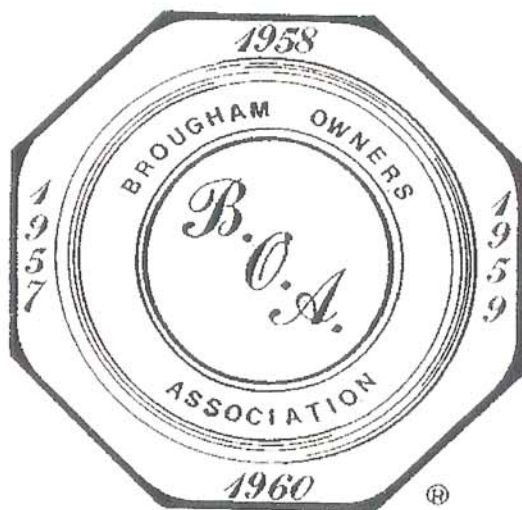




Summer



1999

*Brougham
Owners
Association*



Newsletter Vol. 11 No. 2



Brougham Owners Association, Inc.



B.O.A. Newsletter Vol. 11 No. 2 Summer 1999

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

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President's Message

Seems like a lot of you are doing what the fellow on the right hand side of the cover is doing. We received very few contributions to this issue as its brevity indicates. I know you are busy, but please take a few minutes to help the cause. I hear a lot about the restorations going on around the country and would love to get some of the great ideas and tips out in this newsletter to help some other poor soul who may be struggling with a problem you have the solution to. There can be no code of silence when it comes to the Brougham. There is no group of restorers who need each other as badly as we do. Let's make the fall issue one of those record breakers like we have had in the past. Twenty one pages +. We can do it! The best time to write it down is when you are doing it. Don't wait, or like me you will forget important details.

Congratulations to Ed Pentesco for his great showing at The C.L.C. Grand Nationals. His # 030 (1959) and his # 055 (1960) Broughams both came in 1st in 57-60 Brougham class. This is quite an accomplishment as Grand National judging is very tough in all classes. You have to have the points to win and Ed is a winner in every respect. Ed is giving the 59 & 60's a lot of long over due respect by showing his cars and consistently walking away with a well deserved trophy for all his hard work. Congratulations from all of us Ed!



Till next time,

ON OUR COVER

A perfect picture of summer Brougham enjoyment. Brougham # 298, owned by Partric and Renee Crist of Gig Harbor, Washington, sits proudly among some other vintage type means of transportation. Seems like car people always enjoy the hobbies of others who are also fulfilling their dream of possessing a bit of the past. Pat and Renee have been engaged in this restoration for quite some and are now seeing the rewards of all that hard work. "The photograph was taken at the "Cruise the Narrows Car Show" at the Tocomo Narrows Airport in Gig Harbor, WA. At this show, special interest airplanes are invited as well as automobiles, and the car is parked in front of a 1930's era Stearman Biplane made by Boing Aircraft. We found the car in Florida and moved it to the Northwest where the car is driven and shown as much as possible. Pat discovered this car was originally delivered to an owner in New York state before ending up in Florida. With the help of the Brougham Owner's Association, Pat is slowly restoring the car"

I borrowed this article from LaCad, the C.L.C. publication of Australia. Broughams have become quite popular down under and the B.O.A. has a strong following there. Stephen Nadon, should be familiar to you as we have featured his art in many publications. This article appeared in the Summer "98" issue. By the way, Stephen is a new member of the B.O.A.

Motordom's Ultimate *1957-58 Eldorado Brougham*

by Stephen Nadon, Canada



The brushed stainless steel top was the most recognizable part. It was beautiful, yet strong and durable. Other innovative details included stainless steel lower rear fender panels and rocker sill mouldings, centre-opening doors, and 15 body colours. Overall, the body design was balanced, and an eye pleaser.

In 1957, General Motors, Ford, Chrysler, and even independents like Hudson were fiercely competing to be number one. Naturally, Cadillac had no intention of being outdone, and created the Eldorado Brougham.

