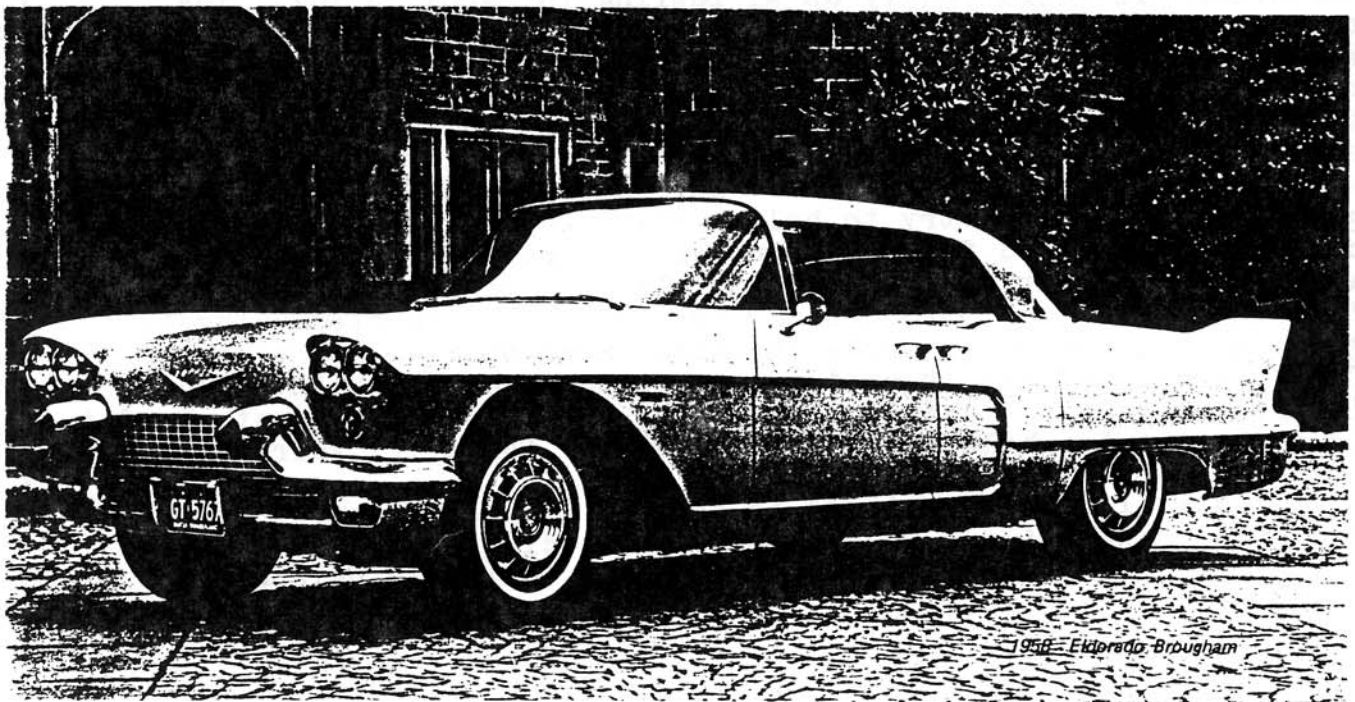


Brougham
Owners
Association



Newsletter Vol. 1 No. 3

Brougham Owners Association

B.O.A. Newsletter Vol. 1 No. 3 Fall 1989

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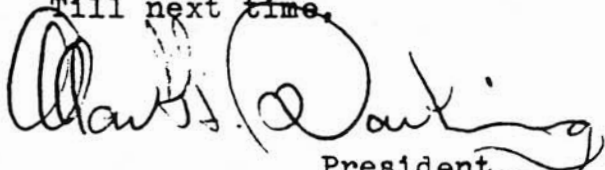
President's Message

Rain, Rain, Rain, best describes The C.L.C. Nationals in Newton Mass. To make things worse - no Broughams. Still, about 190 cars lined the lot and judging and swapping went on. Representing The B.O.A. were Gary Anderson of Lansdowne, Pa., Mr. & Mrs. Gerald Schantz of Ormond Beach, Fla., Bill Pozzi of Huntington Beach, Cal., and myself. We were joined by Alan Haas and engaged in "Brougham Talk". During the day I did my best to pass out B.O.A. literature and applications in the rain. I think we picked up a few new members.

I did have a chance to talk with C.L.C. Pres. Barry Wheeler about affiliation with C.L.C. He assured me that the topic will be discussed at the winter "89" board meeting. Next year's Nationals will be in Carson City, Nev. right outside of Reno - I know we can get a few Broughams to show there. It is my hope that 1990 will be our B.O.A. National meet together with C.L.C. So mark your calendars for Reno next year.

If any of you have been trying to reach me your probably wondering "is there really an Al Dowling in Berea, Ohio?" Yes, there is an Al Dowling; but, he has not been in Berea much this summer. My travel schedule has been very rough for the past 5-6 months - hence, the lack of promised articles on plating ect. On top of that, I'm trying to get a power train in #466 about 30 miles south of home. Things are starting to lighten up a bit now and I will be home for quite a while. So, if you have any pressing needs give me a call, I'll try to help. (216) 243-0726 evenings E.S.T. one thing I do need for the Brougham news release package is a xerox of the front of the foldout folder. Once I have that I can finalize a cost to reproduce the entire kit. I am also going to get a cost on repro. owner's manuals. Need one? - let me know. Don't forget to send in articles on restoration and maintenance. Last issue we had (3) this issue one. Don't worry, I'd rather edit than write this whole paper from scratch. Don't let your knowledge go to waste. We need each other.

You will note this issue is devoted to production 57/58 Broughams. Next issue will be 59/60. Needless to say I can use material. Please send whatever you have. All originals will be returned.

Till next time.

President

The Cadillac

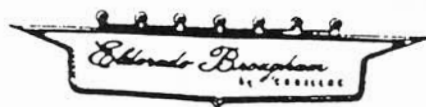
Service

VOLUME XXXI

No. 4

APRIL, 1957

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MOTORS CORP.



BROUGHAM HISTORY

INTRODUCING THE ELDORADO BROUGHAM BY CADILLAC

THE Cadillac Eldorado Brougham, an all new five passenger luxury sedan, is now in limited production. Completely modern in every detail, the low, graceful body lines are accentuated by its pillarless four door styling, low over-all height and road hugging appearance. General dimensions are listed on the general specifications chart, Fig. 1.

