

10

10TH ANNIVERSARY ISSUE



Spring



1998

*Brougham  
Owners  
Association*



*Newsletter Vol. 10 No. 1*



# Brougham Owners Association, Inc.



B.O.A. Newsletter Vol. 10 No. 1 Spring 1998

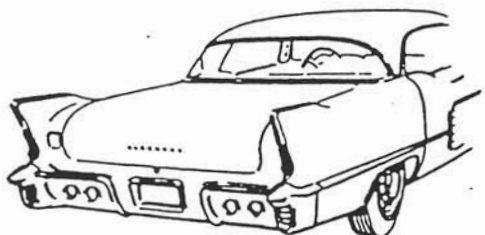
B.O.A. Website- <http://www.pantek.com/~adowling>

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## PRESIDENT'S MESSAGE

There were many times when I wondered if we would really see a tenth anniversary issue, but, here it is. I wish to thank all of you for having the faith and confidence in our efforts to renew year after year. Without you this organization would have never succeeded regardless of how fancy our publication would have been or how big our dreams may have been. Together we have all made the Brougham known to the world and have saved many for posterity and future generations to marvel at. To insure that the dream lives on, I am seeking someone to move this group forward and take it to even greater heights. During this tenth year I ask that one of you take the helm and take the B.O.A. in a much deserved new and improved direction. Many of you are very qualified to assume this role. Several names come to mind, and I will be discussing this possibility with you. Rest assured that I am not abandoning the B.O.A. I will not simply walk away from the responsibility of providing this newsletter and will continue to do my best as long as I am in this position. My love for the car and my admiration for all of your efforts would never allow me to do that. This is a marvelous opportunity for one of you shape the future of the Brougham as you wish to see it progress. I assure you that you will always be in a controversial position; however, the rewards (personally) far outweigh the fuss and criticism you will learn to accept as "part of the job". If you are interested, or know of someone who may need a little encouragement to assume this position, please contact me.

Till next time,



Please check your label over for any errors that may have occurred when I entered them in our computer system. I hope to have all addresses and billing dates corrected for the coming year.

## ON OUR COVER

Our cover car this issue is # 666 owned by ATC, Peter M. Dorey USCG ( Ret.) Pete bought this magnificent Copenhagen blue Brougham in 1960. In those days Pete was able to secure all the vanity items and 8:40x15 tires direct from Cadillac thus completing the mint car to exact factory specifications. Pete sent me a stack of fascinating material that we will share with you in future issues. He even devised a test stand for the springs to test them in a dynamic mode. Some of the of the material Pete submitted appears in this issue. Much more to come.



# ***Brougham History - Overheating Problem***

## ***Factory recommendations***

C  
O  
P  
Y

CADILLAC MOTOR CAR DIVISION  
General Motors Corporation  
Detroit

August 13, 1957

SUBJECT Eldorado Broughams Overheating (1957 Bulletin Number 52)

TO: Branch Service Managers  
Dealer Service Managers  
All Foremen  
Messrs. Houser, Schroeder, Schmitz, Blom, Douglas

A recent field report has brought to light the fact that several Eldorado Broughams have been shipped since May 1 with permanent glycol anti-freeze, Sales Code "Z-1", installed. This practice has now been discontinued until the advent of cold weather.

Since ethylene glycol has a lower specific heat than pure water, heat transfer to the radiator is reduced when glycol is present, making it possible for localized "hot spots" to develop in the cooling system which may or may not be indicated by the temperature gauge. It is therefore recommended that permanent anti-freeze be drained in all series cars during hot weather, and replaced by water with Cadillac Inhibitor.

Other field reports suggest an additional possibility for a slight degree of overheating of the Brougham, the symptom of which may be apparent carburetion problems: the manifold heat control valve may be the wrong type, as covered in the August Serviceman, it may be stuck, or it may have been installed upside down. Always call attention to the recommended practice of checking operation of this valve on any tune-up job or performance complaint.

