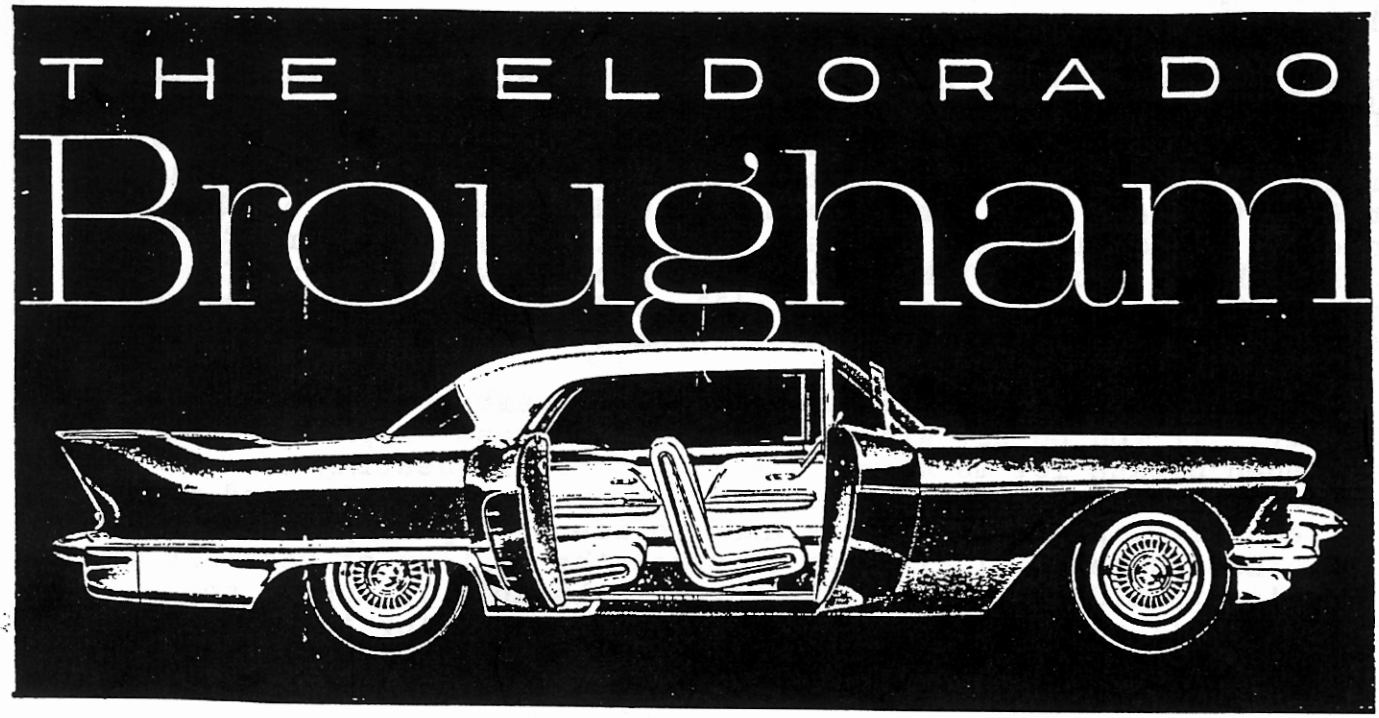
Eldorado Brougham by CADILLAC

Brougham Owners Association



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Newsletter Vol. 1 No. 2

Brougham Owners Association

B.O.A. Newsletter Vol. 1 No. 2 Summer 1989

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President's Message

My sincere thanks to Dave Barclay, Dr. Eickmeier and Dr. Zeiger for the articles submitted for this issue. I hope that every issue will have two or three practical tips from our members as well as suggested sources for services. In the future, the B.O.A. newsletter should become the authority to turn to for history, service, and restoration of the Brougham. Keep those back issues for reference. In the spring issue I mentioned doing articles on plating, mouton, and the dash pad; However, because of the space limitation of appox. (15) pages I will have to write on plating and mouton at a later date. The plating article promises to be quite long and I hope informative. If you have any contribution to make on the plating subject please send your paper for inclusion in the next issue.

Good News! All of the materials from the past B.O.A. library has been located. Yes, all of it plus some that I'm sure will be new to all of us. Plans are to make this material available to the membership as soon as possible. I will have more information on this find in the next issue.

Better News! Our association has grown to 80+ members. We still have a long way to go, but I believe we are well on our way. Please encourage anyone you know - with or without a Brougham - to join the B.O.A. I have requested affiliation with Cadillac/LaSalle Club as promised. We should be able to finalize our proposal at Nationals in August. Next year - maybe a Brougham National. More on this to come. I would also like to see a 1991 full color calandar of 57 - 60 Broughams. Sounds like a good club project with some profit potential. Comments please. We will need 12 - 14 prime examples - maybe your car. What better way to promote the Brougham and the B.O.A.

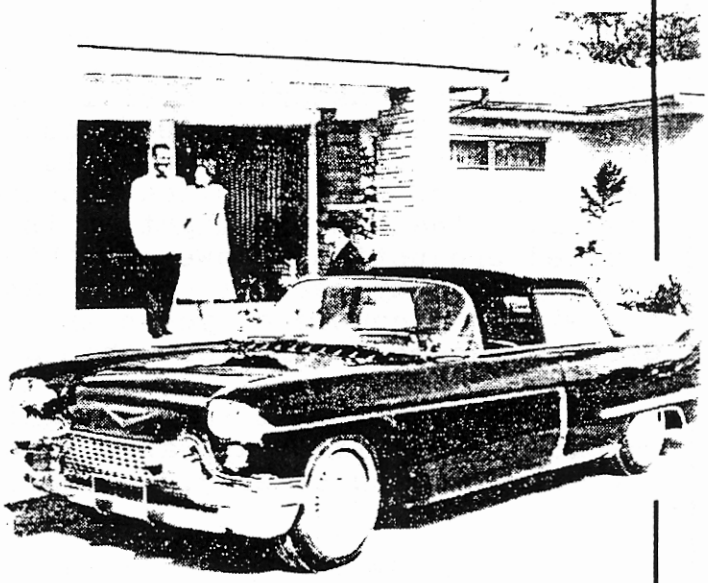
I will be putting together a roster of members for publication shortly. If you do <u>not</u> wish to have your address or phone number published please let me know. I will also be requesting more or better information on cars owned. The body number is located on the left cowl I.D. plate is what we need to identify your particular car. Also, that number will allow us to trace the history of your car as a service to B.O.A. members. We may even be able to supply an original bill of sale copy. So, find that number for the future.