Its styling and engineering features are the result of many years of research by Cadillac and General Motors stylists and engineers. In many respects, the Brougham is a custom built car. Sheet metal panels are hand fitted to exact tolerances, component parts of mechanical units are matched to reduce noise level, and every part is critically inspected to assure the utmost in performance and quality.

A few of the major innovations which Servicemen will be most interested in are the air suspension system; electric, tank mounted, fuel pumps; stainless steel roof panel; dual headlamp system; automatic favorite position seat; automatic door locks; and transistor radio.

This issue of the "Serviceman" will cover preliminary service information on most of these radically new features. Included are details of operation, adjustments, and neces-

sary precautions connected with service work. Complete Service Information will be published in book form and distributed in May.

General Information

Unloading Procedure (Rail or Truck Shipment)

CAUTION: The hood is hinged at the front and is spring-loaded. Do not pull release lever on the instrument panel unless there is adequate clearance for the hood to open.

1. Unhook tie down chains and remove vehicle from boxcar or truck.
2. Start engine by turning ignition on with transmission in N or Park.

NOTE: Equipped with automatic starter.

3. Leave engine running for 15 minutes, to assure inflation of air suspension system. If car is to be moved with shipping fixtures installed, drive very slowly and avoid bumps, holes, and ramps.
4. Deflate tires to 24 lb. front and rear.
5. Shut off engine and remove shipping fixtures. Do not open any door while car is jacked up, be-

cause of air suspension automatic leveling feature.

- a. Raise rear end of car, one side at a time, using a padded jack under the rear bumper end. Remove shipping fixtures and install rubber compression bumpers.

NOTE: Front and rear compression bumpers are stored in a box behind the spare tire in the trunk.

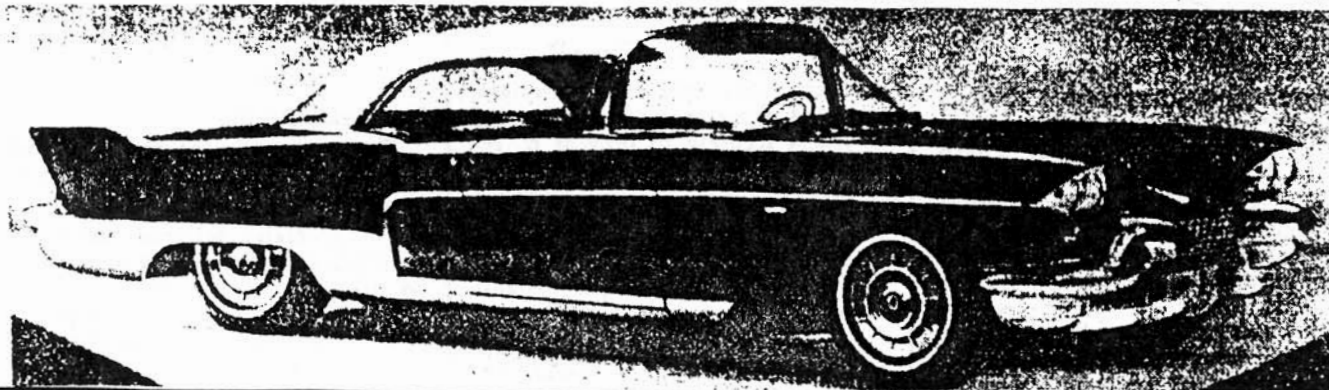
- b. Raise front of car with floor jack under front cross-member. Remove shipping fixtures and install rubber compression bumpers.
6. Remove and discard the four hold-down clevis assemblies attached to frame.

IMPORTANT: Return all shipping fixtures immediately by Rail Express to:

Material Control Supervisor
Final Assembly Division
Cadillac Motor Car Division
2860 Clark Avenue
Detroit 32, Michigan

7. Check air suspension pressure at Schrader valve located over LH side of radiator support, in the line between the compressor and

(Continued on next page)



(Continued from preceding page)

the accumulator tank. If pressure is under 100 lbs. add air at Schrader valve before driving car, using standard air hose connection.

Removal of Plastic Roof Panel Cover

When removing the plastic roof panel cover, lift straight up, by supporting plastic at all four corners. Do not allow plastic cover to slide sideways across brushed surface of stainless steel roof, to avoid scratching roof with dust that may have accumulated under cover. When washing car, be careful to use sponge on roof, and move sponge fore and aft only.

Raising on Hoist

The tubular center X frame used on the Eldorado Brougham requires some precaution when lifting equipment of the frame contact type is used. Refer to the January issue of the "Cadillac Serviceman" for specific instructions on lifting.

CAUTION: Do not open any door or turn on the ignition when any wheel of the car is off the ground, such as when changing a tire or when the car is on a hoist. This would activate the air-suspension system and permit leveling action.

Towing

When towing with the front or rear wheels raised off the ground, disconnect the battery ground strap to prevent any leveling action on the part of the air suspension system. Also disconnect propeller shaft when towing with front wheels raised.

Instructions for various methods of towing are described below:

a. Towing (Front End Raised)—Air in Suspension System

Hook chain around front bumper mounting bar through opening on underside of impact bar above fog light (both sides).

Attach both ends of chain to tow truck spreader bar.

Place protective padding around front bumper impact bar extensions and hold a six foot length of 2" pipe under the bumper bar guards parallel with the front bumper. Then, raise front end of car with truck hoist until spreader bar and chains are bearing against the length of 2" pipe and front end of car is raised sufficiently for towing purposes. Check

WHEELBASE.....	126.0
HEIGHT.....	55.5
LENGTH.....	216.3
WIDTH.....	78.5
MINIMUM ROAD CLEARANCE.....	5.3
ENGINE	
Type.....	OHV V-8
Horsepower.....	325
Speed.....	4800 RPM
Engine Fuel Feed.....	Dual 4-Barrel Carburetor
Compression Ratio.....	10:1
Torque.....	400 ft. lb.
Speed.....	3300 RPM
Bore and Stroke.....	4" x 3.625"
Displacement.....	365 cu. in.
Piston Travel per car mile.....	1,497 ft.
Fuel Capacity.....	20 gals.
Oil Capacity (with filter).....	6 qts.
Cooling Capacity (with heater).....	22.6 qts.
TRANSMISSION (Standard).....	Hydra-Matic
REAR AXLE RATIO.....	3.36:1
POWER STEERING (Standard)	
Over-all Gear Ratio.....	19.5:1
Turning Dia. (curb to curb).....	42 ft.
POWER BRAKES (Standard)	
Effective Brake Lining Area.....	219.32 sq. in.
TIRE SIZE (Tubeless).....	8.40 x 15
INTERIOR DIMENSIONS	
Head Room (Front).....	35.5
Head Room (Rear).....	34.8
Leg Room (Front).....	43.7
Leg Room (Rear).....	39.7
Hip Room (Front).....	61.3
Hip Room (Rear).....	60.7

Fig. 1

rear end to assure ground clearance at spare tire well.

b. Towing (Front End Raised)—No Air in Suspension System.