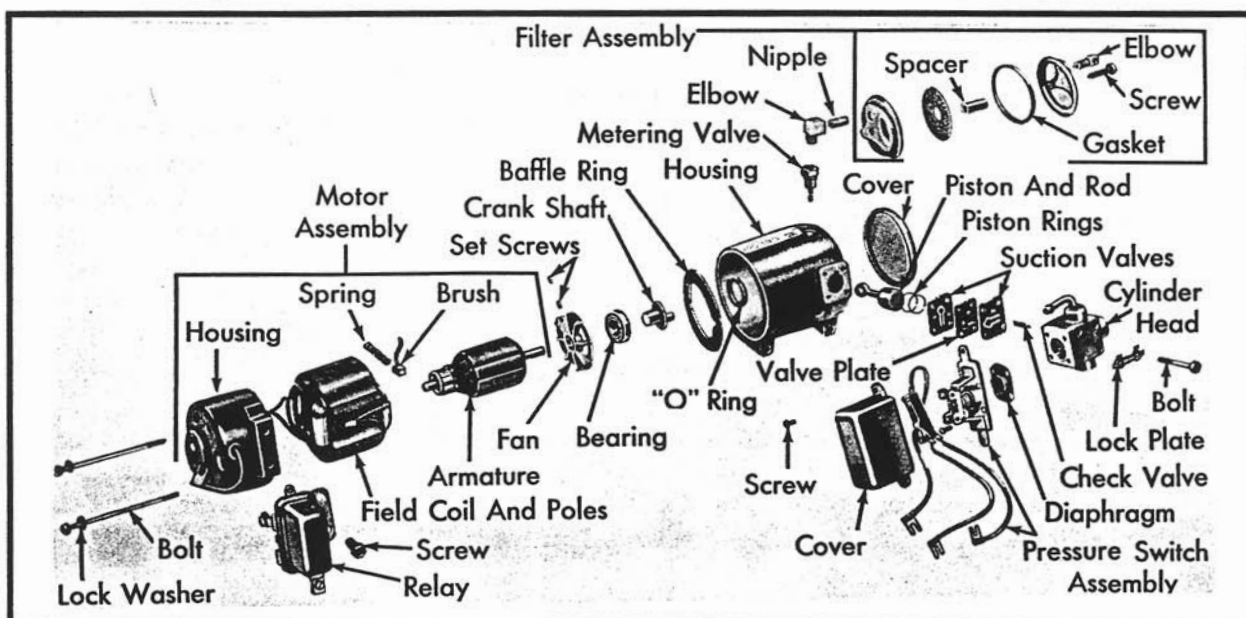
The acromat baffle which covers the air suspension accumulator tank must be tucked in neatly at the front end sheet metal crossover panel, to prevent incoming air from by-passing the radiator. In any case of engine overheating, the three air exits from the underhood compartment should be checked to be certain that no one has mistakenly blocked them off, thinking that some sort of baffle was missing. These air exits are on top of both front fenders, and also in the two center sections of the cowl air inlet grille assembly, over the wiper motor. With these air handling provisions operative, the underhood temperature of the Brougham should be slightly less than the standard car with Air Conditioning.

/s/ J. D. Kice  
Service Engineer

SERVICE INFORMATION - 1957, 1958 BROUGHAM

**(1) DISASSEMBLY AND ASSEMBLY OF COMPRESSOR (Fig. 1)****a. Disassembly**

1. Remove oil filter assembly from brass nipple by rotating assembly counter-clockwise.
2. To disassemble filter, remove center retaining screw and separate front cover, rubber gasket, filter element, and rubber spacer from rear cover.
3. Remove brass elbow from oil metering valve and remove valve fitting from compressor housing.
4. Disconnect wires from terminals on starting relay, remove two screws retaining relay to motor housing, and remove relay.
5. Remove housing front cover by prying it loose, using a flat-bladed tool.
6. Scribe a line across the pressure switch cover, cylinder head, and compressor housing, to aid in reassembly.
7. Remove four screws retaining cylinder head to compressor housing, and remove cylinder head with pressure switch assembly and reed suction valves with valve plates.



Many thanks to Larry Muckey for supplying this and many articles that will appear in future issues. This is the kind of detailed information that takes the mystery out of taking a vital part of your Brougham apart for service, repair, or as part of a detailed restoration. A picture is worth a thousand words applies when working on the internals of something as touchy as the Brougham compressor. Larry has always come through with fascinating and valuable Brougham tidbits right from the factory. Many thanks, again!!!!

8. Remove two screws that retain pressure switch cover to cylinder head and remove cover.
9. Remove four screws that retain pressure switch assembly to cylinder head and separate switch assembly from diaphragm and cylinder head.
10. Using Special Tool, J-6888, or similar tool, remove Shrader type check valve from bottom of cylinder head.
11. Remove two thru bolts retaining motor housing to compressor housing, and remove housing and fields.

NOTE: Do not lose the thrust washers at the commutator end of the armature shaft, as they must be installed in exactly the original position when reassembling.

12. Remove armature, fan, bearing, and crankshaft as an assembly by pulling on armature, being careful not to distort the connecting rod.
13. Remove Allen set screws that retain the fan, bearing, and crankshaft to armature and remove these parts (1 set screw and 1 lock screw in same threaded hole).
14. Remove piston-to-rod assembly from cylinder in casting.
15. Remove "O" ring seal from bearing bore in housing and discard.
16. To remove bearing from crankshaft, place assembly in a 15/16" deep socket, journal end down, and tap on crankshaft with a smooth, round drift punch and hammer.

NOTE: Bearing should not be removed from crankshaft unless it is necessary to replace bearing. If necessary to replace crankshaft, replace bearing also, because it will be damaged by removal. Early compressors have a flat spacer between the crankshaft and bearing. If bearing is removed from crankshaft, the spacer should be discarded and should not be installed during assembly.