Don't forget C.L.C. Nationals. I'm really looking forward to meeting as many of you as possible.

Till next time,

President

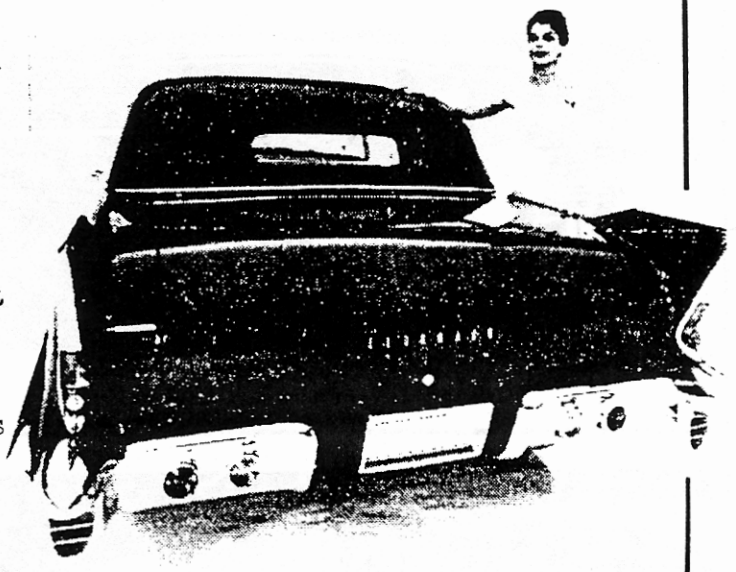
BROUGHAM HISTORY



THE ELDORADO TOWN CAR

During the 1956 Motorama season, the Brougham Prototype was being displayed as a car that would soon be going into limited production, so Cadillac needed a new "dream car". The result was the Eldorado Town Car which used the basic Brougham styling, but modified the passenger configuration with a style that had not been seen for years.

The Town Car was a one off model Built strictly as a show car. The body was all fiberglass, and the rear compartment top was covered in black landau leather. It was fitted with every convenience for comfort, including a fitted vanity case, cigar humidor, thermos bottles, etc. mounted in the rear of the front seat back. The rear compartment was luxuriously trimmed in beige leather and broadcloth while the hardware was finished in gold. The front compartment had individual bucket seats in black morocco leather and chrome hardware.



Door handles had tiny micro-switches so doors could be opened with no effort and, as a safety feature, these switches were cut out when car was in motion so they couldn't be opened accidentally. When the car was being locked, turning the key in one of the door locks would automatically lock all the doors and raise all the windows.

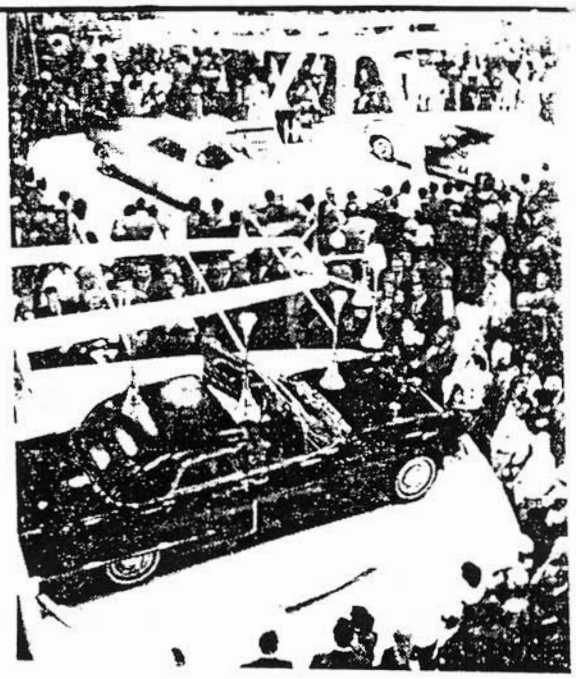
Other interesting features included the sliding glass partition and the traditional telephone system between front and rear compartments. Also, the chauffeur's cockpit had a protective cover of pattern design leather that was stored in the trunk compartment when not in use.

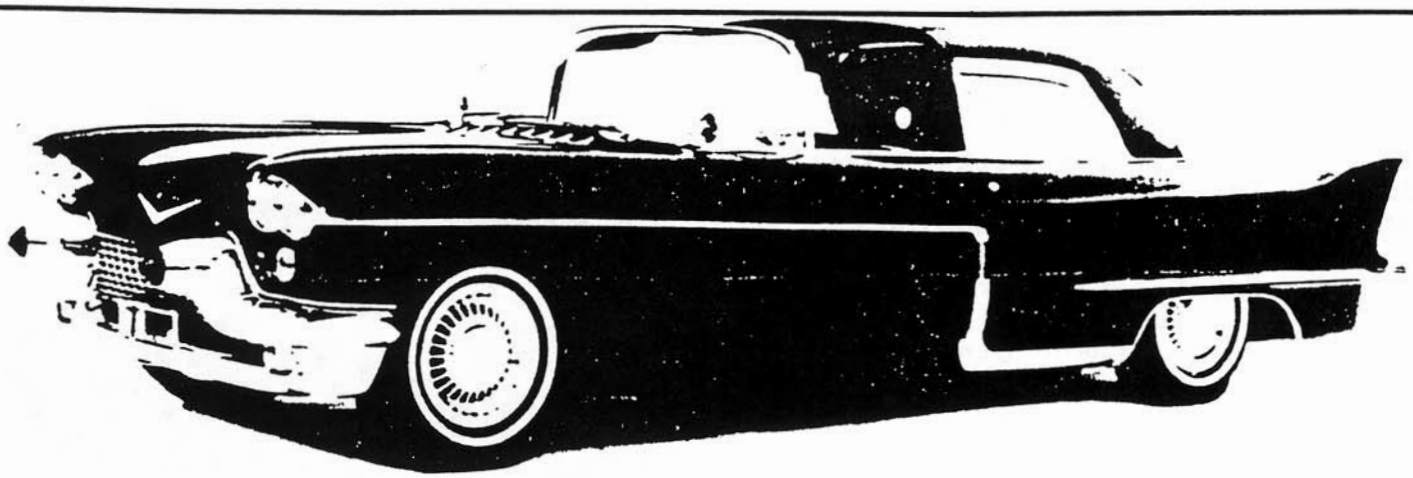
In comparing the Town Car to a production Brougham, it would appear that from the windshield forward they are almost identical, but that is far from being true. Beside the fact that the Town Car body was fiberglass, the whole bumper assembly was hand formed sheet metal rather than cast aluminum. Also, there is some question as to whether the car had an operable engine installed; if it did, there is no indication that it was ever driven as a functional automobile. Although the car appears to be much larger than a production model, it is only four inches longer and one half inch taller. The sabre spoke wheels were used, just as they were on the Prototype, and the car did not have air suspension.