Attach tow chains as explained in (a) above. Remove front wheels and lower front end of car until there is 6" clearance between lower edge of rear license plate holder and ground.

c. Towing (Rear End Raised)

Turn front wheels to straight ahead position and tie steering wheel securely to prevent movement of front wheels while towing.

Hook chain around rear bumper outer mounting bar through opening under rear bumper exhaust port (both sides). Connect pad under side of rear bumper outer impact bars where chain contacts

and connect chain to spreader bar of tow truck. Raise rear end of car with truck hoist. Before towing, make certain that front bumper is clear of ground.

d. Towing

Hook chain around front bumper mounting bar through opening on underside of impact bar above fog light.

CAUTION: Do not tow at speeds over 10 miles per hour.

Rear Axle Ratio

The gear ratio of the rear axle assembly on all Eldorado Brougham cars is 3.36 to 1.

The specially selected carrier assembly for the Brougham is identified by the letter "B" next to the ratio identification figure "6" stamped on the front face of the carrier assembly.

(Continued on next page)

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Lubrication Requirements

The lubrication chart in the 1957 Cadillac Shop Manual may be used as a guide in lubricating the Brougham chassis. The one additional lubrication fitting on the Brougham is located at the rear mounting of the rear suspension upper control yoke.

SERVICE INFORMATION

In most cases, the 1957 Cadillac Shop Manual will serve as a guide to service operations on the Eldorado Brougham chassis. There are no major differences between the Brougham and other series Cadillac cars in respect to steering, transmission, rear axle, brakes, engine, cooling, air conditioning and frame. Minor changes are: modifications made to the frame to accommodate the air suspension system, and the use of a full-flow oil filter for engine lubrication.

However, the power steering pump, transmission, engine and rear axle assemblies are assembled from parts that have been hand selected to meet exact specifications. These are production parts, incorporating no design or material changes.

Chassis Suspension

A suspension system in which air springs replace steel springs is one of many outstanding engineering developments in the Cadillac Eldorado Brougham.

In this system, the first true air suspension for any automobile, the Brougham rides on four air springs; one at each wheel, which replace the conventional steel coil springs in the front and the semi-elliptical leaf springs in the rear.

Development of the system stems from the principle that air is a compressible, easily controlled medium with outstanding dampening qualities. When controlled as in this Cadillac system, the air does not transmit road harshness or vibrations.

The how and why can best be explained by reviewing the basic components of the system and their functions. Refer to Fig. 2.

Four Air Spring Assemblies

One of these assemblies replaces the conventional steel springs at each wheel. The function is to support the weight of the car, compensate for uneven road surfaces without noticeably affecting the normal position of the body, and maintain the standing height regardless of car loading.

The major components of both front and rear air spring assemblies are the dome, rubber diaphragm, retaining plate, and piston. The piston and diaphragm fit into the carefully shaped dome which is secured to the frame. It is the air in the dome, acting on the diaphragm, which serves as the spring between the two.

Three Leveling Valves

These valves (one at each rear spring and one for the front springs which serves both by means of a check valve) control the car height by controlling the flow of air to each individual spring.

Each valve is mechanically actuated by a rod which reacts to the up and down position of the frame and wheel supports. These positions result from differences in passenger and baggage loading, and are not affected by road irregularities because of a two-second delay dashpot incorporated in each leveling valve.

Control Solenoid

The control solenoid package consists of two pairs of valves. One pair of valves is known as the "lockout solenoid", which is actuated either by the ignition circuit or by opening any door. Its function is to act as a

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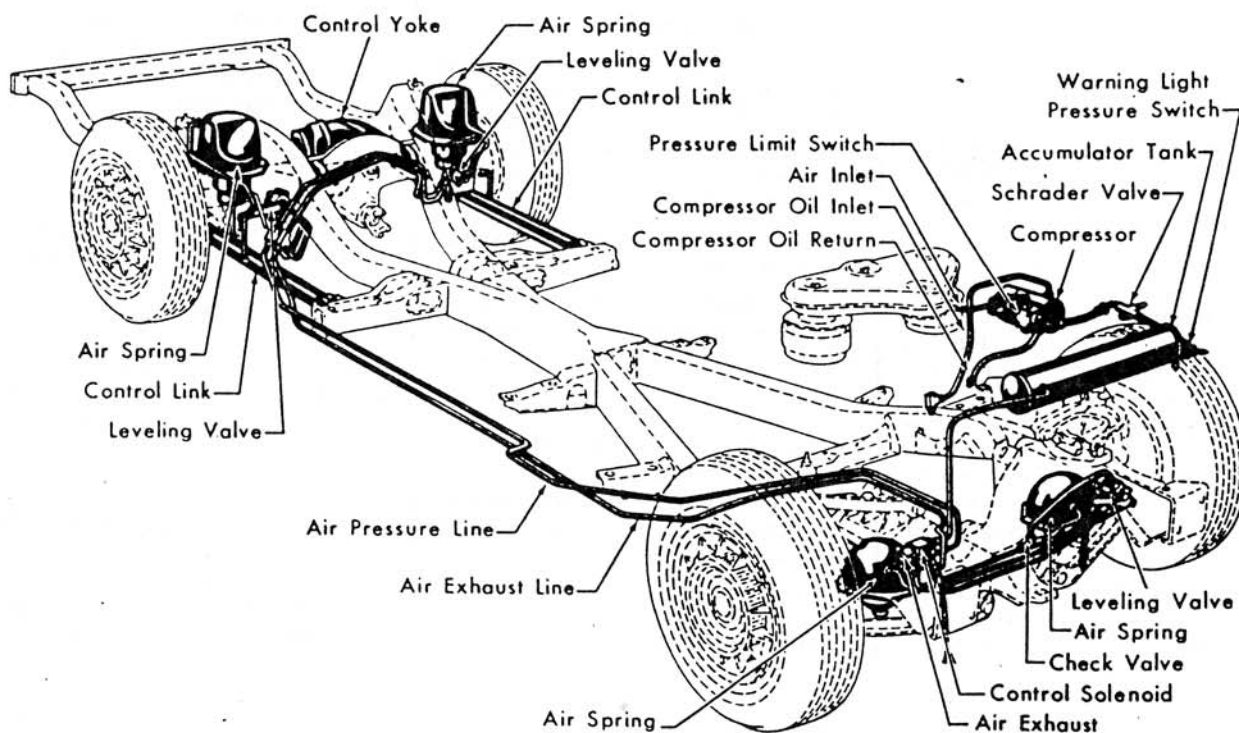


