

*Summer 1998*

*Brougham  
Owners  
Association*



*Newsletter Vol. 10 No. 2*



## *Brougham Owners Association, Inc.*

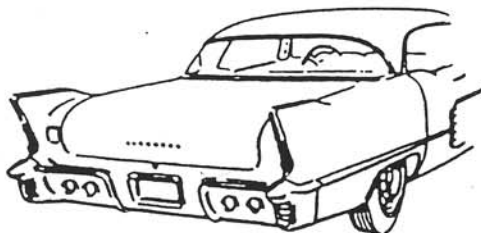


B.O.A. Newsletter Vol. 10 No. 2 Summer 1998

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

Published quarterly by THE BROUGHAM OWNERS ASSOCIATION, a division of ALLAN & CO. ANTIQUES, INC. 16784 Timberline Drive, Strongsville, Ohio 44136. Membership dues are \$25.00 per year and are not prorated or reduced at any time. Renewals are billed upon receipt of your forth issue. Back issues are \$8.00 each. All rights reserved by B.O.A., INC.

In Vol. 10, No.1 I mentioned contacting Faith Plating on the Internet in hopes that they would entertain plating the aluminum bumpers and wheels on the Brougham. I am pleased to tell you that they secured rear bumpers from Don Weber and proceeded to plate one to absolute perfection. Don tells me that the plating was "the best he had ever seen". As most of you know, Don's Brougham was a C.L.C. national winner- so suffice to say he knows quality. They were even going to fly to Cleveland from California to show me the results of their efforts. I call that very serious and dedicated plating indeed. I have enclosed in this issue a little about Faith Plating as well as some e-mail correspondence I have had with them regarding this project. For years we have been looking for a plating service of the stature of Faith Plating to do our work; so, if you are considering plating anything on your car I recommend you contact Faith. I would do this as soon as possible as the secret to getting this vital part of your Brougham done is action on your part. The more work that can be scheduled to Faith Plating the lower the cost will be and the better they can serve you. Note also that they will not take years to complete your plating as some of us have experienced with other platers. It has been a pleasure to work with the dedicated professionals at Faith on this project and I am sure you will have the same feeling after talking over your plating needs with Mark Young and his staff. Please go to their website and click on "The Cadillac Project" to see the Brougham bumper they plated in full color. The site is at [WWW.BUMPER.COM](http://WWW.BUMPER.COM) A very impressive site indeed and very informative on plating. We may never get a chance to have perfect chrome again if we do not support this effort. Best of all "NO PEELING". Call 1-888-999-2378 toll free today.



### ON OUR COVER

Our cover car this issue is a 1960 Brougham #48 owned by Dave Barclay. Only 101 of this year were produced and ended the Brougham experience. Bodies were produced in Italy, but failed to decrease costs enough for Cadillac to continue producing the ultra luxury Eldorado Brougham. One could question the wisdom of the radical body change the 1959 -1960 Broughams underwent in a cost saving effort. Maybe had Cadillac saved a few of the Brougham lines from 1957-1958 styling, and pampered the customer a bit, the Brougham could have remained the flagship of Cadillacs. Dave is considering selling this car. You can find his ad in our classified section.

FRITS MAST  
JONKHEER MOCKKADE 37  
2181 AL HILLEGOM  
HOLLAND  
TEL. 252 531884  
EMAIL POELTUYN@WXS.NE

## BROUGHAMS FROM AROUND THE WORLD



BROUGHAM OWNERS ASS. INC.  
BOX 254 BERE A OHIO  
U.S.A.

DEAR BROUGHAM PEOPLE,

LET ME INTRODUCE MYSELF:

MY NAME IS FRITS MAST AND I LIVE IN A LITTLE TOWN NEAR AMSTERDAM  
I'M 40 YEARS OLD AND SINCE I WAS A LITTLE BOY I LOVED  
AMERICAN CARS.