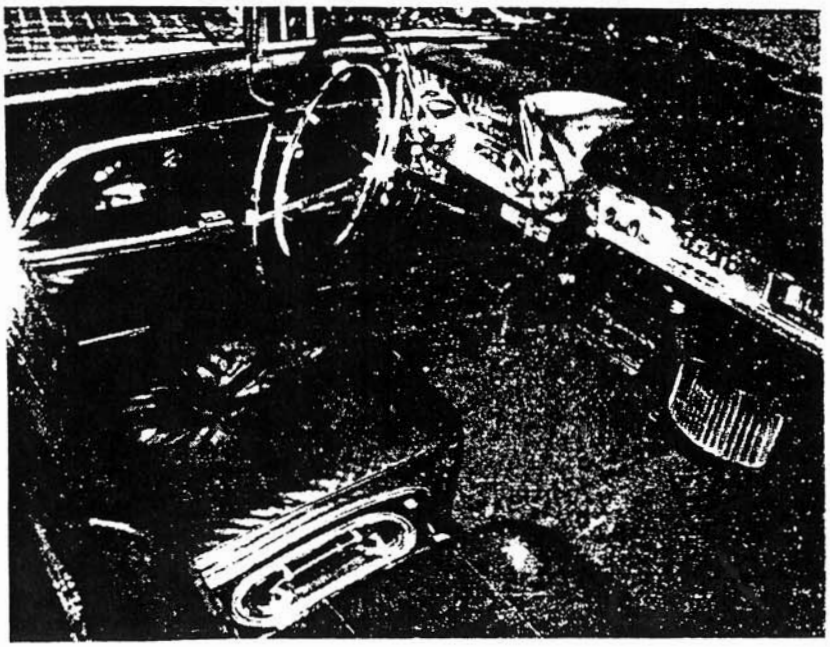
The photograph at the right shows the Town Car at its first public appearance in the 1956 Motorama. This was at the Waldorf Astoria Hotel in New York City. The car was very popular during its public life, and this caused several auto publications to speculate that it too might go into limited production. However, this was never given any serious consideration, and within a couple of years the Town Car had become little more than a memory at Cadillac.

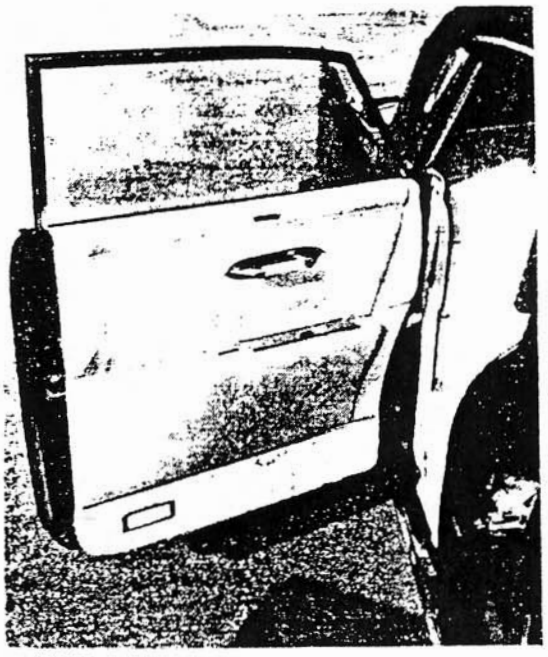
What a pity that such a magnificent automobile should disappear forever; but who knows, maybe someday, somewhere-----

Article by Cy Strickler III









From Our Members

Shocks, Pumps, Gages..

I did some research on shock absorbers at my local NAPA store. I measured the extended and contracted length and specified the mounting by examining the old ones I had. We came up with the following: For the front, NAPA Deluxe H.D. #2169; For the rear, NAPA Deluxe H.D. #1125. I purchased these and installed them on the chassis I'm building for #294. They fit on properly and look like they'll work but I haven't driven the car yet, so I can't tell you how they will ride.

For replacement fuel pump in the tank: I have never been satisfied with these external pumps which click away all the time and make the car sound like a truck! AC pumps used on newer cars can be installed quite easily, works well and is very quiet like the original. I have traced it down and either anAC #EP-62 or EP-66 will work. Specifications and dimensions of both are basically the same. Do not get confused with other pumps which may fit but have too high a pump pressure!

While we are on fuel! Repairing the fuel gauge (and the oil gauge, because they both work the same way). This was an idea via Roger Eichmeier in Canada and I finally had a chance to try it. If your fuel (or oil) gauge doesn't work, it is almost always the fault of the sending unit. Not the gauge itself. The Brougham used these neat 270 degree sweep gauges which required a 3-coil setup in the gauge and a unique method of actuating the gauge at the source. When you dissect the sender (which you should do very carefully by drilling the rivets in the fuel sender) you will discover a little round fiber board with copper sections imbedded into it upon which the pickup fingers of the sending unit ride. The fiber disc is most likely the source of the problem. The system was engineered to have 40 Ohms of resistance between each copper section and in most cases, with age, these sections have infinite resistance and the gauge becomes inoperative. So the repair is to install resistors between each section. I was able to obtain 39 Ohm resistors which I was told were "standard items". Through trial and error, decided to use a multi-strand computer-type wire in which every single strand is color-coded, can be traced and soldered to the copper bars and ultimately to the resistors. I found the copper bars far too delicate for soldering the resistors directly to them. This is a very delicate soldering operation because you don't want to apply too much heat to the little copper bars or they will come loose and create all kinds of frustrations. When you reassemble, you must insulate the wiring and resistors so they don't touch each other, seal the sender so it doesn't leak. I used silcone sealant generously. Place the packet of resistors on top of the gas tank so it doesn't chafe on the underbody. Another good idea is to run a new ground(-) wire from the body to a sending unit mounting screw to assure a good ground.

I hope these have been helpful hints to other owners.

Dave Barclay
Colts Neck, N.J.

Ignition Switch Fix ..

