



Summer



2000

*Brougham
Owners
Association*



Newsletter Vol. 12 No. 2



Brougham Owners Association, Inc.



B.O.A. Newsletter Vol. 12 No.2 Summer 2000

B.O.A. Website- <http://www.nacs.net/~adowling>

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President's Message

As those of you who have been trying to contact me must know I have been pretty hard to reach the last few months. Please accept my apology and I have not been ignoring my duties on purpose. I have recently joined Central Cadillac in Cleveland as a new car sales person and have had to learn a whole new field rather rapidly. After nearly 30 years in the automotive engineering game a new perspective on the automobile was in order. Let me tell you, being on the other end of the business (although difficult) is a lot more fun. I am really enjoying selling the great new Cadillacs and am looking forward to the representing the new products Cadillac is about to introduce. In many ways I wish I would have gotten into the selling end a lot sooner. A lot more fun than dealing with Unions, confused management, foolish expectations, mergers, downsizing, and just generally mean spirited people. Maybe I can relax a bit now and head into a second retirement knowing that perhaps I helped a few folks realize a dream. In closing, if you have not driven the new Cadillacs you should. They are quite fantastic even if they lack that Cadillac look that will always be legendary. Maybe someday they will listen to the public and give us back that style that brought us to the showrooms every fall to see the most beautiful cars ever designed. We need another 50's era in styling to match the performance of the great new Cadillac products.



Till next time

ON OUR COVER

Our cover car this issue is the rapidly becoming a legend # 274 that was said to have been owned by Elvis Presley. Aside from being famous for its passed history, this car is going to represent a new level of restoration perfection. There are many reports as to the total cost of this restoration, but even the lowest I have hear is astronomical. The photos were given to Charles Barnette with the understanding that the B.O.A. would be first to present them. Many thanks to Charles for his persistence in obtaining permission to release the photos to our organization. The car is just about complete now and we hope to have more photos showing the final result. The quality of work is evident to anyone who has worked on a Brougham and I congratulate the restorer and the proud owner of what is destined to be one of the finest examples of a Brougham in the world.

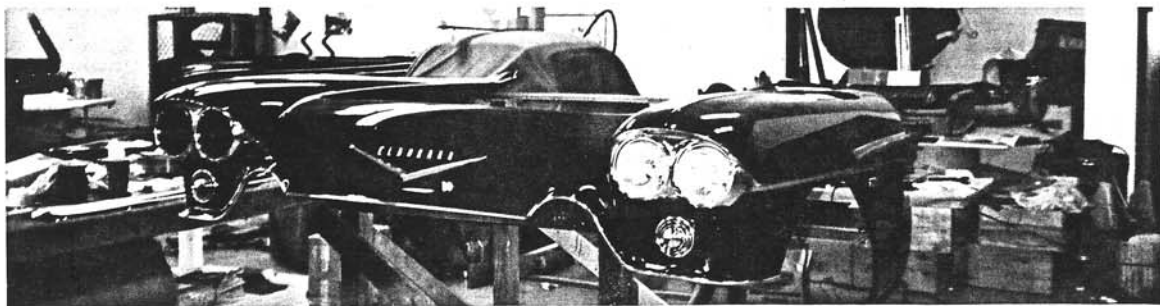
Eldorado Brougham No. 273

By: Charles D. Barnette of Texarkana, Arkansas

For some time now there have been two rumors coming out of Ft. Worth, Texas, regarding the 1957 Eldorado Brougham No. 273. (This car has been mistaken in recent years for No. 274 even on the internet. My research shows No. 274 has for many years resided in Charlotte, North Carolina). One rumor is that the car was once owned by Elvis Presley, and the other rumor is that over \$350,000 has been spent on its restoration. Since I am an avid fan of the Eldorado Brougham and since I only live 250 miles away from Ft. Worth, I decided it was time to check out No. 273.

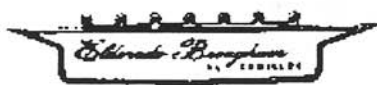
My quest was not to confirm or deny these rumors, but rather to see for myself the quality of the restoration and report same back to the BOA. It is well documented that Elvis Presley did own the chief rival to the Eldorado Brougham, i.e., the 1956 Continental Mark II. By the way, Presley's Mark II can be seen on display at Gallery Furniture Store in Houston, Texas, having been bought by "Mattress Mack" the owner of the store for the sum of \$250,000 plus commission at the Presley Las Vegas auction in October of 1999.