ABOUT FIVE YEARS AGO I BOUGHT MY FIRST OLD CAR  
A 1960 CADILLAC FLEETWOOD 60 SPECIAL WHICH WAS ORIGINAL DELIVERED  
IN 1960 TO HOLLAND.

3 MONTHS LATER I BOUGHT A 1959 CADILLAC COUPE DE VILLE WHICH  
I TRADED IN ON A 1959 CADILLAC SERIES 62 CONVERTIBLE WHICH  
WAS THE CAR I ALWAYS DREAMED OF.

LATER I BOUGHT SEVERAL OTHER CARS ( 55 BUICK CONV.SOLD AGAIN, 65 FORD  
MUSTANG CONV., 56 BUICK STATIONWAGON SOLD AGAIN, 59 CHEVROLET IMPALA  
SOLD AGAIN, 57 CADILLAC SEVILLE , 2X 57 CADILLAC SERIES 75 FLEETWOOD  
9 PASSENGER RESTORATION PROJECT , 78 LINCOLN MARK V DIAMOND JUBILEE  
ED. , 57 BUICK SPECIAL)

THEN I SAW IN A BOOK A PICTURE OF THE BROUGHAM AND I DID REED  
THE STORY OF THE CAR AND THOUGHT THATS A CAR I LIKE TO HAVE  
I TOLD THAT TO A DEALER FROM WHICH I BOUGHT THE 59 CONV.  
AND HE TOLD ME THAT GOOD ONES WE'RE VERY HARD TO FIND.  
BUT ABOUT 10 MONTHS LATER HE CALLED ME AND SAID HE HAD FOUND ONE.  
WHEN I SAW THE CAR I BOUGHT HIM INSTANTLY.

NOW I STARTED TO RESTORE HIM AND I'D LIKE TO JOIN YOUR ASS.  
IT IS A BROUGHAM 1958 NO.652 ENGINE NO. 58 PO 64385 TRIM 0000  
PAINT 112 IN ALL ORIGINAL CONDITION.

ITS THE ONLY TRIPLE WHITE MADE I BELIEVE.

THERE IS A CARD OF THE FIRST OWNER UNDER THE HOOD  
HIS NAME IS GEORGE C.T. REMINGTON , 520 ISLAND ROAD , PALM BEACH FL.  
AND THE CAR WAS DELIVERED TO HIM BY SCHOOLEY CADILLAC INC.  
WEST PALM BEACH FLORIDA.

WE DID SENT THE CHROME BACK TO THE USA TO LET IT RECHROME THERE  
( DAVY BORGHYS DID CONTACT ALLAN DOWLING ABOUT THAT )  
FOR THE REST THERES ONLY A LITTLE DAMAGE AT THE RIGHT FRONT FENDER  
AND THE MOUTON IS TOTALLY GONE. ( CAN YOU BUY NEW MOUTON IN THE USA ? )  
THE VANITY'S ARE COMPLETE EXEPT THE ATOMIZER AND THE PENCIL  
WE ALREADY REVISED THE ENGINE AND THE TRIPower CARBURATOR  
IT RUNS VERY GOOD NOW.

HOPING TO HEAR SOMETHING FROM YOU,  
GREETINGS  
FRITS MAST

## DISASSEMBLY, INSPECTION, ASSEMBLY, AND ADJUSTMENT OF LEVELING VALVE (Fig. 3)

**CAUTION:** Provide clean work area and tools at all times.

### a. Disassembly

1. Remove four cover plate retaining screws and remove plate and dash pot assembly.
2. Remove seal and seal cover from dash pot.

**NOTE:** Do not disassemble dash pot as it is serviced as an assembly.

3. Remove seal spring from dash pot actuating pin.
4. Remove "O" ring from leveling valve. Do not discard unless damaged.
5. Remove intake valve adapter assembly. Discard "O" ring.
6. Remove intake check valve core and intake valve core from intake valve adapter, using Valve Core Remover and Installer, J-6888.
7. Remove exhaust valve adapter assembly. Discard "O" ring.
8. Remove exhaust check valve core from exhaust valve adapter, using Valve Core Remover and Installer, J-6888. The exhaust valve core is not removable.