17. To gain access to motor brushes, remove screw retaining field coil assemblies to motor housing and remove field coils.
18. If brush replacement is necessary, unsolder lead wires and remove.

NOTE: The baffle ring in the compressor casting is replaceable, but should not be removed unless it is damaged.

b. Assembly

1. If motor brushes have been removed for replacement, install new ones, soldering the lead wires into position.

2. Install brush springs and brushes in their holders and retain in position with Brush Retainer, J-7890.

3. Install armature and remove Brush Retainer.

NOTE: Be sure thrust washers are installed at commutator end of armature exactly as they were originally installed.

4. Install and align field coil assembly. Install field coil retaining screw.

5. Center bearing, with rubber facing up, on a 5/8" socket. Position crankshaft over bearing and, using a plastic hammer, tap crankshaft into bearing until seated.

6. Install fan over crankshaft, aligning screw hole in fan with hole in crankshaft.

NOTE: Two types of crankshafts and fans have been used in production; the only difference being in the diameter of the set screw hole in the fan and crankshaft hub. If service replacement is necessary, fans and crankshafts with the same diameter holes must be used in conjunction with each other.

As indicated in the Brougham Parts List, only the late style crankshaft with the large hole is available as a service replacement part. Both types of fans are available. It should also be noted that the small hole assembly requires two identical 8-32 x 5/16" screws, while the large hole assembly requires a 10-32 x 3/8" set screw and a 10-32 x 1/4" locking screw.

7. Install crankshaft and fan on the armature so that the crankshaft bottoms on the armature shaft. Align the holes in the crankshaft and fan with the flat spot on the armature shaft. Secure with the Allen set screw and install the Allen locking screw. (If properly aligned, the second Allen screw will seat flush with the flat on the fan assembly.)

8. Install new "O" ring seal into groove in bearing bore of housing.

9. Insert piston and rod assembly into cylinder of compressor housing, being careful not to damage piston rings.

10. Slide motor housing and armature assembly into compressor casting, guiding journal on crankshaft into connecting rod of piston.

11. Install two thru bolts through motor housing, securing housing to compressor housing. Turn crankshaft by hand to make sure assembly can be moved freely.

12. Install front cover on compressor housing.

13. Install Schrader type check valve in cavity of cylinder head and tighten securely.

14. Position suction valve reeds on valve plate, as shown in Fig. 1, and position over cylinder. Place first reed valve in position, matching tip of valve to corresponding depression in compressor housing. Then, match valve plate to the first valve and second valve to the plate.
15. Align cylinder head with scribe marks on compressor housing and secure with four screws and two lock links.
16. Position diaphragm on pressure switch plunger assembly and secure plunger and pressure switch assembly to cylinder head with four screws.

NOTE: When properly assembled, the contact points will be to the right and the wires will leave the unit at the lower right hand corner.

17. Place switch cover over switch and secure with two screws.
18. Install oil metering valve fitting in housing and tighten securely. Install brass elbow into oil metering valve fitting and nipple into elbow.
19. Assemble oil filter by placing filter element in position on rear cover. Then, install rubber spacer and gasket, aligning cut-outs on front and rear plates. Secure assembly with attaching screws.
20. Install filter assembly on brass elbow by rotating filter assembly clock-wise.
21. Position relay on bracket of motor housing and secure with two screws, and connect four leads as follows: Red lead to #4 terminal, Black to #2, Natural to #2, and Light Green to the unmarked.

NOTE: After installing the compressor on car, check and adjust the pressure switch setting as outlined below.

## (2) ADJUSTMENT OF AIR COMPRESSOR SWITCH (Fig. 2)

It is important that the pressure switch be properly adjusted to assure proper operation of the compressor, whenever a compressor is overhauled, a new pressure switch is installed, or when diagnosis of compressor troubles indicates the need for adjustment.

Specifications and adjustment of the pressure switch are outlined below. The adjustments are performed on-car.

The compressor should cut-in at 105-110 psi and cut-out at 120-125 psi. Check pressure at service valve at tee in pressure line (compressor to accumulator tank), using Air Pressure Gage, Tool No. J-6840.