It was the first North American automobile with Air Suspension. This was developed on the principle that air was compressible, had an exceptional ability to dampen shock and jolts, and most important, was easily controlled.

The air flow would be blocked when the doors were closed, ignition and levelling systems were off. This prevented air loss from the storage tank while the motorcar was jacked, parked or being transported.

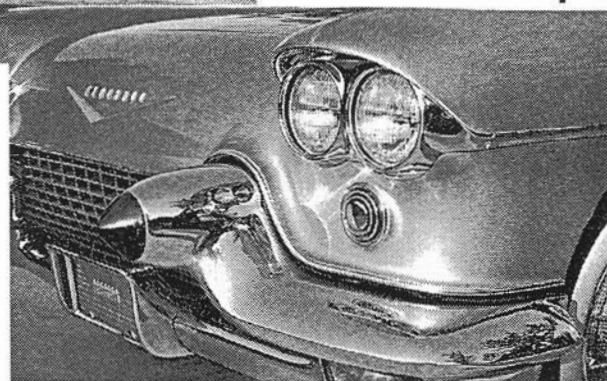
The air suspension provided five major advantages. First, the vehicle was always level and the same height from the road when carrying only the driver, or fully loaded with passengers and luggage.

Secondly, the clearance between the rear axle and the frame was maintained, furnishing a consistent quality of ride.

Thirdly, a softer cushioning action was allowed, as excessive bottoming was overcome. The fourth

advantage was that the rear suspension permitted location of the roll centre near the axle housing top. This was higher in autos with conventional springs. Lastly, side sway was minimized, as the rear suspension always kept the frame and body firmly aligned with the rear axle.

Significantly, the body was sleek, and graceful with a low silhouette - only 55 1/2" high! The Dagmar bumpers were continued from 1956, but were larger, and rubber tipped, quite aggressive looking. In addition, the hood was hinged, in a "Pancake Style". For the first time, Parallel Dual Headlamps and one inch whitewall tires were featured.



Beneath the hood was a 365 c.i.d. V-8 engine, giving 325 horsepower with four double barrel carburetors. In 1958, it was boosted to 335, and three double barrel carburetors. The engine space was loaded with accessories, and the battery was placed in the rear trunk. Like the standard Cadillacs, a Hydramatic transmission was included. Gear ratios changed smoothly, and quietly, virtually unnoticed.

The dashboard featured a chrome plated panel. To top it off, the glove compartment was equipped with a cigarette case, tissue dispenser, vanity

compact/lipstick for her, stick cologne for him, a full metal-backed, acrylic vanity mirror, and SIX magnetized silver drinking cups, attached to the compartment's door.

The summit of the car's luxury was the six way power front seat. Nicknamed the "Memory Seat", desired positions could be pre-selected with three dials in a power pod from the driver's armrest. When the front doors opened, the seat automatically retracted and returned to its original place when the doors closed.

Seat positions could also be pre-set for two different drivers. The rear compartment was equally luxurious, featuring an armrest containing a notepad/pencil, portable bevelled vanity mirror, and for her, an atomizer holding Aprege Extrait de Lavin.

Both front and rear seats were genuine leather, and comfortably accommodated five passengers. Imagine an ebony body



with a choice of 15 different gray interior shades to complement it! Owners had a choice of Nylon, Karakul and Mouton carpeting.

Indeed, photos of the carpeting make your feet relax. Depressing a button on the front left or right door panels locked all doors at once. If either rear doors were open, the car would remain idle. Certainly a boon for young families.

There were numerous accessories, to name a few: automatic starter, transistor radio, which used less battery power and automatic radio antenna.