In consulting the roster prepared by Cy Strickler, the first president of the BOA, dated 1977 through 1978, we find the following about No. 273 from that roster: the exterior color code for the car is 110 which is ebony (black), and the interior code is 1281 which is light gray parisienne cloth with white leather, and it was shipped from the factory to North Carolina.



Through a fellow member of the BOA, I received the name of the restorer of the car and set up a visit for Saturday, April 29, 2000, in connection with my yearly trip to Pate Swap Meet at the Texas Motor Speedway. I am happy to report that I found No. 273 to be receiving a meticulous and the most perfect restoration ever to be bestowed on an Eldorado Brougham. The restorer has consulted with several BOA members in the process and has spent 5 1/2 years restoring No. 273. He began work on the car on Thanksgiving Day of November 1994. The restorer says he lacks approximately 240 hours before finishing same and hopes to have it completely restored in July of 2000. No. 273 has none of the "goodies" i.e., compact, cigarette case, perfume bottle with atomizer, etc.; but when finished it will be the most perfect Eldorado Brougham on the face of the planet! It is a "frame up" restoration as opposed to a "frame off" restoration and no expense is being spared. The restorer and owner wish to remain anonymous at this time, and this article will respect those wishes. I am authorized however by the owner and restorer to have published the pictures I took of the restoration as I found it on April 29, 2000. At that time the hood and front fenders were off as well as seats yet to be reinstalled. Enjoy the pictures. I was invited to view the car underneath and was amazed at the beauty. I wish to give credit to Stephen Nadon of Ontario, Canada, for the motivation given to me by him to do this article and take the pictures.

The exquisite and beautiful restoration being done on this Eldorado Brougham should raise the public awareness of our cars to a new height. The work being done should be appreciated by all of us who love the Eldorado Brougham.



Charles D. Barnette
Charles D. Barnette



One fine paint job is evident in this side photo. That stainless is as new as is the fin crown.



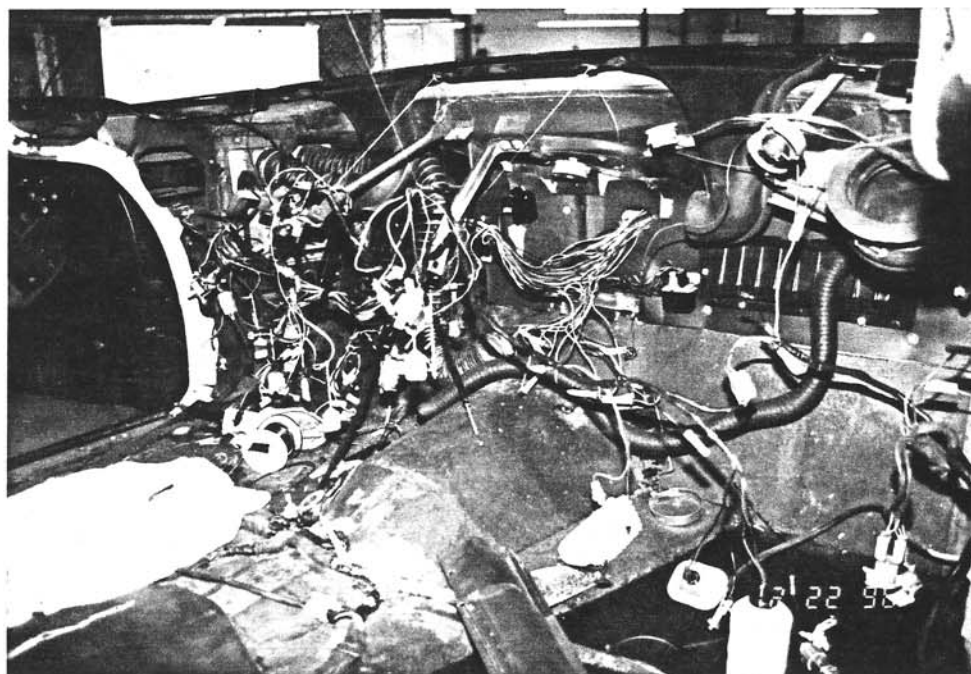
Motor reassemble again being done with real attention to detail. Brings back memories .



Here is a real tricky proposition. The Brougham trunk can make or break a restoration.