**NOTE:** Do not attempt any further disassembly. If the exhaust valve core, the valve actuating arm, the torsion spring, the spring operating arm, or the leveling valve arm are found to be unserviceable, it will be necessary to replace the entire leveling valve.

### b. Inspection

1. Inspect all parts and replace those that are needed.
2. If necessary, clean all parts except the dash pot, with solvent and dry with low pressure air (25 lbs. max.).
3. Clean exhaust valve core by moving leveling valve arm until valve core becomes unseated, and pour solvent into valve opening. Dry with low pressure air.

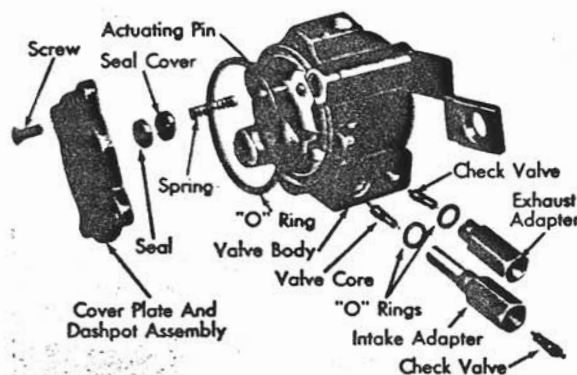


FIG. NO. 3 LEVELING VALVE - DISASSEMBLED

c. Assembly

NOTE: Of the three valve cores removed from the assembly, two are brass at the threaded end, and one is steel. The steel valve core is the intake valve and must be installed in the threaded end of the intake valve adapter.

Apply several drops of machine oil to all "O" rings before assembly to assure an airtight seal.

1. Install exhaust check valve core in exhaust valve adapter, using Tool No. J-6888. Tighten to 2-1/2 - 3 in. lbs. torque.
2. Using new "O" ring, install exhaust valve adapter in valve body, tightening to 12-15 in. lbs. torque. Be careful not to damage "O" ring.
3. Install intake check valve core and intake valve core in intake valve adapter, using Tool No. J-6888. Tighten to 2-1/2 - 3 in. lbs. torque.

NOTE: Check adjustment of intake valve core actuating arm as described below:

- a. Place .030" wire gage between side of actuating arm stop nearest valve cores and middle ear of actuating arm. Wedge opposite side with small screwdriver so that wire gage does not fall out.
- b. Connect valve end of Air Ride Hose, J-7143, to an air pressure line and reduce line pressure to 50-80 psi. Do not exceed 80 psi. Install other end of hose to intake valve adapter on leveling valve.
- c. A slight amount of air leakage should be heard. If not, use Bending Tool, J-7148-3, to bend upper ear of actuating arm toward intake valve core until some leakage is heard.
- d. Remove gage and screwdriver and use .035" wire gage in place of .030" wire gage and wedge with screwdriver. No air leakage should be heard.
- e. If air leakage does exist, bend upper ear away from valve core just enough to stop all air leakage. Recheck using .030" wire gage.

NOTE: It is important that the upper ear of the actuating arm be adjusted to satisfy the conditions of Steps c and d, otherwise the leveling valve will not function properly.

- f. Shut off air line pressure and disconnect Air Ride Hose.

5. Install seal spring on dash pot actuating pin.
6. Position seal and seal cover over slotted hole in dash pot cover with rubber seal down. A small amount of silicone will help to hold seal in place.
7. Install "O" ring on leveling valve. Use new "O" ring if original one is worn or damaged.
8. Install cover plate and dash pot assembly on valve body, making certain that actuating pin pilots through hole in seal cover and seats in slotted hole in dash pot.
9. Install four cover plate retaining screws, tightening to 20-25 ft. lbs. torque.