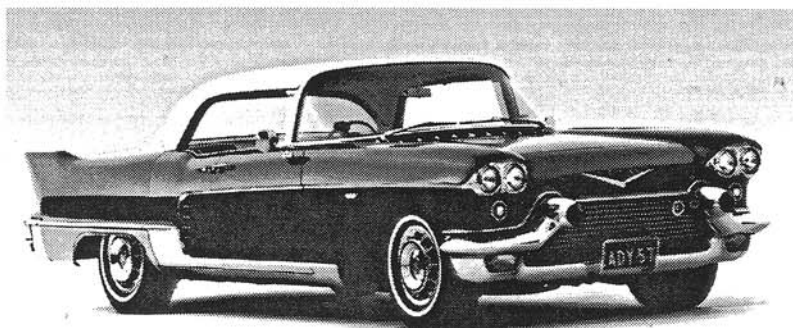
Save for the door panels, the '57-'58 Broughams were identical. 1957 featured metal uppers, and leather trim in 1958.

The Eldorado Brougham cost \$13,074 - the most expensive automobile at that time. In fact, the 1956 Continental Mark II, its direct competitor, sold for \$10,000. Price aside, it also surpassed the Mark II in limited production, as 704 were built. I saw one for the first time at the 1995 Cadillac Grand National, and my heart skipped a beat. The time passed quickly taking many snapshots.

Prices paid for models in excellent condition have been astronomical. For instance, the April 1996 Hemmings Motor News lists several for sale in the \$20-40,000 (U.S.) range. According to the 1985 Illustrated Cadillac Buyer's Guide, this was the first '50s car to receive a five star rating by the Milestone Car Society. Above all, the Eldorado Brougham confirmed Cadillac's place as "THE STANDARD OF THE WORLD".

What more can I say?

Stephen Nadon



Above Ralph Plarre's beautiful 1957 Eldorado Brougham (RHD) and below Dean Kefford's 1958 Eldorado Brougham, the only Brougham of 57-58 painted factory Elysian/Gleneagles Green.

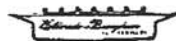


DATELINE: BUDAPEST, HUNGARY

Allan Dowling

From: fyuj <eldo57@yahoo.com>
To: Allan Dowling <adowling@pantek.com>
Subject: history of my 280# Eldo Brougham
Date: Wednesday, April 21, 1999 4:08 PM

Our cover car from the last issue was the Frank Farkas car located in Budapest, Hungary. I was hoping for, and requested a story on how this car ended up so far from its place of birth. I am pleased that Frank e-mailed me his story and am delighted to present it as received in this issue. Many thanks to Frank for this fascinating and true account of his acquisition of this great Brougham.