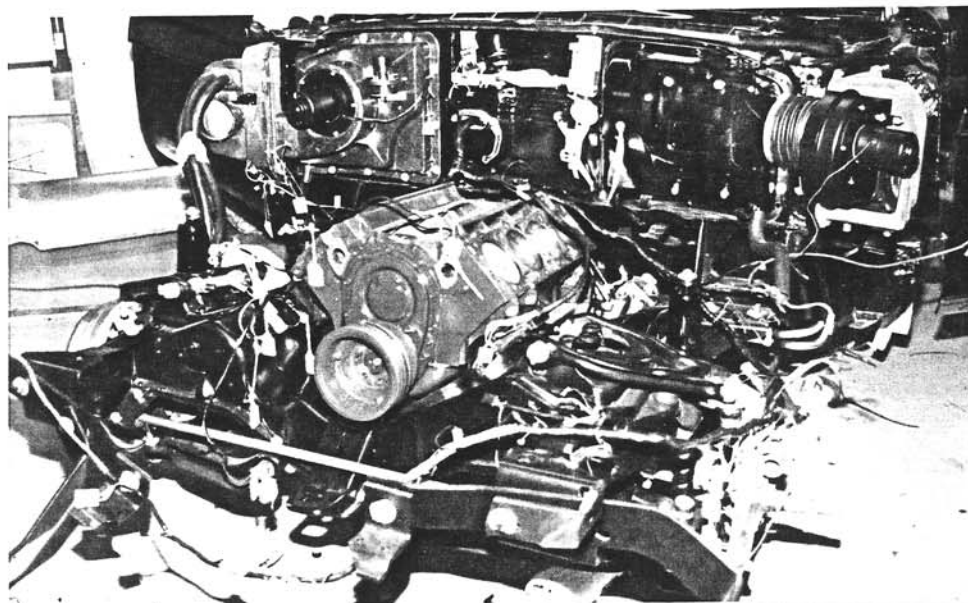
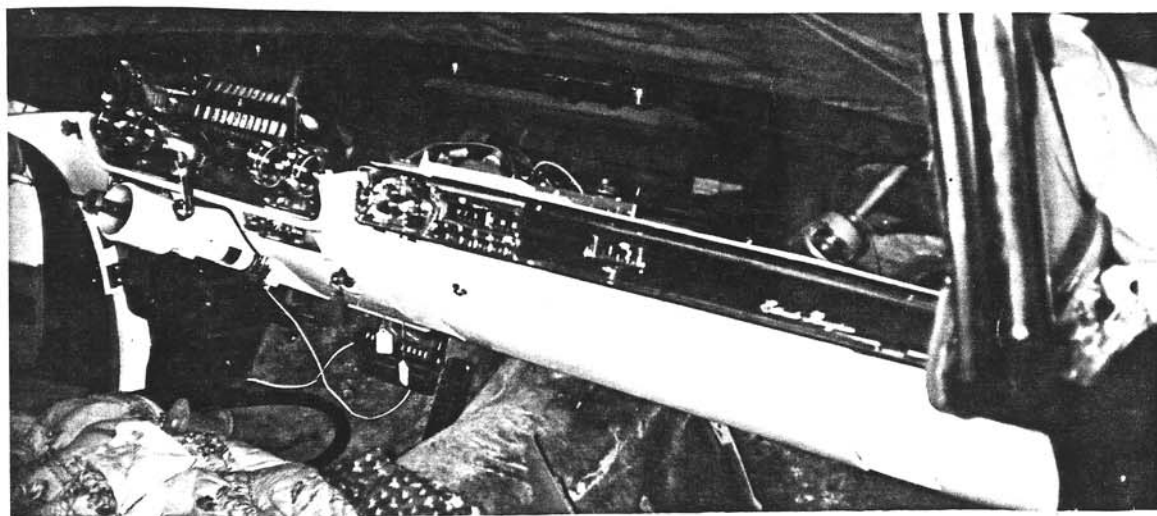


The parisienne cloth with white leather will be stunning and absolutely correct.



Yes, that is what is behind the beautiful dash we have all come to love. This is the only way to properly restore every component and wire. I see a lot of tags here and that assures proper reassembly. Even the best can get confused putting this back together. Painting the dash is a lot easier with the whole assembly out of the car. To get a 100 point result this kind of effort is called for. Everything should work as new when this restoration is complete.

Reassembly of the dash and instrument cluster. Great job. I'll bet every bit of chrome was replated.



Down to the bare block the motor is reinstalled. Notice how perfect everything is down to the blower housings. This is really a great effort paying off in a fabulous result. A complete new air suspension system has been installed with the help of Mike Rizzuto. She should ride as new and on air as designed by Cadillac. This photo gives one a true sense of just how complex the Brougham was.

