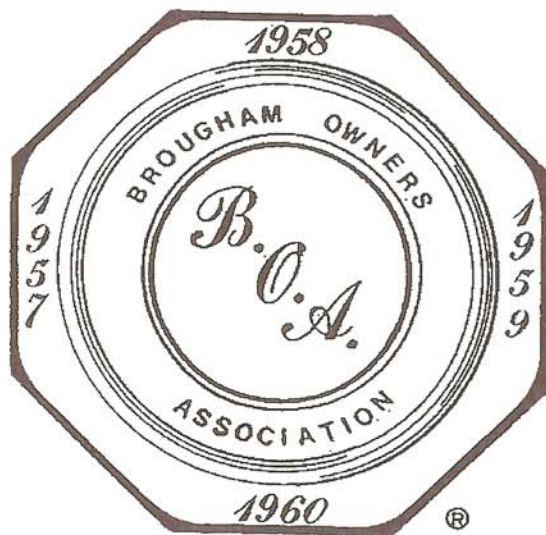
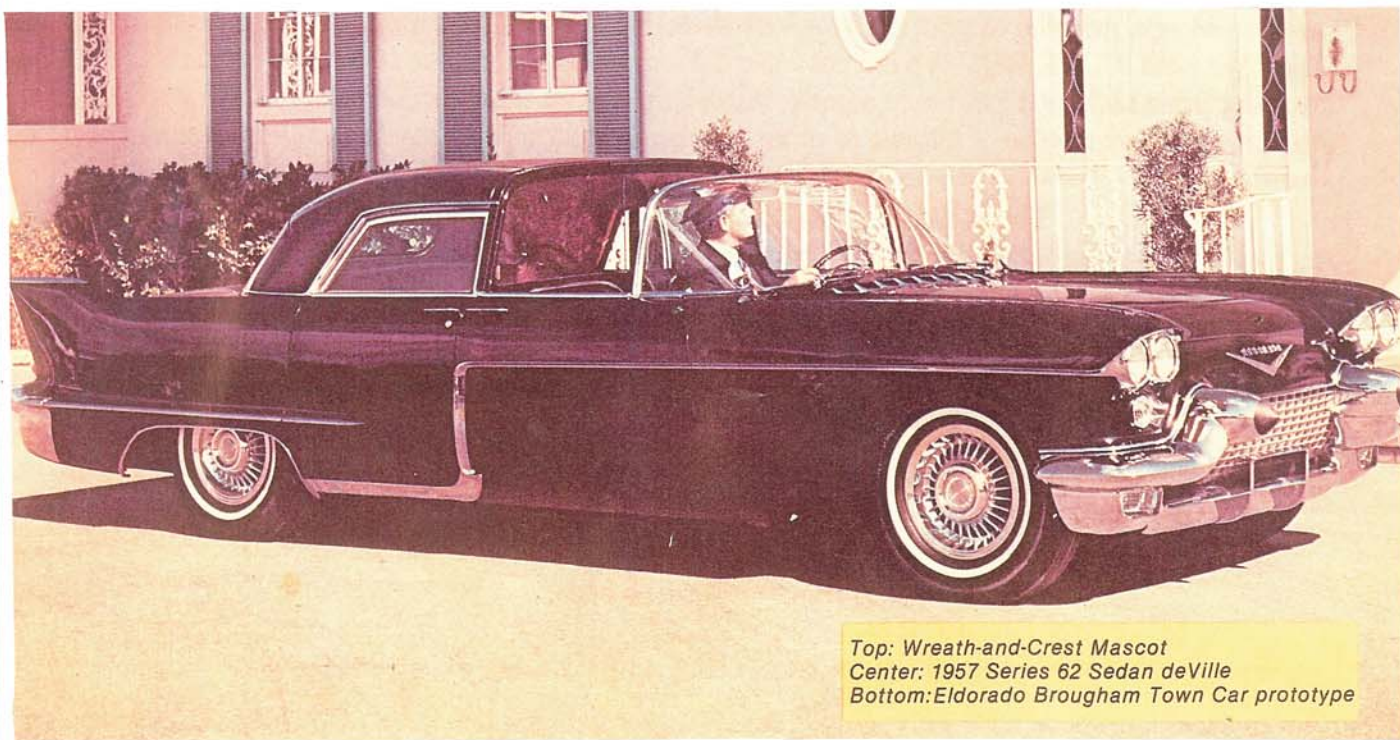