One very common problem with our 57-58 Broughams is ignition switch overload. The suspension compressor pulls up to 14 amps. thru the ignition switch. The ignition switch was never designed to handle this load. Many of the Broughams I have owned have had serious dash fires with this problem being the most likely cause. Early symptoms of this impending problem can be noted by the key getting warm or worse yet hot as you drive. If your suspension isn't extremely air tight, the compressor is required to run more often and for longer periods of time. This is especially problematic if you expect the car's compressor to lift a flat car off the ground. There is an easy, quick and permanent fix for this problem. Refer to fig. 4-32, bottom of this page. Locate the 16P. (pink) wire from the ignition switch to the air compressor protective relay located on the inner fender. I traced this wire back from the relay to a concealed area behind the inner fender below the heater and brake assembly. If this approach is used, the update can be totally invisible.

First cut the pink wire (be sure to disconnect battery prior to this procedure.) Run an equivalent or heavier guage wire to the positive post on the lower frame next to the starter. Use this hot lead to power either a headlight or horn relay able to carry a continuous 14 amps. draw. Connect the output of the relay to the pink wire at the air compressor relay. Use the other terminal on the relay to be activated by the ignition switch. What this does is allow a minimal current draw thru the ignition while using the relay to carry the 14 amp. load to the compressor.

Richard I. Zeiger, M.D.
Beverly Hills, CA.

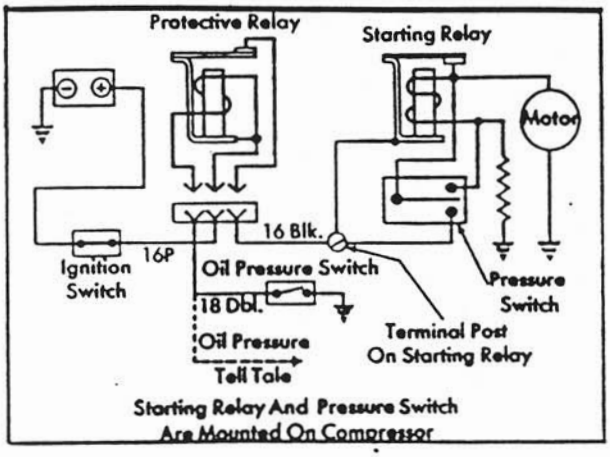


Fig. 4-32 Air Compressor Circuit

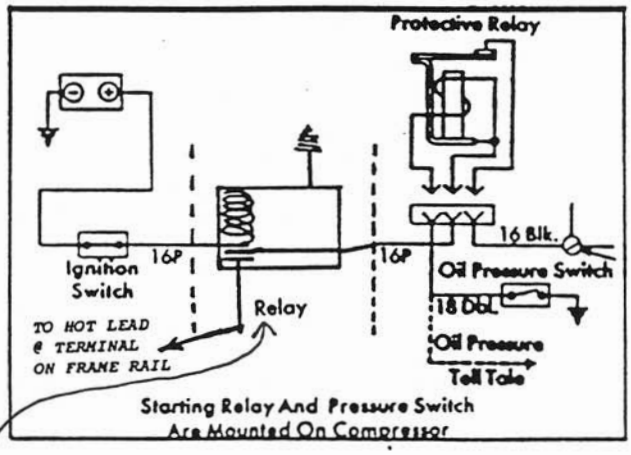


Fig. 4-32 Air Compressor Circuit

RELAY INSTALLED 11-22-98
STANDARD # RY-8
RELAY SCHEMATIC
PWR #1
#2
TO PROTECTIVE RELAY
#3
IGN. #4

Ignition, Cooling, A/C Update..

Here are my suggested ignition system changes for maximum performance. Replace points with photocell breakerless system (invisible) which uses a transistor amplifier (easily hidden.) Feed the juice to an accel super coil. Send the sparks to the plugs with heli-core high performance wire (resembles original) and use Champion copper-core non-resistor plugs. Also use a regular rotor rather than the original with a resistor built in. This system will give the hottest and most even spark possible with absolutely no radio noise. The photocell ignition system is available through J,C. Whitney Co. of Chicago. The coil will bolt into place and if painted black, will not be noticed in place.

To keep that cooling system under control and eliminate that noticeable fan roar, it is necessary to obtain a G.M. seven blade flex fan. These were used on many trucks and vans and big engined cars. Bolt pattern will usually match. If these are sprayed with aluminum paint it will take an awfully discerning eye to tell it from an original fan. The superior design of the flex blade fan will give much better cooling at idle and your ears will sure be relieved to find that you can cruise at any speed with no discernable fan roar, and with a bit more power and improved gas economy. By the way-forget after-market fans-design and quality are no good! One of the reasons we need this superior cooling is because the Brougham is air conditioned. My original A/C compressor went bad and I found no luck in getting it serviced or replaced. A few simple measurements showed me that the newer A-6 Frigidaire compressor would mate to my old header. With the proper double drive pulley installed it was a matter of positioning the compressor on the old engine brackets (using a little shimming as required) so as to properly line up the pulley with the engine drive pulleys. One problem is that the washer bottle must be moved over to the other side of the radiator bulkhead to clear the thicker electro clutch on the compressor. A note here about the header I refer to: the two lines on all G.M. air conditioners do not bolt to the compressor, but rather to a small head which is held onto the compressor by a small bolt. Unscrew this bolt and you will detach both freon lines. You will see that the A-6 compressor will happily take the place of any older compressor, even the original rotory units used in 1953-54. Performance parameters of the A-6 are slightly better than the old units and using one is an entirely legitimate replacement in any older G.M. car.

Be it known by all Brougham owners that replacement suspension diaphragms are indeed available at reasonable cost and that they are quite tight and reliable when properly installed. Replacement levelling valves are also available. I will write about the complete story of my manufacturing and installing adventures in the next issue of this newsletter.

In future issues I will also tell other Brougham owners how to repair those pesky fuel gauge sending units and also how to repair the oil pressure senders, which require both mechanical and electrical fixes. I, and other Brougham owners, must share our successes in repairing some of the systems which are unique to this car and which, in turn, help to make the car itself unique.

More From Dr. Eickmeier on Pg. 13.