Fig. 2

(Continued from preceding page)

lockout to the air lines for parking, wheel changing, or for preventing the operation of the leveling system for any reason.

The other pair of valves act as a "restriction solenoid," which is actuated only by opening a door. Its function is to give fast or slow leveling by controlling the air flow to and from the air springs. For example, rapid leveling is desired when loading of the car is being changed. On the other hand, restricted leveling is desired when the car is in motion to assure a constantly smooth ride.

Air Compressor and Accumulator

The compressor, powered by an integral electric motor, provides the air for the system. A pressure limit switch starts and stops the compressor to maintain air pressure of 100 to 120 psi in the accumulator tank. The compressor is mounted on top of the generator, while the accumulator is located just forward of the radiator on the radiator support.

Preliminary Instructions Before Servicing the Chassis Suspension System

When servicing the chassis suspension system, it must first be decided whether or not any leveling action is desired, depending upon the nature of service being performed.

If slow leveling action is desired, turn ignition switch on to start engine. For fast leveling, open any door.

If no leveling action is desired, turn ignition switch off and close all doors (as an added safety precaution, disconnect the battery ground strap).

To completely exhaust air from system, raise car and place on jack stands, allowing front and rear suspension system to hang in full rebound position. Open a door and remove Schrader valve core from T-fitting in line leading from air compressor to accumulator tank. Allow 5 to 10 minutes for air to completely exhaust. Front air springs will empty last, because of check valves in air supply line.

For rapid replenishment of air supply, all wheels must be on the ground and a door open. Introduce external air at Schrader valve in compressor to accumulator line. The air supply can also be replenished by running the engine, however this is a much slower process.

If source of trouble cannot be readily traced, check warning light on instrument panel. A red light will indicate when air pressure drops below the 82 psi required for car leveling. Air pressure can be restored by running engine. Failure of warning light to go out, or continual "on" and "off" operation of light, indicates an air leak in the system.

CAUTION: Never raise rear end of car with rear shock absorbers disconnected unless all air is exhausted from rear air springs. This could result in the car being raised off its suspension, which would blow out the rear air spring diaphragms. This would also constitute a definite safety hazard to the Serviceman.

Caster, Camber and Toe-In

Caster, camber and toe-in are checked and corrected in the same manner as on other 1957 series cars. Specifications are as follows:

Caster	Camber	Toe-In
0° to -1°	-3/8° to +3/8°	1/8" ± 1/2"

NOTE: In order to avoid pulling to the right on high crowned roads, it is necessary to adjust the camber so that the left wheel has 1/4° to 1/2° more positive camber than the right wheel.

Fuel and Exhaust

The electric fuel pump is mounted on the top of the gas tank with the pump unit extending into the tank. It is an impeller type, constant pressure pump. A 6 amp. fuse protects the fuel pump circuit.

The fuel tank must be removed if the pump requires service.

Other units of the fuel and exhaust system are substantially the same as on other 1957 series Cadillac cars.

Heating System

The heating system used on the Brougham consists of a left cowl heater and two rear underseat heaters. The heating system water flow is shown in Fig. 3.

Control operation is the same as for other series Cadillac cars. Movement of the "Heat" control lever, however, also turns on the two rear underseat recirculating heater blowers. A separate blower speed control switch is located on the air outlet grille of each underseat heater. The blower

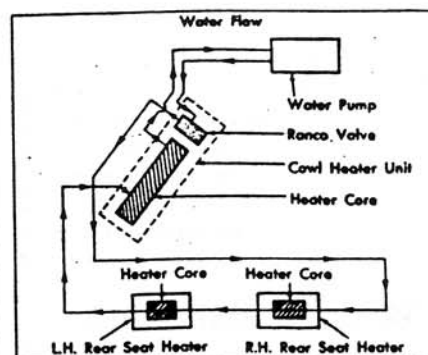


Fig. 3

will operate at high speed with the switch in the "up" position and low speed in the "down" position. However, the blowers cannot be turned on or off with those switches.

Radio and Antenna

Transistors are used in place of tubes in the Brougham radio. Other than this, the radio is essentially the same as used on other 1957 series Cadillac cars. Radio controls operate in the same manner, the only difference being in antenna operation.

The automatic antenna extends to operating height when radio and ignition are on, and retracts into the fender when either is turned off. Additional height control is obtained by push-pull operation of the manual tuning knob.

Until further notice no attempt should be made to repair the audio output or receiver tuner units of the radio in the field. They must be returned to the factory on a repair and return basis.

The radio draws power directly from the battery, eliminating the use of transformers. For this reason, all units, including the antenna and front and rear speakers, must be connected before the radio is turned on. Operation of the radio without speakers will overload the transistors, resulting in possible failure.

Body

The body of the Eldorado Brougham has been designed to provide the ultimate in luxury for the owner. New features are the automatic favorite position seat, fully automatic trunk lid operation, power operated front vent windows, compound curved windshield, and automatic door lock operation.

(Continued on next page)

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Automatic Favorite Position Seat

To allow greater convenience in entering or leaving the Brougham, the front seat moves back and down each time either front door is opened. When the driver is sitting on the seat and both front doors are closed, the seat will return to the preset position for which the control knobs are adjusted.