Allan Dowling

From: Vic Brincat <vbrincat@cisco.com>
To: thecml@egroups.com
Cc: mrcadillac@compuserve.com; adowling@nacs.net
Subject: Two more EBs in Southern Ontario
Date: Sunday, July 09, 2000 12:13 AM



Today, I went to look at a '58 Eldorado Brougham parts car.

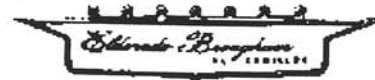
A Toronto fellow (who I don't personally know) is having an EB professionally restored at the Guild of Automotive Restorers Inc. This restoration shop is in Bradford Ontario, a neighboring town of Keswick. To complete his car they acquired a parts car (which was rumored to be originally from New Jersey). Once the Guild completes the restoration, they are willing to sell me what ever is left over from the parts car.

The parts car is Body Number 494 and indeed it is a parts car. It has no bumpers and is missing much of it's trim. The engine block is still there and from what I could tell it still had it's air ride components. The interior is devastated, but the seat frames and dash are still intact.

The EB that is being restored is body number 627. It is Jamaican Green with a Trim Number of 6581 and paint code 132.

Allan Dowling

From: Vic Brincat <vbrincat@cisco.com>
To: thecml@eGroups.com
Cc: SDN58@aol.com; adowling@nacs.net
Subject: Build Sheet Info Recieved
Date: Monday, May 29, 2000 9:37 PM



Today I received the information package from Cadillac Historical Services for my '58. My '58 EB was built on Oct. 23, 1957. This makes it 26 days younger than me! I am sad to report that it has fared the years better than I have.

BTW, the previous Brougham (Body # 401) was built the day before and posses the previous serial number:

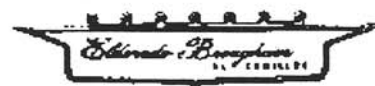
401 is serial number 58P000609
402 is serial number 58P000610

The outlet code for my car is OWA. What are the chances that this outlet code stands for OTTAWA, Ontario? We do know that my car was an export and there is a high likely hood that it was originally sold in Canada? For those non-Canadians, Ottawa is on the border of Ontario and Quebec. The car came with the original '58 Licensee Plate..which were in fact Quebec Plates.

My guess is that it may have been sold in the Canadian Capital and then made residence in Quebec.

Allan Dowling

From: David Dubie <oldcadillac@worldnet.att.net>
To: Allan Dowling <adowling@nacs.net>
Subject: Dave Holls Passing
Date: Saturday, July 15, 2000 5:11 PM



You have by now heard that Dave Holls, retired GM designer and friend to our hobby passed away several weeks ago. He was a remarkable car guy and really loved the hobby!

FYI

Dave Dubie

Allan Dowling

From: Vic Brincat <vbrincat@cisco.com>
To: adowling@nacs.net
Subject: Various
Date: Sunday, April 23, 2000 1:40 PM

Hi Allan,

I received the Spring Newsletter just last week and wanted to touch basis with you on a couple of items.

I found Malcolm Graham's letter very interesting. He mentioned that there was Brougham sited on the Island of Malta. This has peaked my curiosity for several reasons. For one thing, I was born on the Island of Malta and it is not a large island and is not very densely populated. A Brougham will stick out very prominently. Secondly, the roads in Malta are not very long or very wide...a Brougham would have a heck of time squeezing between some of the buildings (many of which were built in the 1400's. But what a picture it would make. But I'm thrilled to know that the Brougham has found an sunny, warm location to live out the rest of it's life. I would love to find out more about this car.

Secondly, I have a proposition that may resolve (at least) some of the issues that you mentioned in the President's Message. As most of us are well aware, much of the documentation on the Air Ride, Cooling System and Electrical systems of the Broughams are somewhat obscure. I'm finding that the rebuild of these complex systems are some what of challenge.

I may have a bit of an advantage over some folks in that I have an Electrical Engineering background but even such, I find some of the systems difficult to follow. As a result I have re-drawn each and every electrical system of the 57 and 58 Brougham based on my car and the very difficult to read schematic in the Shop Manual. I have generated full-sized color schematics on a system by system basis with a fair amount of explanation of how each system works (electrically). The drawings have been done on my computer (in an application called Visio 5). They can of course be printed. I was wondering if you were interested in publishing the schematics and drawings in the Newsletter. Maybe we can put one or two systems in per Newsletter and cover the whole car over a period of a year or so.