### a. Cut-In Pressure Adjustment

1. Remove bakelite cover from pressure switch.



## b. Cut-Out Pressure Adjustment

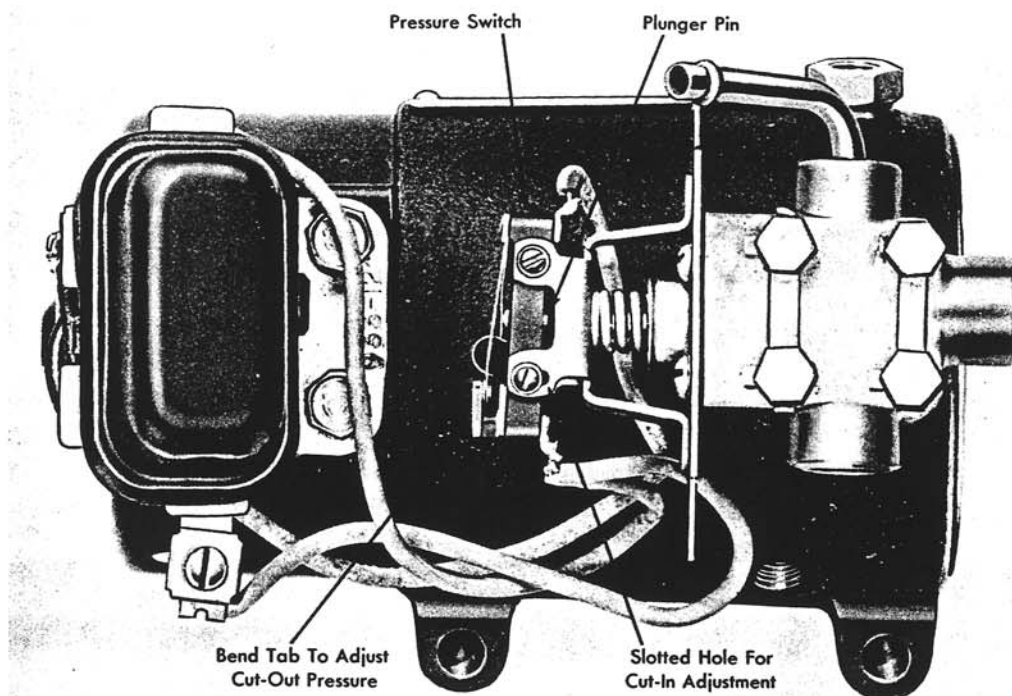
Before performing cut-out pressure adjustment, make certain that cut-in pressure is in proper range.

1. Adjustment is made by bending the rearward metal contact tab, Fig. 2, at the contact point end of the switch assembly, fore or aft. To increase cut-out pressure, bend tab rearward. To decrease cut-out pressure, bend tab forward.
2. Loosen two screws securing switch to plunger assembly.

NOTE: Bottom screw hole is slotted for cut-in pressure adjustment, Fig. 2.

3. Adjustment is made by moving contact point end of switch assembly fore or aft. To increase cut-in pressure, move contact point end of switch assembly rearward. To decrease cut-in pressure, move contact point end of switch assembly forward.
4. Adjust switch cut-in pressure at 105-110 psi, using Air Pressure Gage, No. J-6840, and tighten switch mounting screws.

NOTE: If it becomes necessary to increase cut-in pressure beyond switch adjustment, file the metal end of the plunger pin in the switch assembly.



**CAUTION:** Do not bend spring steel contact point.

2. Adjust switch cut-out pressure at 120-125 psi, using Air Pressure Gage, No. J-6840.
3. Recheck cut-in and cut-out pressures and readjust if necessary.
4. Replace switch cover.



Re: Cadillac 1957-1958 Shop Manual, Brougham supplement  
*Cadillac Eldorado Brougham Service Information*

Section 17, Pgs. 39 fig. 17-57  
40 figs. 17-58 & 59

A very perplexing & frustrating (Aren't they all?) "Brougham" problem experienced - was with the "rear compartment lid motor and regulator assembly".

Assuming the rear deck was fully raised, and desired to close the rear deck "electrically"...

Assuming the deck lid is open. To close, normally, pressing the "down button" in the glove compartment (or by use of rear key), would energize the normally de-energized "clutch solenoid", mechanically connecting the deck drive motor to the "regulator arm" then the electric motor would pull the "regulator arm" down-ward, lowering the rear deck until the "closing unit" in the lid strikes the "power lock assembly". At this time, battery power SHOULD be "removed" from the "clutch solenoid" allowing it to release the deck drive motor from the "regulating arm", releasing the deck lid.

Normally, when the deck is lowered to the point where the "power closing unit" contacts the "power lock assembly" the lid is drawn down tightly and locked.

NOTE: The electric motor powering the deck lid is electrically reversible (powering the lid either up or down); its output shaft has a "worm gear" installed, driving the "regulator (control) arm" either up or down. For the non mechanics, a feature of a worm gear is that the "load" (in this case, the deck lid) is unable to drive the worm gear in either direction, and it's locked stationary (generally desirable) when not turned by the prime mover, in this case, the electric motor.

Problem:

Power was NOT being removed from the "clutch solenoid" after the deck had closed, inertia from the drive motor would cause the "regulator arm" to pull the deck lid "slightly below" its normally closed position, slightly distorting the deck lid. Apparently, the down limit switch or relay failed, and wouldn't remove electrical power from the "clutch" keeping it engaged at all times. Normally, this could simply be resolved by "disconnecting" the battery.