The controls are located in the left front door arm rest. There are three control knobs, one each for up and down movement of the rear of the seat, fore and aft movement of the entire seat, and up and down movement of the front of the seat. Encircling each control knob are two lenses. The inner lens contains a green arrowhead and a red arrowhead, which change position as the control knob is moved. The outer lens contains a stationary, clear arrowhead. Above each control knob are two small push buttons, one red and one green. To adjust the seat for automatic operation:

1. Enter car, close both front doors and sit in driving position on the front seat cushion.
2. Choose one color (red or green) for the driver's use in setting the controls.
3. Rotate each control knob until the arrowhead of the chosen color is lined up with the stationary arrowhead in the outer lens.
4. Depress the button of the chosen color behind the first control knob, with a dull pointed tool.
5. While holding the button down, rotate this control knob until the seat is in the desired position. Repeat this procedure with the buttons behind the other control knobs. The seat will now return to the favorite position of this driver each time he enters the car and indexes the three arrowheads of the chosen color.

The seat can also be preset to return to the favorite position of a second person. Each of the two persons adjusting the seat controls must choose a color to control the seat adjustment, and each must follow the procedure outlined above. Other persons who drive the car can turn the knobs to control the 6-way positioning of the seat as desired.

Trunk Operation

The luggage compartment is equipped with an automatic remote controlled lock. The push buttons to control the trunk lid are located in

the glove box on the instrument panel. When the red button is pushed, the trunk lid automatically opens and the lighted word "TRUNK" appears on the extreme right of the instrument cluster face. When the black button is pushed, the trunk lid closes.

The trunk also opens and closes automatically with the trunk compartment key. When the key is turned clockwise, the trunk lid opens; counterclockwise movement of the key will close the trunk lid.

Movement of the trunk lid, either up or down, may be reversed by pushing the opposite push button or turning the key in the opposite direction.

The trunk lid may also be closed manually by pushing down on the lid until the striker engages. Final closing will be automatic from that point on.

Automatic Door Locks

Automatic electric safety door locks are controlled from the front seat. When the button in the center of either front door locking control lever is depressed, the locks on all doors move to the locked position. Doors must be unlocked individually. A switch is incorporated in each rear door lock which will automatically

prevent shifting the transmission selector lever into a driving position when either rear door is open with the ignition switch "On". In addition, the rear door locks will automatically freewheel the inside remote handle when the transmission selector lever is moved from "P" or "N" into any driving range.

Electrical System

The battery used in the Brougham is a 12 volt, 11 plate, 72 ampere hour, heavy duty battery, located in a separate compartment in the right rear quarter panel, accessible through the trunk compartment. Extreme care should be exercised when removing or installing the battery, or when filling, to eliminate the possibility of spilling electrolyte on the trunk compartment trim.

The Brougham has a 55 amp heavy duty generator with a $3\frac{1}{2}$ " pulley. A 55 amp double contact voltage regulator is used in conjunction with the special generator. Checking and adjustment procedures for this charging system remain the same as those recommended for the 40 amp system used on 1957 series 75 and 86 cars with Air Conditioning. Refer to Fig. 4 for settings and specifications for the Brougham generator and regulator. (Continued on next page)

Fig. 4 ELECTRICAL SPECIFICATIONS

Generator (Heavy Duty 55 Amp.)	
Brush spring tension, oz.	20
Output, cold:	
Amperes	55
Volts	13
Generator speed, RPM	1580
Generator Regulator (55 Amp. Double Contact)	
Current Regulator	
Air Gap, in.	.075
Current setting in amperes:	
Range	53-57
Adjust to	55
Cut-Out Relay	
Air gap, in.	.020
Contact point opening	.020
Contacts close at volts	11.8-13.5
Adjust to	12.8
Voltage Regulator	
Air gap	.080
Voltage setting	
Range (lower contacts)	14.0-14.6
Adjust to	14.3
Lower contact point opening	.016
Upper contact point setting, volts:	
3 - .5 lower than lower contact setting, volts	

1957 BROUGHAM BULB DATA CHART

UNIT	BULB NO.	C/P	UNIT	BULB NO.	C/P
Ash Tray Light.....	53	1	Parking Lamp.....	67	3
Beam Indicator.....	53	1	Radio Dial.....	1891	2
Back-up Light.....	1073	32	Radio Escutcheon....	57	2
Clock.....	53	1	Stop Signal & Tail.....	1034	32-4
Cluster, Instrument Panel.....	57	2	Summer Vent & A/C CONTROL.....	57	2
Dome Lamp, Roof Rail.....	1004	15	Trunk Compartment..	1003	15
Fog Lamp.....	1044	35W-32	Turn Signal Indicator.	57	2
Glove Box.....	57	2	Tell-Tale Lights		
Headlamps.....	37.5W - 50W		Generator.....	57	2
Headlamp Switch Escutcheon.....	53	1	Oil Pressure.....	57	2
Heater Control.....	57	2	Low Fuel.....	57	2
Hydra-Matic Indicator.....	57	2	Temperature.....	57	2
Ignition Lock.....	53	1	Low Air.....	57	2
License Plate Lamp..	67	3	Trunk Open.....	57	2
Map and Courtesy Lamp.....	90	6	Parking Brake.....	57	2

Fig. 5

(Continued from preceding page)

The Brougham has a four headlamp system. Only the two outer lamps operate on low beam, while all four lamps operate on high beam. The system is controlled by a conventional headlamp switch. The most practical method for adjusting the dual headlamp system is by use of

special T-3 Aimers, designed for use on the 5 $\frac{3}{4}$ " sealed beam units and available through local United Motors Service Stations.

The Brougham instrument cluster is unique in that it incorporates 270° type gages for oil pressure, engine temperature, fuel, and generator

charging. In addition to these gages, there are tell-tale lights indicating low oil pressure, low fuel level, low charging rate, high engine temperature, and low air suspension air pressure, plus the conventional trunk and brake warning lights. Bulb requirements for these instrument panel components are covered in the bulb data chart, Fig. 5.

The automatic starter switch is located under the hood just to the right of the centerline of the cowl. The switch is both electric and vacuum controlled, and the starting motor will crank when the key is turned on and the transmission is in neutral. The starting motor automatically disengages when the engine starts. An accessory disconnect relay that removes the accessory load during cranking is mounted on the inside of the cowl panel to the left of the fuse block.

Another unique electrical feature on the Brougham is the transmission interlock system. This system prevents movement of the transmission shift lever into any drive range when either rear door is open. However, the rear door can be opened from the outside with the shift lever in any position. This is accomplished by the action of a solenoid switch and lever assembly, located on the steering column below the neutral switch.



HOW MANY?