In addition to the electrical system, I also have a detailed schematic of the Air Ride lines, valves etc. As well as the cooling system.

Here is an incomplete list of the drawings that I have to date:

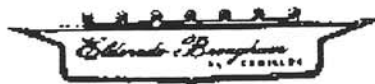
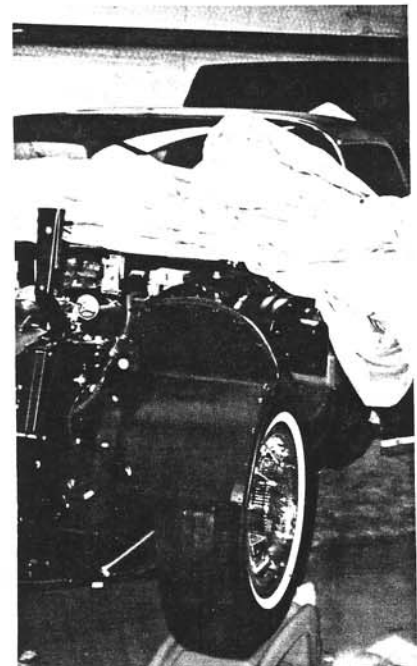
Allan as you can see this is only about 90% of all the electrical systems. I do have the remaining 10% hand drawn and it would take a few weeks to complete them on the computer.

Would you be interested in adding these on an individual basis to the Newsletter, maybe as a Restoration Tip or Helper? The picture are very clear and of good quality.

Vic Brincat
1958 Cadillac Eldorado Brougham (#402)
Home: (905) 476-4984
Office: (416) 216-8071
E-mail address: vbrincat@cisco.com
Member, 1958 Cadillac Owners Association
Member, Brougham Owner's Association
Member, Cadillac and LaSalle Club
Subscriber, Cadillac Mailing List

High Temp Check Circuit
Power Seat Control Unit
Bench Testing the Seat Mechanism
Power Seat Test
Seat Motor
Dimming Panel Lights
Dash Accessories
High Beam
Air Ride Relay

Air Ride Schematic
Cooling System
Auto Start
AC Solenoid
Acc_Disconnect
Backup
Brake and Turn Signal
Fuel Pump
Neutral Safety Switch
Head and Parking Lights
Low Air Lamp Check Circuit
Air_Ride_Protection
Gen_Tell_Tale
Antennae



Allan Dowling

From: mark goerner <goerner@earthlink.net>
To: adowling@nacs.net
Subject: Hello and summer salutations
Date: Monday, May 29, 2000 3:45 PM

Hello Allan,

It is Mark Goerner, and I wanted to drop a quick note your way. I was fortunate to sell my 57 Biarritz nearly weeks after I had listed it, and neglected to inform you, so as to pull that non-brougham ads, the ambulance failed to get a buyer, so I believe I will hold on to it for another few years. I thank you for the privilege to list the cars, the sale is what helped me to secure the 57 Brougham that was listed in New Hampshire.

Speaking of that, I have had some luck locating vanity items. Along with digging up a few Arpege bottles, the alternately shaped cylindrical Step atomizer, cross pens, and extra gold Evans pieces from 50's vanities, I fell into some lucky correspondence for some rarer things. In order to secure a few of these rare bits, I had to drive to the desert one weekend to rendezvous with a Brougham collector of the seventies, who for some reason still held an original owners manual and a perfectly amazing Evans compact with all but it's lipstick device. Needless to say I jumped on it, and was actually able to bargain the transaction. As strange as it sounds, I had one of the most pleasant drives back to Pasadena regardless of the idiot packed traffic, smog and searing heat.

I also want to modify my Parts Wanted entry if I may to the following:

Looking for Vanity pieces: silver Evans lipstick device, clear cigarette holder, magnetic tumblers, note pad, and whatever else might be hidden out there. Also, fan shroud, front ash tray, and signal / gear shift ends. Thanks, Mark Goerner @ (626) 584 0999, or goerner@earthlink.net