But, we all know that the Brougham's ever loving battery is, in the trunk... now being held securely closed by the "regulating arm" connected (via the clutch) to the drive motor's worm gear. Now, the ONLY way to raise the deck is to either reverse and apply electrical power to the drive motor, causing it to rotate in the opposite (UP) direction. Or remove electrical power from the clutch.

NOTE: The rear deck relay control box is also inside the NOW securely closed trunk!

Thus, you couldn't get to the battery to disconnect it, or the relays to removing power to the \*#&% clutch!

Re: *Cadillac Eldorado Brougham Service Information*

Emergency Solution(s) found, without ripping the \*#&%! deck from the car.

Perhaps the easiest, is to (with a cold engine) raise (and prop up) the hood, locate the MAIN Battery terminal beneath the insulated cover - on the right side of the Brougham's frame down below the exhaust manifold - it's a tight area. Remove the insulated cover, then CAREFULLY remove the nut and all wires connected to it, except for the large (bottom) lug on the size No. 0000 cable running back to the battery. This would have the same effect as disconnecting the battery itself. Watch those steel wrenches, you might do some unplanned welding! Once the power has been removed; simply use the rear trunk key to release the lock, enabling you to manually raise the deck lid.

Until power is hooked up again.

All that assumes you have the required tools, your coveralls, knowledge, and time.

However, picture this; you and your guest have just arrived at a distant swank hotel or motel in your Brougham, with all your fancy duds and support systems (golf clubs etc.) stored in its trunk for a long weekend of socializing. Then, to your dismay, you discover you're unable to open the trunk.... The deck lid is being held securely in the closed position. Neither the key or button will cause the deck to open.

Worse yet, suppose you have a flat tire on a remote highway in the middle of nowhere USA, at 3:30 AM in a snow storm!

Now, you do have a problem!

Re: *Cadillac Eldorado Brougham Service Information*

Alternate plan, plan ahead.... While the Brougham is in your garage, and the deck lid is operating correctly; open the trunk, disconnect (and remove) the battery.

NOTE: Wrap the "positive lug" on the battery "cable" with some form of insulation!

Access the rear deck's control relay box in the trunk, remove the cover, exposing the deck control relays - set the cover aside.

In the engine compartment, locate the "plastic insulator cap" on the "positive" battery terminal on the frame member, DOWN below the right (hopefully, cold) exhaust manifold. Remove the "plastic cap". Using well insulated jumper cables (or wire), connect the positive battery terminal to this large positive terminal (be sure the positive terminal in the trunk's battery compartment is still well insulated) then connect battery's ground terminal to the chassis.

Remove the back cushion from the right rear seat, allowing you to observe (flashlight) the "uncovered" deck control relays from the rear seat, inside the car. Have someone using either the glove compartment trunk control button, or trunk key, OPEN the trunk. Observe and identify which relay armature (the moving part) is pulled down first. This will be the UP control relay.

Disconnect the battery cables again.

Carefully place the relay cover back in place - CAREFULLY NOTE the "exact location" of the UP relay beneath the cover and mark its location on the cover.

Take the relay cover to the work bench and drill a 1/4" hole through it directly over the position of the "UP" relay armature.

Do NOT attempt to drill the hole while the cover is installed over the relays.

Re-install and secure the relay cover.

Then, inside the engine compartment, re-connect the positive battery post to the positive terminal below the exhaust manifold. Then, the battery ground post to the chassis.

With the trunk closed; and the back cushion of the right rear seat "removed", exposing the relay cover with the newly drilled 1/4" hole; using an INSULATED tool (wooden stick, plastic straw etc.) push it through the hole and depress the "armature" of the UP relay... the rear deck lid should open electrically.

Assuming this to be so, install a rubber plug in hole in the relay cover to keep out dirt etc. and re-install the back cushion.

Now, should this system ever malfunction, preventing the opening of the trunk - you can easily override it with no tools & ... keeping your cool. Simply pull the right rear back cushion forward, exposing the relay box cover, remove the rubber plug, then, using an insulated stick etc. depress the UP relay armature - causing the motor to open the deck lid.

## Bumper Plating

I located Faith Plating on the Internet and contacted them regarding bumper plating on the Brougham. Don Weber has supplied them with rear bumper ends to plate. They are quite enthusiastic about this project and we look forward to seeing the results of their efforts. We need some new sources for this most important part of Brougham restoration. If all goes well, I hope you will support this effort.

Dear Allan,

I am happy to hear that the conversation between Russ and yourself went so well. We have purchased a pair of 57 ends from Don. We will be taking some "before and after" photos and place them on our website. I will also e-mail a copy of the photos to you as soon as we complete the job. Our goal is to ship for viewing these ends to members of your club who are "serious" about our doing their chrome restoration.