Dear Alan! I received the last newsletter, and i got totally suprised to see my car on the cover. This is a real priviledge, thank you very much. Here are the latest informations of the car: We put the air ride in the car in the end of March. All the parts wich came from Mike work just perfectly! It meant a real joy to install them, everything fits perfect. During the installation of the airride, we had to modify it back and put in an original generator, and rebuild the electrical system. Everything works perfect except only one thig, the ammeter becaus we could not figure out the required length of the shunt wire. In the electrical circuit diagram we found that it needs to be 10G, but there is no information of the length. When we were done with the airride, we knew that the size of my tires were not proper, besides they were full diagonal, but we could not stand to test drive the car. The result was terrible. After a week the right tires witch Mike recommended arrived, we put them on and tried the car again. I relaxed immidiately, the car became just great. With the old tires and the airride it was terrible, i could hardly go straight. I would not imagine that it will mean such a difference to put the required tires on. Since i have the airride in and the heght of the car is proper, it looks much better. Plus it is a great experience to see the cars coming after me, all i could see until now is the trunk in the mirror (i could not understand until now, why did they put a mirror in it anyway?). If we went on a longer trip, i always had to have somebody with me to look behind and help passing other cars. I will have the photos of the installation processed soon, i can send them to you. We made a very good job! Here's how i got the car: In 1986 i bought a book called "Cadillac Legend", here i saw a 1957 Brougham the first time in my life. I found it beautiful, and i read a few information about it. I discovered that they only made a very few of it, and started to dream if i could see one of them in life. I showed it to all my friends, how beautiful it is. Eight yeares passed by, and one of my friends told me, that there is a car that i used to show him in this book in a car dealership in Budapest. I did not beleive him, i thought this is impossible, that has to be something else. The next day, another friend called me, there is a Cadillac like that at the same place. I still could not beleive. Two houres later, my brother called me, that there is a 1957 Brougham at a daelarship. Now i became very excited, i had to check it out. I thought it was a dream, there is something wrong with my eyes, there was a real 1957 or 58 Brougham. I went in the office of the dealership and asked what is this car doing here. They told me it is not for sale, the owner is in the US ad he is coming home in a week. It was very hard to find out the owners name, they did not want to tell me. This guy was one of my old friend who i didn't meet for ten years, since he moved to Florida. I leaved a message for him to give me a call immidiately when he arrives. This was the longest week in my life. I could not sleep. Anyway, after a week he called me and came to visit me with the Brougham. The most suprising thing was, he was absolutely not aware about what kind of car he has, he said it is not for sale, he just traded it in Florida for another car, becaus he liked it. My friend told me the story how he got the car: The car was in one of his friends garage in Florida, he was there, and the car's owner was there too. My friend hearded that ther is some problem with the car, there was an internsive vibration in it, and they could not fix it. Since then, the owner has spent \$50.000 on the car. The owner said that he had enough of this piece of shit. My friend hearded this, and asked him if he would like trade it. The owner asked what for, my friend said he would give him 5 cars. They made the deal, and the Brougham came to Hungary. Anyway, he was not wanting to sell the car, no matter how much i was offering for him. I got very depressed, i was afraid that the car gets damaged, this car did not mean anything for him, this was just like any other car he used. But it was my dream. Two days later he called me almost crying, while he was doing 60 miles downtown Budapest, he tried to stop at a red light and the break pedal fell in. Almost a miracle that the car survived, and he told me that that car wanted to kill him, and to take it away immidiately, he dosen't want to see it any more, and he is selling it to me for the price he got it inculing shipping. Now he told me he has \$26.000 in it. This is how the Brougham became to be mine (the problem was with the front right break hose, it was too short ant the shoch absober cut it). But possible, that it was not short, the Brougham just wanted to become to be mine! This was one of the happiest days in my life. Then, the car looked very nice from the outside, there was 42000 original miles in the odo. It was repainted once, and it was beautiful. The whole body is in great condition, no bondo, no rust, the lines are straight. Probably it was standing somewere for a long time. The interior was restored but it looked bad. Almost nothing was working in the car, only the most important things, but since i had no information of it, i

started to collect every material that has to do something with 57-58 Broughams. I went to Germany, to the US, i knew nobody who could help me then. The first big step was, when i got a service manual from Muller & Hensel in Hachenburg, Germany. This book meant big help to rebuild the electrical system. There was only a few parts missing, but nothing was working. It took approximately one year to rebuild the electrical system, and everything started to work. Next year we fixed other things, for example the vibration which was caused by the transmission mount. The the next year everything came together, the car became very nice. I visited car shows 13 times in Europe, the Brougham became to be "best of show" or "50's first place" everywhere. That year i travelled 8000 miles with the Brougham, and i had only three minor mechanical problems which we could fix every time. The next year the interior had been replaced considering the trim code. The last two years i am not driving the car, because i met Michael Rizutto and when i realized it is possible, i decided to restore it like new, though i knew this will take long and mean a lot of work. This is the short story of my Brougham. I would like to order a few things from the literature: Nr.4, Nr.5, Nr.8(only for 57-58 Brougham), Nr.12, Nr.13. and from the free literature: Nr.1, Nr.2, Nr.3 I would like these things to be sent to me, i will have the money sent with my friend in California to you the same way i did the last time. Regards, Frank



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.

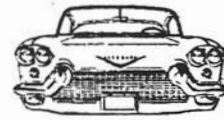
SAVE BACK ISSUE SPECIAL SAVE

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 \$265.00 plus \$5.00 shipping and handling. This amounts to a savings of \$104.00 at our current \$9.00 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.

1956 Brougham Town Car model available. Larry Muckey tells me that a model of the Town Car was to go on sale the first of the year. Car will be in 1/43 scale. Made in Germany by VF ModelAuto. Contact Sinclair's Auto Mine. 3937 West 10th Street, Erie PA 16505. Phone: (814) 838-2274 ask for Dave Sinclair. Could be a very interesting addition to a collection. Reported price will be around \$285.00.