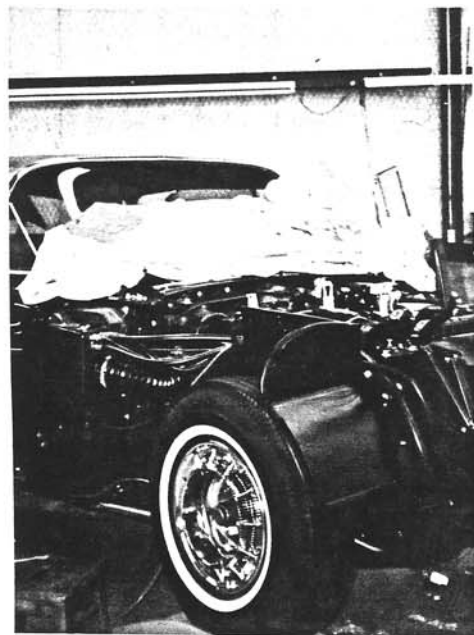
I hope all is well, and that you are having a great holiday weekend.

regards, Mark Goerner

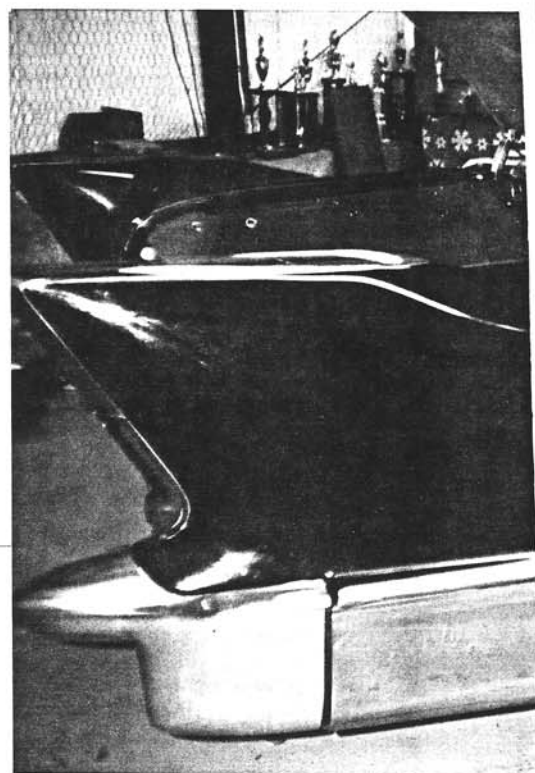
Allan Dowling

From: edward pentesco <vegasclassicsed@netscape.net>
To: adowling@nacs.net
Subject: 59/60 broughams
Date: Monday, June 26, 2000 4:40 PM

I will mailing my renewal tomorrow. My brougham collection will be decreasing by 3 cars in early August. The 1960#055, 1959#030, 1959#046 are consigned to the Hot August Nights auction. They all will run Friday Aug. 4. ed
pentesco, st. catharines, ont. canada



#273



#273

Allan Dowling

From: Harold P. Koehler <hkoehler@execulink.com>
To: adowling@nacs.net
Subject: Eldorado Brougham and Cadillac Gossip



Hi Allan:

Hope this message finds you well. Spring is two weeks old, and at writing, it is RAINING in London. However, the weather will change for the better and the worst of winter is over. And that means the car club activities will start soon!

The November '99 Car Collector printed the survey results on the Top 20 Cars of the Century. Divided into prewar and postwar models, the 1955-7 Chevrolet was rated the most popular autos. Moreover, NO '50's Cadillacs or other luxury marques were mentioned.

In February, I wrote to the editor and stated the results were misleading. To start, I used the 1953 Eldorado, the '53 Eldo sold at Barrett-Jackson, and of course, the '57-8 Eldorado Broughams to support my viewpoint. Guess what, my letter WAS printed in the April issue. My Brougham description was omitted, but most of the letter was left intact.

I am well aware that Chevrolets are affordable for the "average" person, but the '57-8 Broughams had EVERYTHING. In fact, Nicky Wright stated the Brougham made a Rolls-Royce look like a Base Chevrolet. This was an exaggeration, but close to the point. Equally significant, the '57 El Morocco was a big joke.

I do not object to '55-7 Chevrolets, but I see FAR TOO MANY in Ontario I sometimes wonder if ANY '50's Eldorados - especially the Eldorado Broughams - exist at all! In this regard, it would be great to have a Brougham Grand National. I will mail you a copy of my letter, and your feedback about the matter is most welcomed. Might you also consider publishing it in the next newsletter?

Berating The Ratings

I found the survey results in the November issue interesting. However, the postwar models are misleading, especially with regards to the 1950-92 models. The results stated that the 1955-57 Chevrolet ranked first, yet no Cadillacs or even Packards, Lincolns, or Chrysler Imperials were mentioned.