## *HEED THE WARNING*

*BY PETE DOREY*

I have, what I believe to be a complete set of "Brougham Peculiar" excerpts from GM's, *The Cadillac Serviceman* for the years of 1957, 1958, 1959, and 1960. They were copied from various Cadillac dealers, containing a wealth of Brougham maintenance tips and upgrading information. Perhaps you, and others already have these, if not - I could make them available to you for publication (Perhaps, one per month?). However, they are copyrighted by General Motors Corp. and as such may require their release prior to further dissemination. Please advise....

Example:

The Aug. and Sep. 1958 issues (excerpts enclosed) conveys information on the "spherical joints"....

While stationed at the CG Air Station Brooklyn, N.Y. in 1966, I experienced a "Brougham stopping event" I'll pass on....

After picking up my dry cleaning at a Flatbush Ave. laundry, I exited their somewhat elevated parking lot. As the rear of the Brougham left the dip at the curb, the Brougham came to a sudden stop.... Upon exiting the car, I discovered the left end of the rear axle had broken loose and the left rear wheel and tire assembly were jammed in its wheel well. No. 666 was immobilized, diagonally in the middle of a busy Brooklyn road - during the heavy evening commuting hours!

A disabled vehicle left on a Brooklyn road is... NOT GOOD!

For those not familiar with Brooklyn (N.Y. City), a disabled vehicle quickly dissolves, part by part in only a few hours. To prevent this, you have to stand over it, weapon in hand, watching your back!

AAA... HELP!

This was before the advent of the "flat-bed" auto transport trucks. The first "tow truck" on scene didn't have the required dollies to support the loose rear wheels and axle during transport. This created a further delay for the commuters, and the Brougham's aggravated and apprehensive owner. An hour later, a second tow truck - with dollies arrived. Eventually, the otherwise pristine but crippled 666 was delivered to the Cadillac Motor Company of Brooklyn, N.Y.

Cause...

Re: 1) *Cadillac Eldorado Brougham Svc. Information*, (copyright 1957)  
Page 4-29 (fig. 4-28 & 29); Page 4-30 (fig. 4-30 & 31)

2) *Cadillac Eldorado Brougham Parts List* (copyright 1960 - w/  
orange pages) Pages G-26 & G-27

For those uninitiated; the Brougham's (air suspension) rear axle is held in position at "three critical points", one at each end of the axle by the left & right "lower (control) links" (trailing arms) pivoting from the Brougham's frame, running down and aft to the "spherical joint" connecting it to the rear axle. The third (upper) connection is via a triangular "yoke assembly" connected at the center of the Brougham's frame with 2 pivot points, and a "ball joint" connected to the top of the differential.

In this "stopping incident", the "spherical joint" connecting the lower control link to the left end of the rear axle BROKE... allowing the left end of the rear axle to shift rearward within the wheel-well, & aft of the left rear air spring assembly, jamming the wheel & tire assembly in the wheel-well. This rearward movement of the axle also caused the emergency brake cable to become extremely taut, immediately applying the brakes of both rear wheels. STOP...!

Unfortunately, this also over stressed and twisted the vital and large center "yoke assembly" - severely distorting it. Perhaps a machine shop with hydraulic presses could returned it to its original dimensions (if known). Fortunately, at that time (1966) the yoke assembly, ball bearing, spherical joints and shocks were still available from Cadillac.

The *Serviceman*, specifically addresses the "spherical joints" and complaints of noise... (TROUBLE BREWING...!), - recommending the MODIFICATION of the spherical joint, installing a zerk (grease) fitting, then welding a "retention strap" across the joint to prevent pressure from a grease gun from separating the assembly, during or after greasing.

All Brougham owners and drivers should be aware of this potential problem... However, and strange - *The Cadillac Serviceman* fails to advise the Service Department to make sure the Brougham owner is aware of this modification, and more important, making sure this MODIFIED "spherical joint" grease fitting is added to the list of points requiring lubrication at regular intervals....