Our restoration supervisor is going on vacation starting today. Because we are making an investment (gearing up) to be able to repair many sets of these parts, we will not be working on them until he returns. Please e-mail me with any new information or suggestions.

We will e-mail you again as soon as the ends are complete.

Warmest regards  
Mark Young  
Faith Plating

WWW.BUMPER.COM  
1-888-WWW-BEST  
1-888-999-2378 toll free.





**MASTERMIND** T.M., inc.

Michael P. Rizzuto  
32155 "B" Joshua Drive  
Wildomar, CA 92595-8403  
Phone/FAX 909-674-0509  
Est. 1975

March 23, 1998

Dear Air Heads,

*The time is finally at hand! The factory has successfully produced enough front airbags to fill pre-book orders. The pre-book run of rears were supposed to have been completed last week, but I have not yet recieved final confirmation.*

*Very soon the airbags will land on our shores and prices will increase to the 90 day introductory level previously quoted.. There's still a very short time for a few last minute pre-books. It's time to get off the proverbial fence.*

Sincerely,

Michael Rizzuto, President  
Mastermind, Inc.

*P.S. The test car (body #105) has now been fully inflated for approximately eight months now. Four months on the first prototype set which was driven 2,000 miles then removed for inspection, and four months on the second prototype set. The second prototype set has been holding statically at full standing height while not being driven due to head gasket problem.*

#### **Cars for Sale**

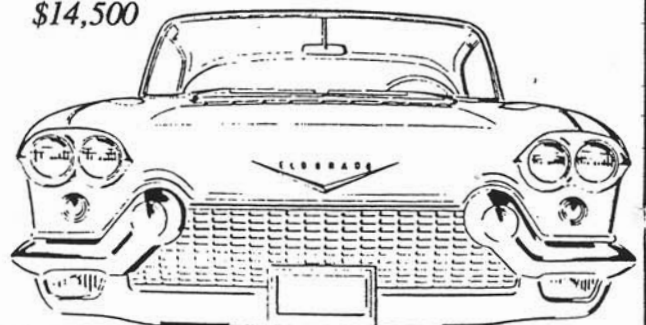
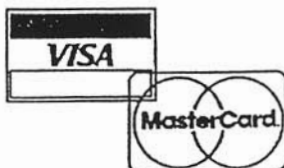
**1959 Eldo. Brougham Pininfarina Body:** Only 99 ever produced! Not running, needs complete restoration, 98% complete. Black exterior, full white leather. Body #16 \$7,500

**1960 Eldo. Brougham Pininfarina Body:** Only 101 produced! Air ride, white exterior, blue interior, straight, complete CA black plate car. Needs complete restoration. Not running, but might if you try! Body #88 \$6,500

**1960 Eldo. Brougham Pininfarina Body:** 98% completed original car from Newport Beach, CA . Runs, on air ride, black exterior, grey leather, needs complete restoration. Body #46. \$6,500

**1957 Eldorado Brougham :** One of 400 built. Complete, driveable, complete rebuilt air ride system which works flawlessly, loads of mechanical service done. Over \$50,000 invested, needs cosmetics to be show but very persentable as is. Body #105 \$27,500

**1957 Eldorado Brougham:** Rare, desirable colors, bondo and rust free, disassembled CA project car from Palm Springs (only 400 built). One of 10 built Maharani Maroon #152 paint code. The most sought after color of all! Body #77. \$14,500



# CLASSIFIED



## IMPORTANT NOTE

All articles, ads, etc., will pertain to the 1957-1960 brougham unless designated otherwise.



## CARS FOR SALE

1958 Brougham - #466. Over \$60,000.00 spent in restoration. About as nice a job as you will ever find. Carbon black Sickens paint, restored interior including dash. 390 powered single four barrel, motor - re-manufactured, trans. - re-manufactured. Coil spring suspension. All bumpers redone by Rick Tate. All vanities including atomizer Arpege. A consistent 1st place winning show car. Even has a (5) speaker stereo and CD player. Now accepting offers over \$35,000.00 Will consider negotiating car and vanities separately if you don't need vanities. Contact: Allan Dowling (440) 238-8474. After 6:00 P.M. E.S.T. E-mail: adowling@pantek.com

1957 Brougham - #143. Sandlwood with Beige cloth (very nice). 55,000 miles, Nice original car on springs. Some vanity items. \$27,000.00. Contact: Gary Yelton. (573) 581-0445

1958 Brougham - #442 (58P007550): Deauville gray with all blue cloth and leather interior. With air ride. Mileage at 44,600. One quality Lacquer repaint since new. Interior flawless, mechanically perfect. Delivered new to California. Super nice original car that's ready to roll. \$32,500.00. David Barclay: 169 County Road East, Colts neck, New Jersey 07722. Call: (908) 544-9035

1957 Brougham - #387. California car. Black with gray leather interior. Very straight and rust free. Perfect glass and roof. Very good original chrome. A very presentable car that just needs the finishing touches. \$15,000 firm. Contact: Nick or Lori Vermet. (313) 886-8349.