Internet Brougham Leads:



Allan Dowling

From: TOMWW4@aol.com
To: adowling@pantek.com
Subject: 1957 Cadillac Eldorado Brougham For Sale
Date: Thursday, July 08, 1999 9:41 PM

Over the 4th of July week end, I came across a 1957 Eldorado Broughm that is For Sale. This car is part of an Estate Sale. It is my wife's, cousin, husbands Dad who had owned this car. He had purchased it about a year ago and since has die. The Estate is now left with this car and must sell it. This car is in my opinion would be a #2 or #2 1/2 condition vehicle, (#1 being a body off restoration perfect car) . The car was purchased from somewhere in the Midwest for \$ 30,000, that was about a year ago. The unfortunate situation is that one of the last times that the car was driven, it was in a minor accident and sustained damage to the left side quarter panel. The rest of the car is perfect and it can be driven, it just hurts to look at the wrinkle in the quarter panel. I know that the Estate will be looking for fair market value, but it will be priced to sell. I know this sounds like "one of those stories" and I would not have believed it if I did not see the car myself. If you know anyone who is interested please reply to me at TOMWW4@AOL.COM. I can fill in all the details and serial numbers for anyone interested. Or if you have any suggestions to help locate a buyer please let me know. I am a collector of vintage cars myself, that is how I got involved in this, and maybe this one belongs in my garage, but hopefully it will end up in the hands of the right person in the end. I hope to hear from you soon.

Tom Walters
Pompton Lakes, NJ

Allan Dowling

From: Brian Ealy <bealy@wans.net>
To: adowling@pantek.com
Subject: For Sale
Date: Saturday, July 10, 1999 10:34 PM

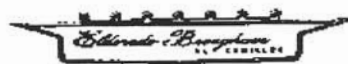
I have a 1967 Cadillac Eldorado, it has 88683 miles on it with a 493 engine. Needs restoration, Engine does run but needs work. I put in new fuel lines and did some other minor work to the car also. Was going to restore it myself but don't have the time to do it, so decided to sell. If you or someone you know would like to purchase it please e-mail me at bealy@wans.net <mailto:bealy@wans.net>. Besides some rust the car is in good condition. Asking 5k OBO.

Brian Ealy



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.**

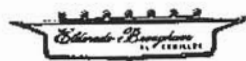
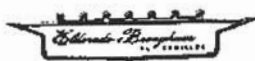
COMPACT "V" NOW AVAILABLE

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 (904) 677-4373

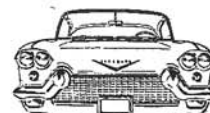


CLASSIFIED



IMPORTANT NOTE

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



CARS FOR SALE

1957 Brougham - #349. Rust free sheetmetal, some good glass, air ride components, Electricals, mechanical components, some decent. #1212 interior panels, seat cushions, mouton, nice interior chrome, headliner, sunvisors, nice grill, front bumpers, impact bar. A 35,000 mi. car that was stored inside for ten years. Will consider parting out or selling as a package deal. Also see parts car #607 in the PARTS FOR SALE section. A good deal for someone needing a lot of good parts or a major project. For full details contact: Peter Krell in Dallas Texas at (972) 458-2004

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 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 repaint. Interior white with blue leather and white trim (#258) in good shape. Blue mouton carpet. On air. Runs but does not drive. Has Tri-power. No vanities. \$19,995.00. Contact: Peter Krell at (972) 458-2004 evenings. Dallas, TX

CARS FOR SALE

Two Broughams for sale to settle estate

1957 Brougham Black with black leather. No rust original. One owner. Not running. To settle estate \$21,000.00.

1958 Brougham # 704, last car built. Laurentian green with green cloth, custom modified without fins. Not running. To settle estate. \$11,500.00. Contact: Dave Barclay, 169 County Road East, Colts Neck NJ 07722. (732) 544-9035