Fortunately, my "Brougham stopping incident" occurred at low speed, less than 5mph; suppose it happened at highway (70+mph) speeds, on a mountainous curve.... Gruesome, most likely, one less Brougham and its occupants.

From: Mark Young <wwwbest@gte.net>  
To: Allan Dowling <adowling@pantek.com>  
Subject: Re: Bumpers  
Date: Wednesday, June 17, 1998 1:44 PM

Allan,

Russ and I fly up to see Don Webber on Tuesday. Don told us that he was very pleased with the bumper. Infact, he said that it was the best he had ever seen and that he would be calling you soon to discuss it. Please let us know how you would like to proceed now.

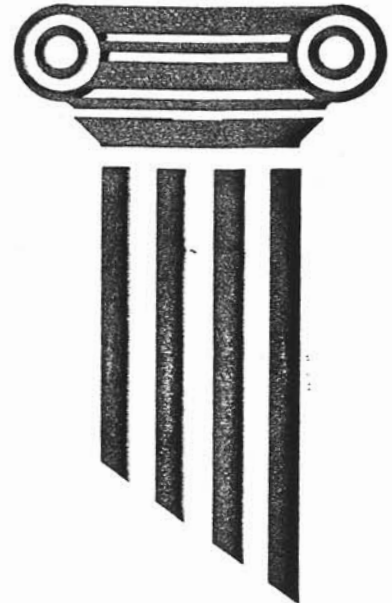
Maybe we can start setting up appointments in a triage fashion? Don told me that some of the cars are complete except for the plating and others are a work in progress. If we had multiple jobs lined up then we would be willing to "tool up" in order to handle constant work from your organization.

As I had mentioned earlier, we estimate that we could handle two complete jobs per week. However, let me mention two points; 1) two complete jobs per week is an estimate - it may be higher or lower; I can promise you that we would make every effort to complete the jobs ASAP. Afterall, we hope that this venture will be mutually beneficial and it would be in our best interest to give your Broughams a high priority. 2) completing two jobs per week is not the same as taking one week to complete a job. More than two jobs would probably be in process at a time, and therefore, completing a job from start to finish would take significantly longer than one week. I hope you can appreciate this as it would be impossible to complete a job in one week and end up with the quality of work you are looking for.

Hope to hear from you soon.

Mark Young  
Faith Plating Company

www.bumper.com  
1-888-WWW-BEST  
1-888-999-2378



As in regards to the price, it really depends on the quality and QUANTITY of jobs.

First Quality - the bumper you see on the site has 10 hours of copper on it! It is virtually perfect as we spent many hours repairing pits. Even less than NEAR perfect jobs will still require us to put HOURS of copper and repair some pits. By comparison, we put 25 MINUTES of copper on our standard production bumpers (i.e. a 1989 Ford pickup).

Second Quantity - as I mention, we have had to come up with a unique plating process in order to do these jobs. At the present time, there is one process that we have to send out to another location. This farming out is quite costly. HOWEVER, if we had a commitment from your group, we would tool up to the entire job in house. The initial startup cost is high but would be paid for over time if we had a lot of jobs. A similar situation exists with the anode. We would have to build special anodes to plate these in large quantities. These anode would create even a better finish!. We would be more than happy to build these new anodes if we had a lot of work.

Wheels! - We are able to repair and replat the wheels. As far as price, the same scenario exists here. The more commitments, the better the job will be and HOPEFULLY, the better the price we can offer.

However, let me emphasize, I do not believe that you will be able to find anyone who can do a better job than ours.

# *Faith Plating*

## *"The Cadillac Project"*

*World's Largest Plater of  
Remanufactured Chrome Bumpers*

**!** Order Now

**The 1957-58 Cadillac Brougham  
And Its' Cousin the The Eldorado, Are Quite Possibly The  
Most Difficult Bumpers In The World To  
Replate!**

These bumpers are made from a unique blend of metals, primarily aluminum. Their composition makes these bumpers very susceptible to peeling.