1960 Brougham - #81. #4 condition. Straight body primed gray. Runs, needs carbs rebuilt, only small parts missing. On springs. Rear bumper rechromed, new brakes & wheel cylinders. Engine detailed. Comes with leather owner's manual. G.M. micro film that has sales brochure, specs, shop manual. (5) excellent caps. Contact: Art Levine (702) 434-2603. Las Vegas.

1957 Brougham - #94949. Black exterior with gray cloth and leather interior. Restoration under way- seats, trunk, and wheels to to complete. \$33,900.00. Contact: Lee at (908) 722-2159

1957 Brougham - #284. Painted dark green with metallic finish (paint #132). California car (first owner is known). Interior done in white leather with green. Five new white wall belted tires. Car has been completely restored with original parts. Suspension converted to coil springs, Mechanically and visually this car is a in 2A condition. Mileage is 61,000. Price is \$54,000.00. Please contact: Gustav Meckenstock (Germany). Fax: + 49 208 48 15 94. Phone: (If you speak German) + 49 208 48 24 17.

1958 Brougham - #542. 37,000 mi. rust free in storage four years. Chamonix white. Interior white with blue leather and white trim (#258). Blue mouton carpet. On air. No vanities. \$20,000.00. Contact: Peter Krell at (972) 458-2004 evenings. Dallas, TX



## PARTS FOR SALE



PARTS FOR SALE- 57/58 Brougham compact powder puff \$50.00. Contact: Allan Dowling (440) 238-8474. After 6:00 P.M. E.S.T.

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PARTS FOR SALE- 57/58 Brougham: (1) excellent to mint horn ring. Very minor imperfections in chrome \$350.00. (1) rear heater grill with fair chrome (no switch) Contact: Kjell Kraakmo. Sobstadveien 51 Heimdal, Norway. Fax: 011-47-72888750. Phone: 011-47-72584762. (Note) we are (6) hours ahead of E.S.T.

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PARTS FOR SALE- 57/58 Brougham: (20) year collection of parts. What do you need? Contact: Dr. Zeiger (310) 275-8156 with your needs.

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PARTS FOR SALE- 57/58 - Black shift lever in very good condition plastic knob. White turn signal indicator plastic knob. Hood hinges with springs. Wiring harness for dash to rear. Title and all I.D.'s for #576. Rear heater units with fans. Front door stainless trim. Generator, regulators, and gauges. Stainless steel trim for both interior and exterior. Sheet metal: doors, trunks, rear quarters. Vent window motors and transmissions. Under hood I.D. cards \$10.00 ea. Jack instruction cards \$10.00 ea. Mint newly rechromed hubcaps with new centers. Rebuilt oil sending units. Steering wheel trim (4) pieces that fit on wheel (newly chromed). Air conditioning evaporator unit. Main front heater unit (very good condition). Front splash pans. (4) good Brougham wheels (possible 5). Brougham drive shaft. Complete set of fender louvers. Left stainless rocker cover. One set of fender skirts. Right side parking light lens. Reproduction air cleaner knobs. Reproduction Exhaust louvers (2) sets. (1) perfect antenna chrome escutcheon. Contact: Jerry Schantz : (904) 677-4373 6:00-11:30 P.M. only.

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PARTS FOR SALE- 57/58 Brougham: Voltage regulator. (55) amp. \$100.00. Contact: Allan Dowling: (440) 238-8474

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PARTS FOR SALE- 57/58 Brougham: Rear door outer panel upper molding \$40.00. Rear door lock assembly (right side) \$30.00. Rear under seat heater and core (left side) \$75.00. Window washer and wiper control plate vacuum button only, no lever \$25.00. Contact: George Garvey, 2510 LaDera Rd., Ojai, Cal. 93023 or call (805) 646-8714

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PARTS FOR SALE- 59/60 Brougham N.O.S. windshield. Original, with bill of lading included. New 1960 owner's manual. Contact: Dr. Zeiger (310) 275-8156

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PARTS FOR SALE- 57/58 Brougham: Recently acquired a trailer load good used Brougham parts. Inquire with your needs. Trades for your spares considered. Please send list of parts you need Contact: Mike Rizzuto (909) 674- 0509.

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PARTS FOR SALE- 1958 Brougham: Tri-power for air conditioned car in excellent condition including air cleaner. \$1500.00 or will trade for "57" 2x4 unit with a/c and Brougham "Bat Wing" air cleaner. Contact: Mike Rizzuto (909) 674-0509.