Dash Pad 57, 58

Another problem solved. The fallen turn signal indicator blisters and the wrinkled dash pad condition is common to even the nicest Broughams I've seen. Mine was no exeption. After considerable serching for a place to have the pad properly covered I discoved "Just Dashes" in California. I discussed my problem with owner Erwin Tessler who assured me he could restore my pad to like new condition. I was also given the option of participating in the process - at a savings - by rebuilding the turn signal blisters. So, out came the tool box and off came the upper dash. The "57" shop manual along with the Brougham manual is about all the instruction needed to remove the pad. Leave yourself about 4 - 5 hours to get the pad out. Step (2) - Remove the old cover and air conditioning duct. Save a piece of the cover for proper color and grain match. Step (3)- Is to determine if you want to build the blisters or leave it to "Just Dashes". Note that there is no support under the blisters. I did mine as follows: Cut 1" strips of aluminum sheet to form the front openings and attach them to the dash allowing 1/8" - 3/16" for the new padding. Line up with the signal indicators and cluster in the car for proper slope and spacing. Next using 1/8" balsa wood form the taper section and glue to dash panel. To finish use body filler to form the remainder of the blister. File and sand to the finished configuration. The panel is now ready to ship to "Just Dashes" for the padding and skin. When the panel is returned, you will find it necessary to pull back the skin and cut a 1/8" piece of underpadding away to get the A/C outlets to fit flush in the panel. While the panel is out you will have access to the dash wiring - this is a good time to check connections and replace all burned out bulbs. The finished product will be well worth your time and effort. Allan Dowling, Berea, Ohio

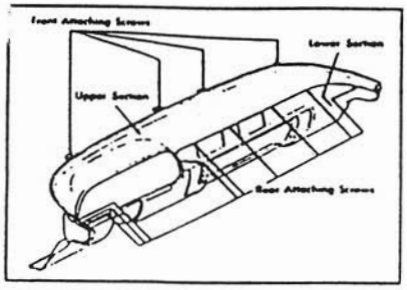


Fig. 17-16 Instrument Panel Upper Section Attachment

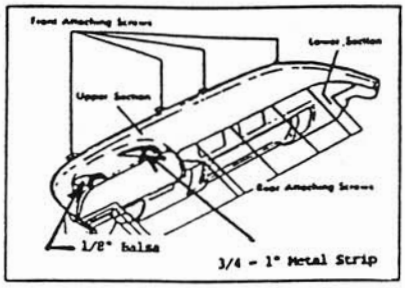
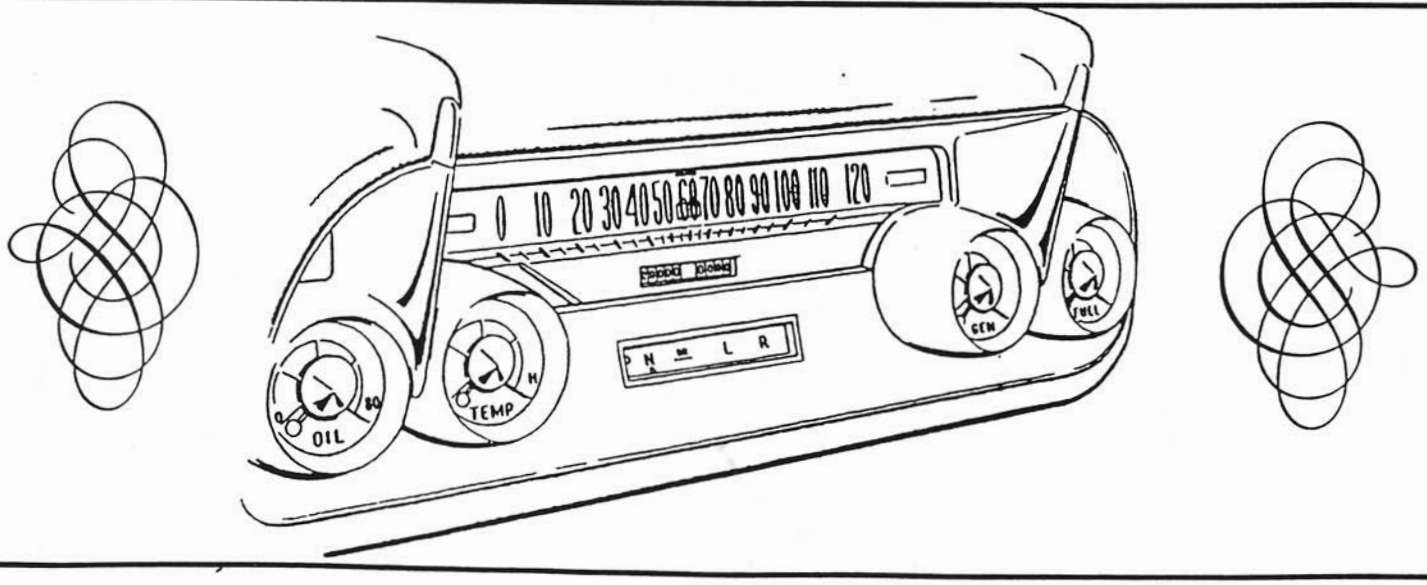


Fig. 17-16 Instrument Panel Upper Section Attachment



MSD IGNITION MSD-5

MULTIPLE SPARK DISCHARGE IGNITION CONTROL U.S. Pat. 3,926,165 & 4,131,100

What is MSD?

MSD stands for Multiple Spark Discharge and it is Autotronic Controls Corporation's unique patented technique for getting much more spark to the plug. MSD produces a chain of intense sparks to provide a burst of ignition power for each combustion cycle of your engine.

Why is more ignition power helpful?

There are many fuel mixture conditions in the cylinder where even the most powerful factory ignition won't produce enough spark energy. This causes mis-fires and means unburned fuel is pumped out your tailpipe. A strong ignition, like the MSD, stops these mis-fires and the result is more power, more economy or both.

Will an MSD Ignition fit my car?

Yes, any vehicle, whether it has points, magnetic amplifier, or a full computerized ignition control, can use the benefits of MSD. From small economy cars to delivery vans, from high performance race cars to motorcycles, there's an ideal MSD Ignition for each.

Which MSD should I choose?

Each ignition control described inside briefly tells where it should be used. For street use, look at MSD's Blue Ribbon line of ignition modules. The adjustable timing feature offered in this line might be just what you need. If you work your engine hard or have modified it slightly, consider one of the MSD-5, or-6 ignitions.

The MSD-5 package includes all hardware necessary for installation in most American and foreign vehicles. The MSD-5 is not compatable with the GM HEI System (all 1975 to present GM cars). The MSD-6A or the Super HEI System is recommended for this application. Each type of installation is covered separately. Instructions for vehicles having special requirements are available upon request.

MOUNTING THE IGNITION UNIT

The procedure for mounting the ignition unit is the same for every installation. The MSD-5 may be mounted in any position and in any location in the engine compartment except on the engine or near the exhaust manifold. Either of these locations may cause excessive heating of the ignition. When the mounting location has been selected, make sure that the cable from the ignition will reach to the coil without placing stress on the cable assembly. Using the MSD-5 as a template or guide, mark the location of two mounting holes at cross corners of the unit. Remove the MSD and drill two ⅛" holes at the marks. Secure the MSD-5 with two #8 sheet metal screws supplied in the parts kit.