In 1984, the milestone Car Society rated all 1953-58 Eldorados as milestones. Indeed, if a survey were done on luxury vehicles, such as the 1953-56 Packard Caribbeans and the 1956-57 Lincoln Continental Mk II against the Eldorados, chances are good the 1953 Eldorado would come in first. Above all, a 1955-57 Chevrolet cannot be compared with any 1950s Cadillac, especially an Eldorado.

Congratulations, you're the winner of the "I hate Chevrolet" contest! Actually, you make a very good point. The criteria for different lists of great cars published over the past year has varied to allow a variety of makes and models to be acknowledged for their individual contributions to automotive history. Each of the automobiles was chosen for its significance to the advancement of the motorcar. In the postwar category, the '53 Eldorado (or any Eldorado for that matter) was not deemed to have made a significant mark on history. This can be argued to death, but the merits of the Chevrolet in 1955-1957 (V8 power to the mass market for example) greatly outweigh those of the Eldorado.

Stephen Nadon

Editor

CLASSIFIED



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



CARS FOR SALE

1957 Brougham - #241 New Paint, new brakes and exhaust. Needs bumpers plated for show. A rust free car with all vanities. \$27,500.00.

1957 Brougham - #271 Engine and trans. rebuilt, new brakes and exhaust. Complete new white leather interior. Front bumpers plated rears buffed & polished. Lots of chrome done. Needs paint. \$13,500.00. Contact: Larry Muckey (616) 777-1849

Will "Deal" Reducing Collection

1958 Brougham- #442 California original, 43,000 miles. Everything works and air ride. Deauville gray with blue cloth and leather, Mouton Carpeting. Asking \$26,500.00.

1957 Brougham - #45 Disassembled, body off frame, all parts inventoried. Buy to restore or as 100% complete parts car. Asking \$6000.00.

1958 Broughams (2) parts cars. Complete drivetrains. Missing bumpers and various trim parts. Asking \$2500.00 each.

For further details on these great buys contact: Dave Barclay. 169 County Road East, Colts Neck, New Jersey 07722. Phone (732) 544-9035

1957 Brougham - #195 Black #2 car without vanities located in Kansas. For complete details and price information Contact: Matt Massoth (913) 651-2866

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

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.

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.

CARS FOR SALE

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.

1958 Brougham - #476 Once owned by Mary Tyler Moore. This is a driven car that wins at every show. Was in Concours D' Elegance last year. Painted in Mary's favorite color of lavender with white leather interior. Asking \$45,000.00. Contact: Alan Cobleigh (647-5862)

1957 Brougham - #284 Painted dark green metallic #132. Green and white leather interior. California car with owner history available. Five new tires. Car has been completely restored with original parts. Converted to springs. Mechanically and visually this is a strong #2 car or better. 63,000 miles. Price is \$34,000.00 U.S. Contact Gustav Meckenstock (Germany) fax +49 208 48 94, Phone +49 208 48 18 45, e-mail ju.sa@t-online.de

CARS WANTED

WANTED 1957 OR 1958 BROUGHAM

I am looking to purchase what could be considered "THE BEST BROUGHAM IN THE WORLD."

My first preference would be an unrestored like new low mileage original. My second preference, I would consider a frame off total restoration 100-point car with documentation and vanities.

I would appreciate any information or advice that will assist me in locating my dream car.

Contact: Charles DePape, Scottsdale Arizona

Telephone: 480-949-0101

Email: depape@uswest.net

1957 - 1960 Eldorado Broughams in any condition, even parts cars. Contact: Peter Krell at (972) 458-2004. Dallas Texas.

PARTS WANTED

Headlight harness connector retaining clips for 57/58 Brougham. These clips are located on the front of the top radiator cradle. They clip on the headlight connectors and hold them in place. The connectors are green color (at least mine are) and I require at least (3) of them. Please contact Vic Brincat: 1-905-476-4984 or even better email me at vbrincat@cisco.com.

57 Brougham motor needed in Budapest, Hungary. Call Shaun for U.S.A. contact at (818) 558-6927. This was one our featured cars now in need. If you have a motor please give Shaun a call so we can get Frank Farkas back on the road.