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PARTS FOR SALE - 57/58 Brougham: Left (driver's side) lower stainless rocker panel cover. Very good condition \$200.00. Heater blower motor (main unit) \$40.00. Complete set of side window frames (need plating) \$350.00. Contact: Allan Dowling at (440) 238-8474





## PARTS FOR SALE



PARTS FOR SALE - 57/58 Brougham: Parting out # 607. Trim # 4542, paint # 148. Wheels, skirts, roof, glass, tri-power, air suspension, chrome, interior, etc. SASE your wants list to: Peter Krell 13509 Brookgreen. Dallas, TX 75240 or call: (972) 458-2004 evenings.

### *Spring Conversion Kits Available*

Still want to convert to springs? Two kits are available from the Brougham Service Center. These kits have been tested and have kept Broughams standing tall for over four hundred thousand miles in actual operation. To order contact: Duncan Emmons at The Brougham Service Center Box 381 Rancho Mirage, CA. 92270 Or call (310) 641-7571 for details.

### *57/58 Gas And Oil Sending Units Restored*

Now you can have accurate gas and oil pressure readings in your Brougham. Both units (unique to the 57/58 Brougham) can now be restored to cosmetically correct as well as functionally correct original specifications. To find out more about this service, contact: Jerry Schantz at (904) 677-4373. 6:00-11:30 P.M. Don't risk running out of gas or blowing an engine ever again.



## PARTS WANTED



57/58 Brougham: Driver's side visor hardware. (2) emblems for sides of front fenders. Call or write: Bruce Rederford 1524 Winterwood Ave. Sparks, Nevada 89434. Phone: (702) 626-7238. Fax: (702) 626-8218.

57/58 Brougham: (2) front fender emblems. (1) rear fender molding above fender skirt. Lower part of radiator shroud. Contact: Krell Kraakmo. Phone: 47 72584762. Fax: 47 72888750. (Note) Krell lives in Norway.

### **SAVE BACK ISSUE SPECIAL \$AVE**

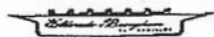
With the growing numbers of new members we have, we have decided to continue offering our back issues at a considerable savings over individual pricing. The first eight years of the B.O.A. can be your for \$220.00 plus \$5.00 shipping and handling. This amounts to a savings of \$100.00 at our current \$8.00 per issue price. See the development of the B.O.A. from Vol. 1 No.1 to today. We have made a lot of progress over the years. **New members** - take advantage of this offer. You will find just about every topic covered that concerns the history of the Brougham and restoration of your Brougham.

Classified ads are free to B.O.A. members and will appear in one issue only unless requested to be continued. We must assume you have sold you advertised car, parts, or literature unless otherwise notified.

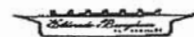
The B.O.A., Inc. makes every reasonable effort to verify information published. However, the B.O.A. Inc. (A division of Allan & Co. antiques Inc.) assumes no responsibility for the validity of manufactures claims, statements made in news articles, the suitability of a suggested restoration technique or the safety of same.

## FREE LITERATURE

1. 57/58 Photofacts radio diagrams. **Free** to B.O.A. members. Send letter size S.A.S.E. to: 16784 Timberline Drive, Strongsville, Ohio 44136
2. 57/58 exhaust louver template. **Free** to B.O.A. members. Send letter size S.A.S.E. to: 16784 Timberline Drive, Strongsville, Ohio 44136
3. 57/58 Brougham Pre-delivery inspection sheet. **Free** to B.O.A. members. Send letter size S.A.S.E. to: 16784 Timberline Drive, Strongsville, Ohio 44136



## LITERATURE



4. Eldorado Brougham electrical system and compressor lubrication improvements. October 1957 to all dealers (6) pages. Not in manual. \$8.00 to B.O.A. members.
5. Eldorado Brougham electrical circuit diagrams. (18) pages. Not in manual. \$15.00 to B.O.A. members.
6. Eldorado Brougham service supplement 1959. (15) pages. \$18.00 to B.O.A. members.
7. Eldorado Brougham service supplement 1960 (5) pages. \$8.00 to B.O.A. members.
8. Full color Xerox copy of FORTUNE ad. 10x13 suitable for framing. This was the only ad ever published. \$15.00 to B.O.A. members.
9. Set of (6) 8x10 glossy photos from the originals at G.M. Tech Center. (3) of the Towncar. \$50.00/set to B.O.A. members.
10. Color copy of U.S. Steel advertising material featuring the "56" prototype Brougham \$10.00 to B.O.A. members.
11. Rare 10x12 factory rendering of "56" Towncar. Includes descriptive material on features ect.. B/W Xerox copy. \$10.00 to B.O.A. members.
12. Complete set of news releases from Cadillac on the "57" Eldorado Brougham. \$20.00 to B.O.A. members.
13. Set of (5) 8x10 photos from "HERE IT IS THE ELDORADO BROUGHAM" sales brochure 1957. \$35.00 to B.O.A. members.

**To order any of the above; send check to: B.O.A. 16784 Timberline Drive Strongsville, Ohio 44136**



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