GROUNDING THE IGNITION UNIT

The MSD-5 has a Black wire coming out of the case with the cable assembly. This wire must be properly grounded to a metal body panel or at the engine block. If the unit is mounted on a metal body panel, the black ground wire may be attached to one of the #8 mounting screws at the corner of the ignition unit. If the unit is mounted on a fiberglass or plastic panel, the ground wire must be attached to a metal part of the vehicle.

NOTE: The MSD-5 was designed to operate with coils using external ballast resistors. Some foreign cars have coils with internal ballasts. These coils should be replaced with a good quality, oil-filled coil of U.S. manufacture. See the coil compatibility list for recommended coil types. If you are planning to use the MSD Blaster coil (#8203), follow the coil instructions.

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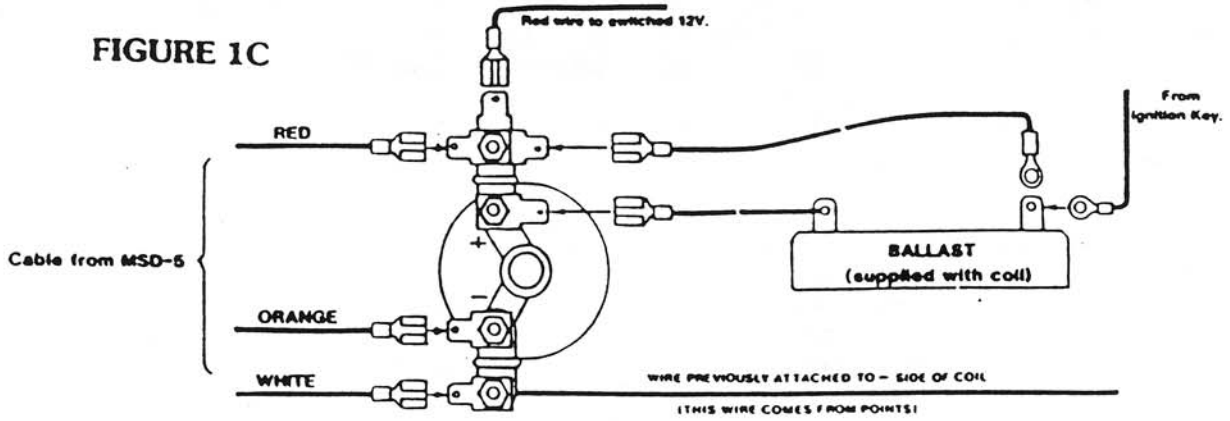
FIGURE 1C



gine continues to run, you have 12 volts on the wire. Now turn the ignition key to "off". If the engine stops, you have selected a switched 12 volt source. If it does not stop, refer to the section entitled RUNNING-ON. Reconnect the wire from the ignition key and your MSD is ready for operation.

DIRECTIONS FOR CONNECTING THE RED WIRE TO A SWITCHED 12 VOLT SOURCE

Figure 2 depicts the locations at which a switched 12 volts may most likely be found.

If the Anti-Diesel solenoid is selected for the 12 volts, a word of caution in installation is in order. Some Anti-Diesel solenoids will have a plug which may be disconnected for tune-up. Make sure that you tap into the wire that is on the ignition side of the plug and not on the solenoid side of the plug, otherwise the ignition will not operate when the plug is disconnected for tune-up.

If there is a faston tab available at the fuse block, simply push the faston tab at the end of the wire onto the faston tab. If the 12 volts you have selected is a wire, use the blue tap splice provided in the parts kit to make the connection. Use of this tap splice is shown in Figure 3.

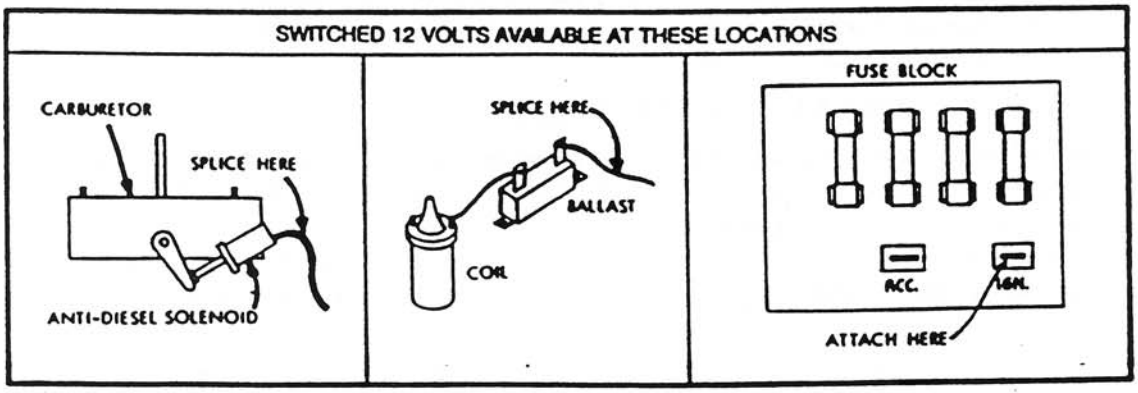


FIGURE 2

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INSTALLATION OF THE MSD-5 WITH A THREADED STUD COIL
(Includes points, breakerless and transistorized systems)

Using the hardware shown in Figure 1A mount the plastic spacer and the four faston tabs to the coil. Make sure that all hardware shown is used, to insure that vibration can not loosen the installation. After installation refer to check list below.

CHECK LIST

1. The coil + terminal has all wires originally connected, plus two faston tabs.
2. The coil – terminal has a plastic spacer and a faston tab.
3. The outside of the plastic spacer has a faston tab and the wires which were originally attached to the coil – terminal.
4. All connections are tight.

After all connections have been tightened, push the Red, Orange and White wires from the MSD-5 cable onto the faston tabs, making sure that the proper color wires are attached to the proper tabs as shown in Figure 1B.