PARTS FOR SALE



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 Brougham: Mint show ready chrome parts - Air cleaner and door handle knob, Antenna bezel, Rear view mirror bracket, Driver's side rear view mirror, Cigarette lighters, Sun visor bracket (right side), Wiper and washer control, Fender louvers and fender skirts, Inner and outer S/S trim, Only (2) "L" trim corners left. Other parts: Hood hinges with springs, Wiring harnesses, I.D. tag for #576, Rear and front heaters, regulators and gauges, Vent window hardware, Front and rear doors, Trunk lid, Rear quarters, Battery lid, Front splash pans, Air conditioning compressor and evaporator, Drive shaft (complete), Radiator, Air tank, Wiper motor, Rocker panels and sill plates, N.O.S. riveted brake linings, Rear door ashtrays, Antenna plastic pull push cord, Headlamp dimmer switch, Ignition switch with key, Used shocks, N.O.S. Trunk up and down assembly, Trunk liner material (dark gray pattern 38"x48"), **NEW, NEW, NEW**, Pack of Fleetwood Cigarettes, Front license frame (Mint) with holders, Some lettering, N.O.S. Oil and gas gauges, (1) brake light lens, (1) set of Brougham horns restored to perfection, good wiper motor, (1) restored exhaust louver. Contact: Jerry Schantz : (904) 677-4373 November - June (828) 387-4860 July - October. 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: 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. N.O.S. window regulator motor \$75.00. Original shop manual (near mint) \$95.00, Original shop manual (some wear) \$75.00, "57" shop manual (good) \$45.00, "58" supplement (fair) \$35.00, Original powder puff \$50.00. Contact: Allan Dowling at (440) 238-8474

PARTS FOR SALE - 57/58 Brougham: Used air diaphragms (4) for \$350.00. (2) NOS for 59/60 #225.00(1) NOS 57/58 Air Compressor \$450.00. Contact: Larry Muckey (515) 777-1849

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PARTS FOR SALE



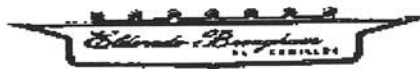
New Stuff New stuff New stuff New Stuff New Stuff New stuff

PARTS FOR SALE - 57/58 Brougham: (4) hub caps \$50.00 one straight, 1 1/2-4 Oz. Arpege full bottles (best offer), (1) good chrome fender louver \$75.00, (1) set of front bumpers \$450.00 Each, (1) air compressor with brackets and lines \$650.00, (1) 1958 tri-power manifold \$100.00, (2) tri-power air filters \$15.00 each, (1) driver's side rear door lower shield (die cast) Good chrome) 200.00, (1) set front door lower stainless \$250.00, (1) set center pillar lower finish stainless \$60.00, (1) cowl grill (chrome) \$175.00, (1) heater core assembly \$75.00, Set of door glass (good Chrome) (4) \$300.00, (1) original glove box with lens and trunk control \$75.00, (1) passenger side vent window (good chrome) \$75.00, (1) interior rear view mirror \$20.00, Front cigarette lighters \$20.00 each, (1) driver's side center wheel well \$75.00, (1) driver's side wheel well above fiber glass \$50.00, (1) driver's side fiber glass splash guard (like new) \$100.00, (1) driver's side back body piece (skirt mount & exhaust \$75.00, (1) original service manual \$45.00, (1) white rear vanity mirror (original) \$400.00, (1) original parts list \$40.00, (2) lower "A" frame arm rubber bumpers (new) \$30.00, (1) original front bumper guard \$20.00, (1) door striker plate \$15.00, (1) rear seat heater cover and switch \$25.00, (1) stabilizer bar (bent) \$25.00, (1) box of door and window tracks, ect. (best offer), Contact: Marion Falat (847) 381-4295 Note: Will accept best offer on remaining parts.

PARTS FOR SALE - For Pininfarina bodied Broughams. A lot of Miscellaneous parts such as window motors, trunk motor, valence trim, windshield chrome frame, rear bumper, taillight, trunk panels, ashtrays, relay clusters, side mirror, various chrome and trim pieces. Inquire about the lot or individual pieces. Call Lars at: (718) 797-5201. Or E-mail: Wassard@att.net

ANOTHER BROUGHAM FOR SALE

1958 Brougham - #664. Frame off restoration with over \$50,000 (documented) invested. Acquired in bankruptcy after 75% completed. Nairobi Pearl, on springs. Missing bumpers and windshield. \$15,000.00 Contact: Lance Hirsch at lhirsch@attglobal.net or call (281) 444-7721

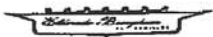


SAVE. BACK ISSUE SPECIAL SAVE

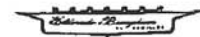
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FREE LITERATURE

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
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. \$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.
9. Set of (6) 8x10 glossy photos from the originals at G.M. Tech Center. (3) of the Towncar. \$55.00/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.
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