1957 Brougham # 311 in fine condition. Original paint # 148. with tan leather interior in all original condition. **19,930** original miles with all original equipment. New air ride diaphragms (Cadillac replacement parts installed in 1985). Always garaged and well cared for and presently stored in New Hampshire. For more information contact: Cam Johnson (603) 880-1746 after 6:00 P.M. or e-mail at: oaklea@erols.com at any time. Pictures can be forwarded by e-mail if you are on line. Asking \$30,000.00

1958 Brougham # 651. Chamonix white, solid black leather interior (all original). Black mouton carpet. 34,000 Miles. Perfect glass and roof. Converted to coil springs. \$35,000.00 Contact: Ken Ward for further details. (513) 521-2029.

1957 Brougham # 223. Blue with Blue leather interior. Very complete car that runs. Virtually no rust. Bumpers have just been show chromed. New windshield still in the box. Complete history of car available. I am the second owner. Needs restoration. \$18,000.00. Contact: Hal Sundvahl (806) 384-3157

1958 Brougham: Copenhagen blue. With white leather seats and black and white leather door panels. On air and working well. Original tri-power just overhauled. Includes compact and rear seat mirror. Perfect original chrome, no rust anywhere. Car was repainted in the 80's and is in excellent condition. All electricals are working; however, the seat needs attention. Very presentable car with 61,000 miles showing. Pictures and a video tape are available. Car is in Canada, owner in California. Contact: Allan Dowling for details and to arrange to see the tape. Call: (440) 238-8474. Just reduced to \$25,000 for quick sale.

(2) Broughams: Car #29 is 100% complete but lacks a windshield. Car can be driven anywhere. Car #97 has had extensive restoration done, but needs completed. It is 95% complete. Only needs body and interior work to be complete. All mechanical work has been done. A lot invested in both cars. I am looking for a windshield, but would be interested in selling both. Please contact: Alphie Quellette for further details (508) 655-6445.

Non Brougham cars for sale

Three 1953 Cadillac Eldorados. All need restoration but are 99% complete. This lead is from some of our Internet mail. The owner is seeking \$20,000.00 each, but will entertain a package deal. These are about as rare as Broughams, so if you are interested give Al Dowling a call at: (440) 238-8474. I will arrange to get more information though the present owner.



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: (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. 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 : (904) 677-4373 6:00 - 11:30 P.M. ONLY.

PARTS FOR SALE: NOS, yes, NOS 1957 Brougham electric fuel pumps. Can also be used on 1958 Broughams. \$350.00 each while they last. Contact: Duke Gerke (419) 588-2661

PARTS FOR SALE: Non atomizer Arpege perfume half full. \$125.00. Cross pencil for the memo book. \$50.00. Contact Yann Sanders at mrcadillac@compuserve.com

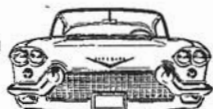
Cadillac Sales literature from the 40's and 50's. Showroom materials and more in perfect condition. For a complete list send SASE to Allan Dowling at the Timberline address. Have many duplicates that I would like to weed out.

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 - 57/58 Brougham: Left (driver's side) lower stainless rocker panel cover. Very good condition \$200.00. Heater blower motor (main unit) \$40.00. "57" gas tank ready to convert to Brougham tank. Just add fuel pump and low fuel sending unit holes. \$175.00 +shipping. Contact: Allan Dowling at (440) 238-8474

PARTS FOR SALE -1957/58 Brougham showroom manual showing paint, leather, carpet etc. Stainless steel cover and in mint condition. RARE, RARE, RARE! Price: \$5000.00. Contact Ken Ward (513) 521-2029.

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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
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LITERATURE



4. Eldorado Brougham electrical system and compressor lubrication improvements. October 1957 to all dealers (6) pages. Not in manual. \$10.00 to B.O.A. members.
5. Eldorado Brougham electrical circuit diagrams. (18) pages. Not in manual. \$20.00 to B.O.A. members.
6. Eldorado Brougham service supplement 1959. (15) pages. \$20.00 to B.O.A. members.
7. Eldorado Brougham service supplement 1960 (5) pages. \$10.00 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.
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