The question is often asked "how many Broughams are left"? The following figures are about as accurate as I can be at this time. I have combined cars listed with The B.O.A. and with those owned by C.L.C. members. I feel the total numbers are low and more Broughams are out there than we now know of. B.O.A. total membership as of 10/06/89 is 103. (12) members have not listed Broughams owned. (9) members are looking for cars. C.L.C. - (30) members list Broughams.

Combined Total Cars By Years

"57"

90

"58"

64

"59"

14

"60"

11





BROUGHAM at right may reflect line styling for 1958.

CADILLAC Eldorado Brougham

HOW IT FEELS
TO RIDE IN
A \$13,500 CAR

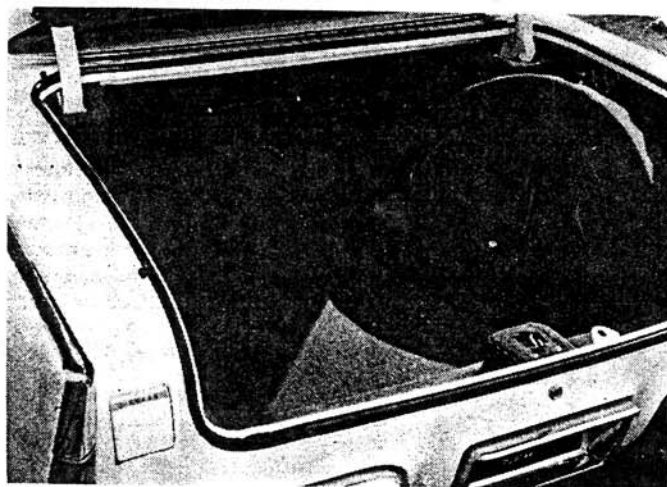
Photo Story by Joe Wherry

CADILLAC, THE FOUNDER OF DETROIT, was of an era when supreme elegance in the matter of clothing was the order of the day. The car named after him, in its newest and most expensive version, reflects a similar elegance.

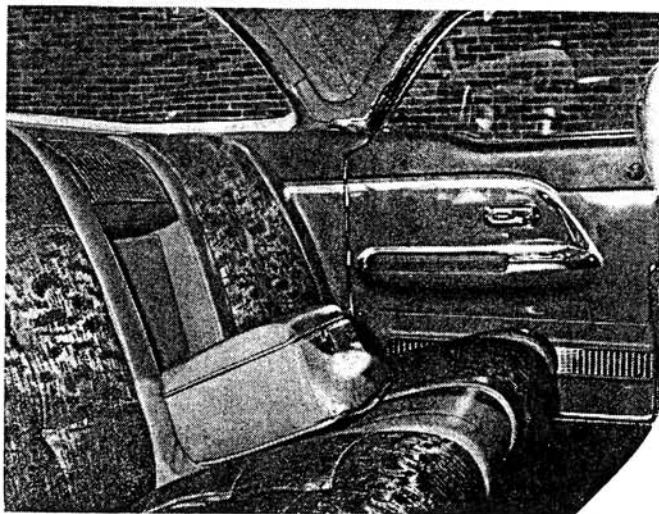
When you enter this semi-custom beauty, you find yourself enveloped in an aura of luxury. The deep, soft seats are upholstered in either glamorous tapestry-type fabrics or top grain cowhide. The interior is distinctive and luxurious beyond any production car made in this country. Interior hardware is beautifully finished and there are plush extras such as the fitted vanity case in the rear seat armrest.

Not long after you have placed the car smoothly and almost silently in motion, you begin to realize that despite the fact you are guiding a 2½-ton vehicle, the handling qualities are very good. The power steering is close to being effortless but still gives you some road feel. We are told, however, that future models will have an extra half turn added to the steering wheel which may cancel all road feel to the dismay of some and the pleasure of others. The ride, as a result of the air-suspension system, is super-soft. It might be described as superb with minor reservations we have described on page 19.

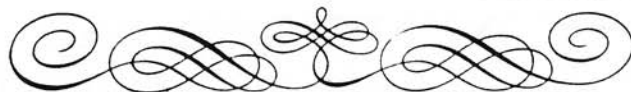
One seeming incongruity in this flagship of the Cadillac fleet is the restricted rear seat legroom. When the front seat is moved far back, rear seat passengers find things a bit cramped. The car was obviously intended for only five passengers. The center armrest folds down nearly flush with the rear seat cushion but it is so hard and the differential-propeller shaft tunnel is so high that as a middle passenger you are relatively uncomfortable. We are of the opinion, however, that these are inconsequential distractions from the million-dollar feeling you acquire from a ride in the Brougham.



MOTOR TREND/JULY 1957



B.O.A. NOW INT'L!



I was rather surprised by the many good tips from the Newsletter No. 2. If your new organization had started 5 years ago, it would have been probably less difficult and costly to restore my own Brougham, body 230. Anyway, my project is almost ready; the "only" items still in need of work are:

The radio. When the original transistors are missing, it is a mess to find a suitable replacement. Of course, as long as the radio is not installed, I cannot assemble the upper dashboard.

The exhaust tubes over the rear axle should arrive from the States in the next few days, as well as the rear air diaphragms.

It may interest you to know that I repaired the upper dashboard myself. The result is not perfect, but imagine the cost to ship that part to "Just-Dashes" and back!

The front license guard was missing, I manufactured a positive out of wood and made one part in aluminum. I did not have an original part to build my wood mock-up. I don't know if the front license guard is a hard part to find, so if somebody is interested in having one, please contact me. The price of the cast part unfinished (this means no holes and not polished) should be \$200.00 plus shipping. In fact, I don't remember what I paid for it and this indicated price should be the upper limit.

I repaired the rear leveling valves; they were leaking at the axle. In fact, this repair is a very long story. I even sent them to Roger Eickmeier, but he could not help. In between, I bought modern ones but I was not pleased because they did not keep the air in the spring when the rear of the car was lifted. So I did a complicated new construction with 3 "O" rings. As a keen model-builder, I had no trouble to manufacture parts out of brass. If someone wants to know what I did, let me know and I will mail a sketch of my axle construction.

I imagine, you do not have many foreign members. Here are some notes about myself:

I was born in 1945, usually I speak French. I am an automotive engineer; presently I am a district service manager for G.M. - U.S. cars in Switzerland. I already restored a 1956 Cadillac Sedan De Ville; when the Brougham is ready I will begin a 1956 Biarritz. I am president of the Cadillac Club of Switzerland (150) members but I hope to find someone else for this charge by 1991. My other duty in the club is to find parts for our cars. In Europe, it is not always easy! Thank you again for the good work!