**We at Faith Plating  
After Many Hours Of Experimentation,  
Have Created A Unique Plating Process**

**Our Plating Process,  
Has Enabled Us To Plate These Bumpers With Virtually  
No Peeling!**

**Phone 1-888-WWW-BEST Toll Free  
(1-888-999-2378)**

or

**FAX: (213) 874-9060**

**[bumper@bumper.com](mailto:bumper@bumper.com)**

# *Faith Plating*

## *Company Information*

### *World's Largest Plater of Remanufactured Chrome Bumpers*

## *Company History*

We at Faith Plating have been the #1 choice for vehicle chrome plating since 1918. Our repairmen, polishers, buffers and platers average more than 15 years of experience. We replate more than 200 bumpers each day. This makes us the largest plater of remanufactured chrome bumpers in the world!

## *Plating Process*

### **! Order Now**

The following is a brief description of our standard remanufacturing process:

1. Your bumper is straightened by machine and then by hand.
2. Your bumper is then ground.
3. Your bumper is then polished by machine and by hand.
4. After cleaning, your bumper is electroplated with a nickel strike. This strike tank allows the copper to adhere to the metal.
5. Your bumper is then electroplated with copper. Copper is a soft metal which when buffed, fills in any noticeable polishing lines.
6. Your bumper is then buffed by machine and by hand.
7. After further cleaning, your bumper is electroplated with nickel. The silver color you see on a "chrome plated" bumper is actually nickel plating.
8. Your bumper is then electroplated with a Nickel Durni solution. The nickel Durni allows the chrome to grip the bumper so as to decrease the chances of peeling and rusting.
9. Your bumper is then electroplated with chrome. The chrome is a clear sealant.
10. FINALLY, your bumper is inspected, wrapped and shipped back to you!

## *Show Chrome*

Show Chrome requires the same remanufacturing process as our standard repairs with the follow additions:

1. Show cars are electroplated with copper several times in order to reduce or eliminate noticeable polishing lines and blemishes.
2. Many older cars, even well maintained cars, develop rust spots that create pits in the metal itself.
3. Often these metal pits must be filled in by welding silver into the inclusions
4. Many small polishing lines which are insignificant on a truck or standard vehicle are examined more closely on cars in show.
5. Many older cars have delicate thin parts, including die cast pot metal.
6. Many older cars have cracks in the metal requiring show cars to have parts welded.
7. As should be expected, show chrome prices are higher than our list prices.

### *Die Cast*

- We repair and replate Die Cast in house.

### *Pricing and Warranty*

1. All our parts carry a 1 year limited warranty.
2. Our price catalog reflects our standard remanufacturing list prices.
3. Our Show Chrome pricing may require us to see the parts first.

### *Home Office Location*

7141 Santa Monica Blvd.  
Los Angeles, CA 90046

Phone **1-888-WWW-BEST** Toll Free  
(1-888-999-2378)

or

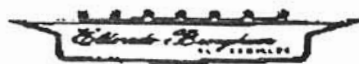
FAX: (213) 874-9060

[bumper@bumper.com](mailto:bumper@bumper.com)

**!** Order Now

*Jerry Schantz*

## PRODUCT NEWS



### MEMO BOOKS AVAILABLE

Jerry Schantz has succeeded in duplicating the rear arm rest memo book. This, often missing, item is complete even down to the paper pad for writing. Price is \$150.00 each.

NOTE: The Cross pencil is not included. Ask Jerry about availability when you order this item.

Jerry also has a limited supply of Brougham jack instructions to add the finishing touch to your trunk. The cards are \$12.00 each.