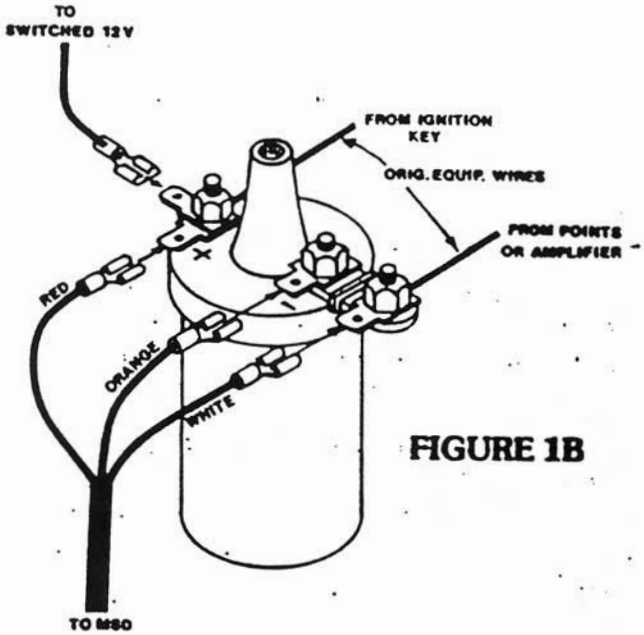

FIGURE 1B

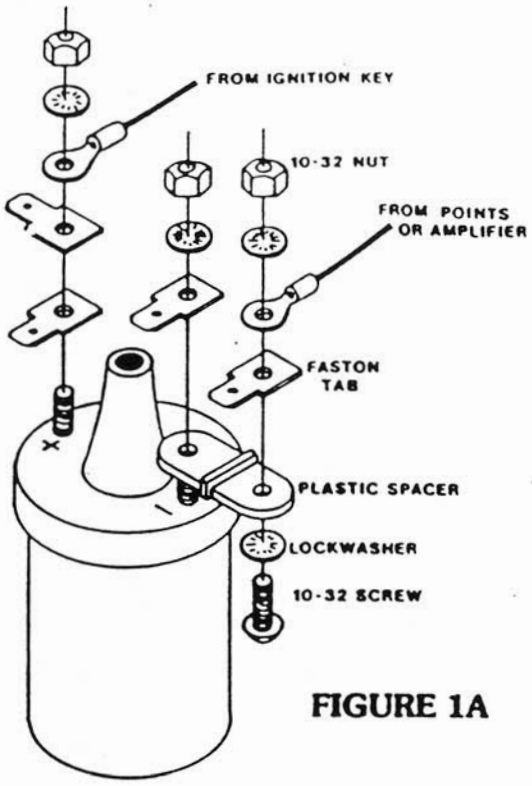

FIGURE 1A

The ignition system must now be connected to a switched 12 volt source using the long red wire from the parts kit. The end of the wire with the faston receptacle should be pushed onto the remaining faston tab on the coil + terminal as shown in Figure 1B. The other end of the wire will be tied onto a switched 12 volts as described on page 3 of these instructions. If using the #8203 Blaster 2 coil or an aftermarket coil that comes with an extra ballast resistor, see Figure 1C.

After making all connections, an optional final check may be made to insure that the switched 12 volts you have selected is correct. With the engine running, remove the ignition key wire only from the coil + terminal (See Figure 1B) keeping all other wires in place (including the wire you have connected to the switched 12V). If the en-

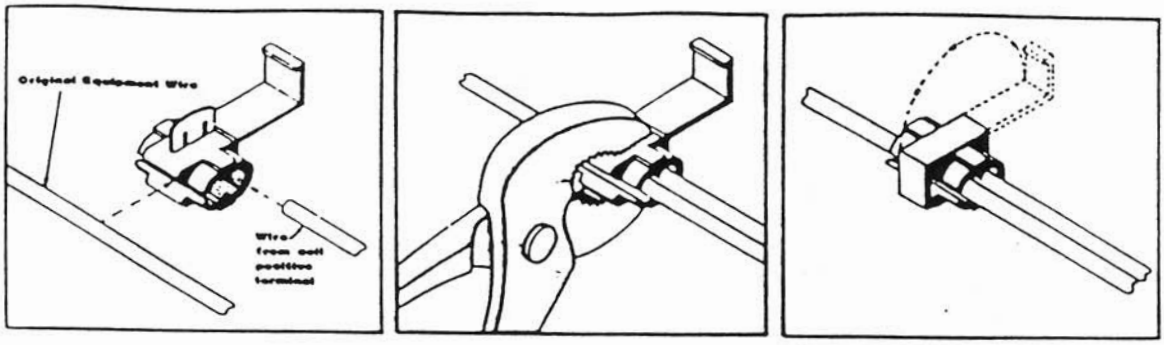

FIGURE 3

Push the original equipment wire into the slot on the side of the tap splice. Push the end of the wire into the remaining hole in the tap splice until it butts up against the wire stop. Holding the wires in place, squeeze the metal tab down into the body of the tap splice using a pair of pliers. The metal tab bites through the insulation on the wires, causing contact to be made between the two wires. Flip the locking tab over the splice until it clicks into place.

RETURNING YOUR IGNITION TO STANDARD OPERATION

To return your ignition system to standard operation is a simple matter and requires no tools.

A violet jumper wire is included in the parts kit and should be kept in the glove compartment or other convenient place in your car at all times.

To convert your ignition to standard operation, simply remove all four wires which are attached to the coil at the faston tabs and install the jumper wire as shown in Figure 4. This jumper wire reconnects the coil for standard operation.

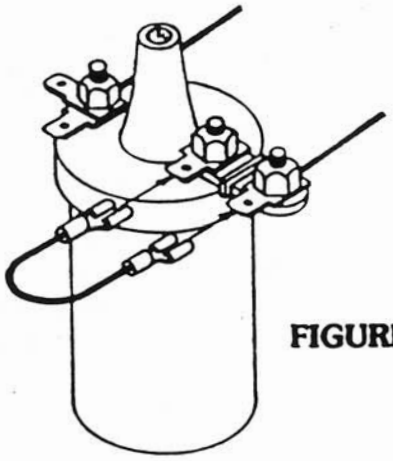

FIGURE 4

CAUTION: Make sure that the red wire from the switched 12 volts is located in such a manner that the metal faston receptacle cannot touch any metal part of the car.

INSTALLATION OF THE MSD-5 WITH BREAKERLESS (POINTLESS) TRIGGERING

The MSD-5 is compatible with all factory delivered electronic and/or breakerless ignition systems except capacitive discharge units and the GM-HEI systems. Installation of the MSD-5 on the various factory ignition systems is described in detail on other pages of these instructions.