Roger A. Zimmermann, Mattenweg 15, CH-2557 Studen, Switzerland

Our Other International Members Are:

Mr. Gaetan Bouthiller
Montreal Quebec, Canada

Mr. Lon Schartz
St. Thomas U.S., Virgin Island

Dr. Roger Eickmeier
Mitchel Ontario, Canada

Mr. David Taft
Coquitlam B.C., Canada

RESTORATION & MAINTENANCE

Dave Barclay of Colts Neck, N.J. is considering reproducing the 57/58 rear bumpers. Prototype work with the foundry is now underway. Dave will consider manufacturing more than prototypes IF the interest is there. Bumpers will be complete (plated) ready to bolt on. This is the most serious attempt to date to solve a major problem on the 57/58. If you are even the slightest bit interested please give Dave a call at (201) 544-9035 or drop a note. 169 County Road East, Colts Neck, N.J. 07722.

MOVIE CAR

Septemer 21, 1989

"As far as publicity goes - I do show the car locally a few times a year, and because of that, it was used in what should be a major movie - Warner Bros. DRIVING MISS DAISY. Filming took place a couple of months ago in Atlanta. My understanding is that Dan Ackroyd drives it into a driveway, parks and exits. Don't know how visible the Brougham will be - but they wanted a top of the line "Flashy" car for the scene."
Alan J. Lease D.D.S., Atlanta, Georgia

A WINNER

Congradulations to David Fogg of Palm Springs, Calif.
Dave's 1960 Brougham #79 won "Best Of Show" at the Cadillac Club International Show in California.

COVER GIRL

Those of you who are C.L.C. members have by now received your copy of the 30th anniversary issue of THE SELF STARTER. If you are not a C.L.C. member, the cover car is Ken Gimelli's fabulous maroon "58" Brougham. Included in the issue is (5) pages of accurate information and pictures regarding the Brougham. Articles are by Alan Haas and Ron VanGelderren - two well known Cadillac experts. It is my understanding that this very special edition of THE SELF STARTER is available for about \$5.00 from the C.L.C. contact Bud Juneau, Rt.2, Box 252, Brentwood, Ca. or Edith Childs, 3823 Shampo Dr., Warren, Mi. for ordering information.

P.S. Alan Haas mentions "Fleetwood" brand cigarettes in his article. Was this another Brougham special item?

NEW ELECTRIC FUEL PUMP USED ON 1958 ELDORADO BROUGHAM

ALL 1958 Eldorado Broughams are equipped with a new electric fuel pump that is simpler in construction and easier to service than the pump used on the 1957 series Broughams. The new pump, Part No. 5621654, is interchangeable with the 1957 pump and is supplied by the factory Parts Warehouse for service replacement for all 1957 and 1958 Broughams.

Removal and installation procedures outlined in the Brougham Shop Manual for the 1957 pump apply also to the new 1958 pump. Disassembly and assembly procedures are outlined below:

1. Remove fuel outlet hose from

housing and fuel connector by removing the two retaining clamps, Fig. 9.

2. Scribe a line across strainer frame, plate, housing, motor mount, and motor to assure proper positioning upon assembly.
3. Remove four screws retaining strainer frame, plate with gasket, impeller, and housing with gasket, separating the above components.
4. Remove two nuts securing motor mount to motor, and remove mount with gasket.
5. Separate the two motor leads from the mounting plate, by removing

the nut and lock washer securing the feed wire to the terminal; and then remove the remaining nut, steel washer, and insulator from terminal. Pull the two motor leads from the mounting plate, removing rubber insulator and fiber insulator.

6. Remove rubber connector that secures motor to mounting plate by removing the two large connector clamps.
7. Remove nut and lock washer that hold fuel connector to mounting plate and remove connector with gasket.
8. To assemble, reverse the above procedure.

February, 1958

UNDERCOATING ON ELDORADO BROUGHAM NOT RECOMMENDED

At the time of delivery of an Eldorado Brougham to the owner, it is important to explain why undercoating is not recommended.

Undercoating material or other foreign matter of any kind should not be allowed to enter the air spring diaphragm skirts or to contact the pistons or diaphragms. Failure to observe these precautions can cause chafing of the diaphragm and eventual failure of the air spring. In addition, hose connections and pipe fittings must not be covered.

The importance of keeping undercoating material off the propeller shaft, power steering pulley, fan, fan pulleys, and harmonic balancer on all model cars should be re-emphasized. The addition of weight to one side of any rotating part will throw it out of balance, causing undesirable vibrations and premature wear.

Toe-In Specification Revision

Toe-In specifications for 1958 Air Suspension equipped cars were revised effective with Engine No. 025038. The correct measurement is now $\frac{1}{16}$ " to $\frac{1}{8}$ " for all Air Suspension cars.

NOV, 1957

LONGER WIPER BLADES USED ON ELDORADO BROUGHAM

Beginning at Engine No. 105021, all Eldorado Brougham cars will have 15" windshield wiper blades instead of the standard 12 $\frac{7}{8}$ " blades. This new blade, Part No. 1470418, will provide a larger wiping pattern area. The location of the windshield wiper transmission on other series cars does not permit use of the longer blade. When wiper blade replacement is required on Eldorado Broughams built before Engine No. 105021, both blades should be replaced with the new 15" blade.

SEPT, 1957

REPLACEMENT OF BROUGHAM RESONATORS OR TAIL PIPES

In cases where replacement of resonators or tail pipes on an Eldorado Brougham becomes necessary, it is possible to route the exhaust gas fumes underneath, instead of through, the rear bumper ends. This may be accomplished by use of the following parts:

DESCRIPTION	PART NO.
Resonator (2)	1465159
Rear Muffler Tail Pipe, L/S	1470493
Rear Muffler Tail Pipe, R/S	1470494
Resonator Support bracket, L/S	3631139
Resonator Support bracket, R/S	3631140

NOV, 1958

NEW TYPE OF FUEL GAGES NOW USED ON BROUGHAMS

To obtain greater accuracy of the fuel and oil gages on 1958 series Eldorado Broughams, the gage pointers were changed from an unbalanced to the balanced type, beginning at Engine Number 012322.