### EVAN'S COMPACTS AVAILABLE

Tired of looking for an original Brougham Evan's compact? Well, Jerry Schantz has tooled up to produce the compact using the standard Evan's core. Each compact is made to order so that the leather exterior matches your interior. Needless to say, this is a very limited production project. If you need a compact you would be well advised to place your order now.

### "L" TRIM SECTIONS AVAILABLE

No need to drive your Brougham with missing trim. The two little "L" pieces that fit above the grill are now being reproduced thanks to Jerry Schantz. A Brougham missing these parts is just not complete. The price is \$47.50 each. **New Shipment just received.**

### COMPACT "V" NOW AVAILABLE

Part of the project of manufacturing the compact involved making the Cadillac crests that are so often missing from original compacts. If you are missing a crest, why not order one of Jerry's extras. For just \$37.50 each you can put your compact in new condition. Crests come with mounting wire.

### SALES LITERATURE REPRODUCED

Laser copies of the rare Brougham sales brochure, **THE RAREST SATISFACTION IN ALL MOTORDOM**, are now being produced in full color. 21"x 14" this piece is a must for your collection of Brougham literature. Price is \$37.50 each.

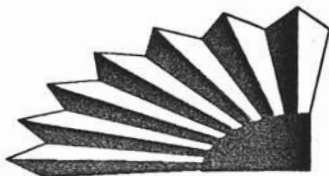
---

To order any of the above items or to inquire about the many other used parts Jerry has available call: Jerry Schantz between the hours of **6:00-11:30 P.M. only** at (828) 387-4860.

The above phone # is Jerry's summer home in N. Carolina.

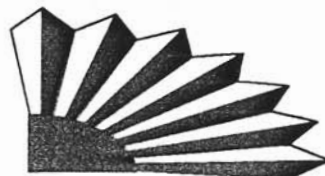


# CLASSIFIED



## IMPORTANT NOTE

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



## CARS FOR SALE

This space reserved for your ad  
#466 sold

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

1960 Brougham - #48. Conceived in Detroit, born in Italy, and grew up in California. Champagne gold with black leather. 62,000 miles. Nice original car. \$22,500. Contact : Dave Barclay, 169 County Road East, Colts Neck NJ 07722. Phone: (732) 544-9035, Fax: (732) 524-7855

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) in good shape. Blue mouton carpet. On air. Runs but does not drive. No vanities. \$20,000.00. Contact: Peter Krell at (972) 458-2004 evenings.



## 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.

---

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.

---

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

---

PARTS FOR SALE- 57/58 - 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. Reproduction air cleaner knobs. Reproduction Exhaust louvers (2) sets. (1) perfect antenna chrome escutcheon. Contact: Jerry Schantz : (828) 387-4860 6:00-11:30 P.M. only.

---

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

---

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

---

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

---

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.

---

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.

---

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. 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.

## CARS WANTED

1957/58 Broughams in any condition. Parts cars, rusty cars, or original cars needing work. Quick payment and removal. Contact: Peter Krell Dallas, Texas. Phone: (942) 458-2004

## 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.

## SAVE BACK ISSUE SPECIAL SAVE

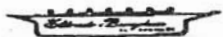
With the growing numbers of new members we have, we have decided to continue offering our back issues at a considerable savings over individual pricing. The first eight years of the B.O.A. can be your for \$220.00 plus \$5.00 shipping and handling. This amounts to a savings of \$100.00 at our current \$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.

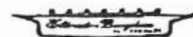
The B.O.A., Inc. makes every reasonable effort to verify information published. However, the B.O.A. Inc. (A division of Allan & Co. antiques Inc.) assumes no responsibility for the validity of manufactures claims, statements made in news articles, the suitability of a suggested restoration technique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



## NEW MEMBERS



Dale Armstrong  
Santa Anna, CA

Robert Chopp  
Woodinville, WA

Dwight Hoffman  
Millersburg, PA  
Vin # 57700964051

John G.M. Jones  
Buleson, TX  
# 490

Frits Mast  
Holland  
#652