The MSD-5 is compatible with all aftermarket breakerless conversion kits that do not have a capacitive discharge output. This represents the vast majority of the breakerless conversion kits available. The complete breakerless kit including the control box (sometimes referred to as power module, amplifier unit, etc.) must be used with the MSD-5. All leads from the breakerless control box to be connected to the negative coil terminal should instead be connected to the adjacent terminal on the outside of the plastic spacer.

AUTOTRONIC CONTROLS CORPORATION
6908 COMMERCE, EL PASO, TEXAS 79915 (915) 778-7431

Parts Wanted

I need a "57-58" Elorado Brougham oil sending unit attached to oil filter. Also a perfume atomizer, reward for finding one.
L. Paul Dumas, 9649 Lake Notoma Dr., Orangevale, CA. 95662 (916) 988-2619

1960 Brougham right side fender skirt w/chrome (passenger side). Chrome strip left side behind skirt at rear of car. Tailight lens (red), door panel (white) lens, Brougham emblem for (rear fender). Arthur M. Levine, 3862 Chinchilla Ave., Las Vegas, Nev. 89121 (702) 451-0712.

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 to 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 to 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.

6. 57-58 exhaust louver template. Free to B.O.A. members. Send letter size S.A.S.E. to B.O.A., 19 Manning Dr., Berea, Ohio 44017

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

Continued from Pg. 6.

P.S. The heli-core wires are also available through J.C. Whitney. They use a stainless steel conductor, wound around a core, to give almost no resistance while simultaneously yielding less radio interference than standard resistance wire. Broughams did not use resistance wire originally, but rather used the resistor rotor to suppress radio noise.

Dr. Roger Eickmeier
Ontario, Canada

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 to 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. Two batwing air cleaner knobs $25.00 ea. Rear original mouton carpet set (black) near perfect $200.00. Allan W. 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.

Repro Parts

- Set of 6 magnetized stainless steel drinking cups - $600/set
- Rear armrest vanity beveled mirror with backing plate - $225/ea.
- Transmission shift lever fluted plastic and chrome knob repair kit - $125/ea.
- 57 Edlorado air cleaner holdown nuts - $50/ea.
- Trunk light lense - $25/ea.
- Fog lenses (L & R) - $175/ea.
- Vertical tail light lense - $200/ea.
- Round tail light lense - $75/ea.
- Round reverse light lense - $75/ea.
- Chrome plated brass hubcaps - $175/ea.
- Rear door trim spears (5 per door) - $25/ea.
- Lower front fender sheetmetal patch repair panels - $75/pr.
- 59 * 60 trunk latch cover plate and round access panel - $125/pr.
- 1960 Brougham center door post body side molding fillers - $150/pr
- Submersible fuel pump replacement kits w/instructions - $85
- Fuel pump cutout switch replacement (oil pressure activated) - $50
- 1960 Brougham gas lid door trim and knob - $200/pr

Mastermind Creations, inc.

- Aluminum bumper chrome plating
- Individual component repair
- Stainless trim straightening, polishing and plating
- Miscellaneous fabrication
- Complete restorations (high point only)

Michael P. Rizzuto
Restoration of Exotic and Classic Autos
13446 Beach Ave. Marina del Rey CA 90292
213-306-2851

PARTS - I have some to trade and I do have used bumpers+++ just about anything else. C.V. Lewis, Rd. 2 Rt. 49 RB 108-B Marcy, N.Y. 13403

TO TRADE - Mint "49" 60 S Cadillac 23,000 actual miles, no rust, new tires, exhaust brakes. Was stored 25 yrs; but, maintained during storage. Had 17,000 miles on it when I purchased from original owner. Have had car 10 yrs. Needs paint job, old paint shines but turns dull after a couple weeks. Have original title. Color is dark blue was apraised at $12,000 in 1980. Trade on fair to good 57 or 58 Brougham. Larry Muckey, 4588 Sheridan, Muskegon, Mich. 49444 (616) 777-1849.
P.S. Have one "57-58" lower front bumper bar, not broke but needs plating.

FOR SALE - (3) - "57" Eldorado Broughams

	1.	2.	3.	4.
Body	217	232	165	
Trim	1502	1101	1202	Gray & White
Paint	110	110	110	Silver

Cars 1,2,&3 are for sale. Rust free fairly complete cars requiring complete restoration. One car frame-off started and new engine (on motor stand). Three cars complete package $25,000. Dave Robertson, 10339 Tristan Dr., Downey, CA. 90241 (713) 869-9909

Parts, parts, parts, Brougham and other Cadillacs - Contact Rudy Stahl at (419) 729-4785 shop, or (419) 729-1123 home. (Sorry for the area code error in last issue).

Wanted

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

Arthur Weisberg, 317 E. 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, Mich. 48042 (313) 684-6444 (We do not own a Brougham but are actively searching for one and will appreciate any leads.)

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

Bill Jones, B-61 Issaquah Dock, Sausalito, CA. 94965 (415) 332-2270 Wanted: 57 to 60 Brougham.

Mitch Leland, 666 Pomander Place, Flintridge, CA. 91011 I'm looking for a car presently---I want a 80-100 point car.

Jack Basom, 2600 Old Mill Rd., Hudson, Ohio 44236 (216) 425-9792 I am looking for a "57-58" Brougham.

Lots Of Activity At The 1989 Grand National

Schedule Of Events

Thursday, August 10

10 a.m. - 6 p.m. Swap Meet ... Some members will be set up at Marriott
3 p.m. - 6 p.m. - Meet registration at Marriott
6 p.m. ..... Free time to socialize

Friday, August 11

9 a.m. - 6 p.m. Swap Meet at Marriott
Times to be announced Guided tours of Downtown Boston, Old Ironsides and Waterfront Attractions.
12 noon - 6 p.m. Meet registration at Marriott
4 p.m. - 5 p.m. Orientation on other sights to see in New England Area.
6 p.m. - 8 p.m. Steamship Round Of Beef Buffet In Dining Room
8 p.m. - 9 p.m. Special Guest Speaker

Saturday, August 12

8 a.m. - 10:30 a.m. Meet registration at Marriott
8 a.m. - 10:00 a.m. Car placement for show
9 a.m. - 3 p.m. Swap meet at Marriott
9 a.m. - 3 p.m. Motor coach shopping/sightseeing excursion to historic Faniuel Hall, Quincy Market Place/Downtown Boston
11:00 a.m. - 4 p.m. Car show and judging
6 p.m. - 7 p.m. No host cocktail party at Marriott
7 p.m. - 8 p.m. Grand National Banquet
8 p.m. Awards presentation program

Sunday, August 13

Get away breakfast and final farewells to all our friends.....