trail, Ormond Beach, Fla. 32014.

Proceeds from the sale of items #2,3,4 will be used for B.O.A. expenses and promotion.
A.W.D.

CLASSIFIED

57-58 EXHAUST SYSTEM

Proper fitting systems are now available in mild steel or 409 stainless. Contact Jim Fortin, 95 Weston St., Brockton, Mass. 02401. From a recent letter; Jim writes, " I volunteered my services to the club as I also reproduce exhaust systems. I've been doing it for 22 years and what I sell I guarantee will fit. The Brougham system is all by itself, the only parts that are the same as 57 and 58 standard Cadillac are the mufflers and resonators. Every other pipe is different, shape wise, lenght wise and part number wise. All of our parts were copied and installed on a locally owned car. I know they fit!

Both myself and my partner are long time Cadillac fans and we have cars from 1949-1969 in our collections.

We can supply everything you need for your car, all 12 pipes, 2 mufflers, 2 resonators. new steel flanges and gaskets. Only items we do not have are the clamps and hangers, these are also strictly model 70. The pipes are available in either 16 gage steel or type 409 automotive stainless. Mufflers and resonators in heavy steel only."

If you prefer, call Jim at (508) 586-4855 7-9 p.m. only.

NOTE: The wrap for the front pipes is available at Performance shops. Stainless flex tubing is also available at parts stores or thru J.C. Whitney.

CARS WANTED

The following members are looking for Broughams, can any one help?

Arthur Weisberg, 317 East Linden Ave., Englewood, N.J. 07631
(I would like one in good to fine condition) (201) 567-1363

Eric W. Zepke (Metal Craft MFG Inc.) 468 Walnut St., Springfield, Ma. (413) 734-9045

Lt. Colonel & Mrs. John Blaine, 4820 Wavewood Court, Mallard Island, Milford, Mi. 48042 (313) 684-6444 (We do not own a Brougham but are actively searching for one and will appreciate any leads. Thanks.)

Michael Paone, 38 Orchard Lane, Berkeley Hts., N.J. 07922
(201) 322-6486 (Eves.) (201) 464-3322 (Days)

"ADDITIONAL NON-BROUGHAM PARTS"

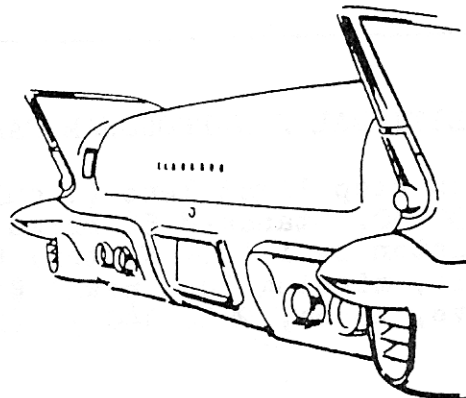
57/58 Seville or Biarritz stop light lens (1 only) \$25.00, 57/58 Air cleaner (sandblasted) \$30.00, Standard 58 brake kit (new Kanter) \$15.00, Leather brake piston seal (new Kanter) \$15.00, 57/58 Drivers door handle, (good chrome, missing lock pawl) \$10.00. Allan W. Dowling, 19 Manning Drive, Berea, Ohio 44017 (216) 243-0726.

RESTORATION & MAINTENANCE

INSTRUCTIONS FOR 57-58 EXHAUST LOUVER

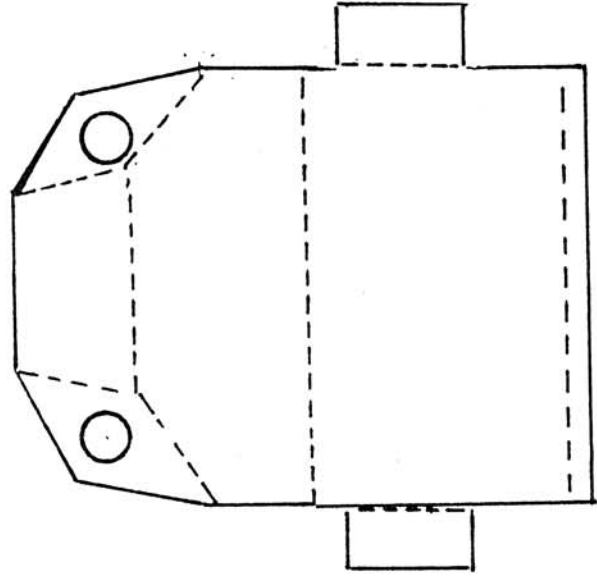
1. You will need a pair of vise grip sheet metal pliers, a sturdy pair of sissors, masking tape, ball point pen, ruler, drill with 3/8 bit, and a file. Don't forget time and patience.
2. Material - This is up to you. Sheet stainless, aluminium, or shim stock will do. I chose to use shim stock for ease in cutting.
3. Using the template, transfer the design to cardboard or construction paper. The cardboard will become your master template-make a few to experiment with.
4. Cut the three parts out and begin to fold along the dotted lines. Fit the parts together to get the idea of How they fit together. A used part, no matter how bad, will guide you. By making one in cardboard you can also correct for small errors inherent in the template. Tack the parts together and see if the assembly fits your bumper. If not, make corrections. Your now ready to cut metal.
5. Place masking tape on the metal to be cut. Trace around the template with ball point pen. Cut the three parts and drill mounting holes.
6. Bend parts just as you did your cardboard model. Remove tape.
7. Tack all the parts together using a high grade epoxy. Note: The originals were spot welded at the tabs. File all sharp corners.
8. Mount in the bumper using new bolts.

Don't worry if at first you don't succeed. You will probably make quite a few louvers before you are satisfied. Once you get the knack of it, you will have louvers very close to the originals.



A.W.D.

57-58
EXHAUST
LOUVER
TEMPLATE



3/8 TYP