When the ignition is shut off, the pointers will not return to zero as in the past, but instead will come to rest at the approximate reading of fuel in the tank, and oil pressure at the time the engine was shut off. Gage readings are not accurate, however, unless the engine is operating.

Fuel Tank

A fuse body and AGC $\frac{1}{4}$ amp fuse have been added to the pink circuit on the fuel tank float gage unit between the connector and rubber tubing on all 1958 Eldorado Broughams after Engine Number 012118, to protect the fuel gage from damage in the event of electrical trouble in the float unit. The fuse is located under the cover of the automatic trunk lid motor assembly.

To prevent the fuel gage wires from becoming loose on the fuel gage float unit, the terminal nuts have been staked. Also, plastic cups have been placed over the float unit terminals to prevent any shorting or grounding from the body floor pan.

JANUARY, 1958

Classified

IMPORTANT NOTE

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

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



Mastermind Creations, inc.

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

REPRO PARTS - Attention 1957-58 Brougham owners and restorers: After many requests, we are now considering the feasibility of making a very limited number of the unique style Brougham hubcap. They will be brand new, 100 point show quality duplicates or the original, complete with new medallions. If you are interested enough to call and talk to us, we will review the possibility of a one run basis. George W. McVey, 9033 Alden, Lenexa, KS. 66215 (913) 888-3686.

REPRO PARTS - I will reproduce the side plate "ELDORADO BROUGHAM BY CADILLAC" out of brass (without frame). They are not stamped like the original plates but graved. In my opinion, only an expert eye can notice the difference. I still have 3 name plates, satin chromed, at \$70.00 each.

Roger A. Zimmermann, Mattenweg 15, CH-2557 STUDEN, Switzerland

Parts

PARTS FOR SALE - 1958 Brougham Body, fenders, hood, trunkhood, stainless steel top, rims, powder painted backing plates. I am looking for interior lenses, map lenses, ashtray, inserts, and also Eldorado emblems for trunk and gasoline. John A. Holley, 2047 Crinella Drive, Petaluma, CA. 94962 -(707)763-2548

1960 Brougham parts: Door sill plates, rear doors (black door panels), front seat (black leather), passenger side fender skirt, trunk pull down, Brougham "V" for front of car, also emblem for $\frac{1}{4}$ panel, drip rails, many side moldings and misc. trim and mechanicals. Ed Pashukewich, 34407 Ann Arbor Trail, Livonia, MI. 48150 (313) 261-2282-Phone

57/58 Cartridge oil filters Fram CH - 106 PL "Brougham" (8) for \$50.00 plus \$4.00 shipping. Allan Dowling, 19 Manning Dr., Berea, Ohio 44017

57/58 Right front bumper. Plater chromed over crack. Re-plate job fair to good. Good for #2 or #3 car. \$250.00 plus \$10.00 shipping. Allan Dowling, 19 Manning Dr., Berea, Ohio 44017

1958 Brougham engine and trans. Removed from #466. Contact Travis Shepard, (216) 644-2000 price and shipping negotiable.

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

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

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. Rear original mouton carpet set (black) near perfect \$200.00. Allan W. Dowling, 19 Manning Dr., Berea, Ohio 44017

Parts, parts, parts, Brougham and other Cadillacs - Contact Rudy Stahl at (419) 729-4785 shop, or (419) 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 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.

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. Taillight lens (red), door panel (white) lens, Brougham emblem for (rear fender).
Arthur M. Levine, 3862 Chinchilla Ave., Las Vegas, Nev. 89121 (702) 451-0712.

PARTS WANTED - I am looking for an original 57-58 Brougham antenna, in working condition or repairable. Price and condition are to be sent to my address. Roger A. Zimmermann, Mattenweg 15, CH-2557 STUDEN, Switzerland

Does anyone have a copy or a xerox copy of the "Brougham Owner's Manual" which resided in the glove compartment. I also need the note pad, or possibility of a xerox copy. William Olsen, P.O. Box 184, Santa Fe, N.M. 87504

I am in need of the front "V", and the emblem "Gasoline".
Shelby Jenkins, 506 E. Kings Road, Smyrna, Tenn. 37167 (615)355-0436



The PENALTY OF LEADERSHIP

IN every field of human endeavor, he that is first must perpetually live in the white light of publicity. ¶Whether the leadership be vested in a man or in a manufactured product, emulation and envy are ever at work. ¶In art, in literature, in music, in industry, the reward and the punishment are always the same. ¶The reward is widespread recognition; the punishment, fierce denial and detraction. ¶When a man's work becomes a standard for the whole world, it also becomes a target for the shafts of the envious few. ¶If his work be merely mediocre, he will be left severely alone—if he achieve a masterpiece, it will set a million tongues a-wagging. ¶Jealousy does not protrude its forked tongue at the artist who produces a commonplace painting. ¶Whatever you write, or paint, or play, or sing, or build, no one will strive to surpass, or to slander you, unless your work be stamped with the seal of genius. ¶Long, long after a great work or a good work has been done, those who are disappointed or envious continue to cry out that it can not be done. ¶Spiteful little voices in the domain of art were raised against our own Whistler as a mountebank, long after the big world had acclaimed him its greatest artistic genius. ¶Multitudes flocked to Bayreuth to worship at the musical shrine of Wagner, while the little group of those whom he had dethroned and displaced argued angrily that he was no musician at all. ¶The little world continued to protest that Fulton could never build a steamboat, while the big world flocked to the river banks to see his boat steam by. ¶The leader is assailed because he is a leader, and the effort to equal him is merely added proof of that leadership. ¶Failing to equal or to excel, the follower seeks to depreciate and to destroy—but only confirms once more the superiority of that which he strives to supplant. ¶There is nothing new in this. ¶It is as old as the world and as old as the human passions—envy, fear, greed, ambition, and the desire to surpass. ¶And it all avails nothing. ¶If the leader truly leads, he remains—the leader. ¶Master-poet, master-painter, master-workman, each in his turn is assailed, and each holds his laurels through the ages. ¶That which is good or great makes itself known, no matter how loud the clamor of denial. ¶That which deserves to live—lives.

Cadillac Motor Car Co. Detroit, Mich.

A leader in automotive innovation, Cadillac also pioneered new approaches to automobile advertising. This 1914 piece, written by Theodore MacManus, is one of the most famous of all. It captures the essence of Cadillac's dedication to excellence.