Spring



2002

*Brougham
Owners
Association*



Top: Wreath-and-Crest Mascot
Center: 1957 Series 62 Sedan deVille
Bottom: Eldorado Brougham Town Car prototype

Newsletter Vol. 14 No. 1



Brougham Owners Association, Inc.



B.O.A. Newsletter Vol. 14 No. 1 Spring 2002

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

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President's Message



Welcome to year fourteen of the Brougham Owner's Association. I wish to thank all of you who renewed so faithfully and promptly this year. As you can see from our new member list, many Brougham must have changed hands during the printing of our last issue. Many thanks to those who helped us maintain our numbers by informing the new owners of the B.O.A. We welcome our new members and hope that in some way this Association will help you to maintain or restore one of the world's finest automobiles. Send us your questions - we are here to help you.

As you can see this issue is a bit shorter than usual as I cleared out the classified section of cars and parts that had been in there too long. I can only assume that the car or parts were sold long ago. We will run ads for one issue only. If we do not receive a request to continue running an ad we must delete it to conserve space and avoid needless expense. In addition, member articles just did not show up. We have finished the electrical diagrams submitted by Vic Brincat and really need some new material to print. If you have something to send in, send it. There is no need to ask if we need it. WE DO! We did not have a cover picture this issue of a members car. Let's see your pride and joy. How about some pictures of the more more unusual colors. The car does not have to be mint to be of interest to other members. Dig out the camera and start clicking.

Our schedule for 2002 submissions will be as follows:

March 1st for the spring issue to be mailed March/April

June 1st for the summer issue to be mailed June/July

September 1st for the fall issue to be mailed September/November

December 1st for the winter issue to be mailed December/January

In our last issue I overlooked crediting the owner of our cover car. That fabulous #118 is the pride of Mike VanSicklen of Austin, TX. A great example of a 61,000 mile original.



Till next time

ON OUR COVER

As I pointed out there were no new pictures of owner cars for this issue. So I dug up this old photo of the Towncar from an original G.M. piece of advertising. For the benefit of our new members, the Towncar is now restored and resides in the Baruk museum in Michigan. Looking better than ever by the way.

FROM OUR ONLINE MEMBERS

Allan Dowling

From: Michael D. Brooks <mdbrooks@clarionet.com>
To: adowling@nacs.net
Subject: Brougham Air Suspension
Date: Sunday, March 17, 2002 10:47 AM

Dear Alan,

I have come up with a simple and extremely effective modification of the air dome that provides triple the sealing reliability than the original design.

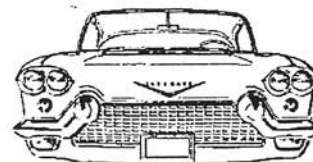
After extensive consideration I had a small metal ring fabricated that spot welds inside the air dome which provides a "seat" and "Pocket" for the air diaphragm to fit into. It is 1.25" high and 3/4 of an inch fits flush with the air dome wall, the other 3/4" has been "bent" so that it projects away from the air dome wall. This provides a "V" shaped pocket that the diaphragm perimeter fits into. This creates two things....a "pocket" that the air diaphragm fits into that vastly increases the sealing ability of the sealant used PLUS it provides a firm compression fit seat for the diaphragm. The metal ring was installed so that the air diaphragm protrudes 1/8" above the air dome surface when installed. Then when the top piece is bolted on it compresses the diaphragm perimeter (actually the soft interior pointed edge) to make an even better fit.

If you believe this would be of interest to others I have some photos.

What is great about this is that the modification is simply and not visible at all.

Sincerely,

Michael D. Brooks



Allan Dowling

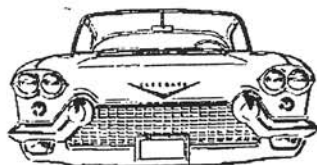
From: Harold P. Koehler <hkoehler@execulink.com>
To: adowling@nacs.net
Subject: Eldorado Brougham Chit-Chatting
Date: Friday, March 15, 2002 10:02 PM

Hello Allan:

I hope this message finds you well. Guess what, Steven Kreisman's Fairfax blue 1957 Eldorado Brougham sold at the Barrett-Jackson auction this January for a whopping \$75,000! Well, it reflects that someone knows a Brougham's true worth.

In closing, I look forward to hearing from you.

With warm personal regards,
Stephen Nadon



FROM OUR ONLINE MEMBERS

Date: October 16, 2001
To: adowling@nacs.net
From: "Harold P. Koehler" <hkoehler@execulink.com>
Subject: Brougham Gossip

N.B.: This message is from Stephen Nadon. Please send ALL replies to him care of "Harold P. Koehler" <hkoehler@execulink.com>

Hello Allan:

I hope that you are keeping well. We Canadians celebrated Thanksgiving on October 8th. Yes, I ate lots of Turkey at lunchtime – until I was filled!

On September 29th, I was in Toronto and attended the Trillium Cadillac Club's annual Show and Shine. Guess what, a Jamaican Green 1958 Eldorado Brougham turned up. This Brougham had undergone a two year restoration and was in good condition, but the engine bay was in fair shape. Moreover, it was the first Brougham that appeared at a Trillium club event. Indeed, my mouth watered when I saw the car.

At writing, the Hershey show is taking place and that marks the end of the car season. Who knows, a 1957-8 Brougham just might show up, eh? (Wishful fantasy). By now you have my article about the Brougham featured at the Cadillac LaSalle Club's Grand National. I would appreciate you letting me know if my story will be printed in the next newsletter.

In closing, I look forward to hearing from you.

With warmest regards,
Stephen Nadon

Allan Dowling

From: Fred & Carolyn Carson <cfcarson@ameritech.net>
To: Allen Dowling <adowling@nacs.net>
Subject: Book
Date: Saturday, October 20, 2001 8:17 AM

Al,

I had the info for the book in my wallet, dahh! Here it is :

AUTO FOCUS
AMERICAN CROME
by
Rob Leilester Wagner
P. 84-85

When you see the picture, you will want a copy of the photograph without the split in the middle. See ya in the funnies---Fred

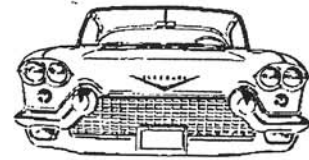


NEW B.O.A. FAX LINE (440) 238-8474

Allan Dowling

FROM OUR ONLINE MEMBERS

From: jerry jansson <jerrys@pi.se>
To: BOA Allan Dowling <adowling@nacs.net>
Subject: SBOA (to be?) (B.O.A.)
Date: Tuesday, January 22, 2002 7:18 AM



Allan,

hope life is treating you good and fair.

These Broughams tends to get to you more and more!

Since I'm between jobs (the Event-business took a big dive sep 11th) I have to fill my days with things to do.

Been searching, mailing and phoning around to try to find out the number

of 57 - 60 Broughams that might be in Scandiavia (Denmark, Finland, Norway and Sweden.

This is what I came up with so far:

EB57 #63 Owner: Björn Tunqvist Sweden / Sigtuna , an original still on Air

EB57 #80 Owner US AUTO PARTS Norway/Trondheim (under restoration) (have yet to contact owner)

EB57 #284 Mine, currently having mechanical and interior work done, but was running last summer

<http://www.competition-motors.se/eng/eindex.htm>

EB57 #289 Owner Jan Åkerlind Sweden / Västerås (under restoration by owner)

EB58 #447 Owner Bo Tidstrand Sweden/ Rättvik 100 points resto at AutoCraft

<http://www.emeren.com/>

EB58 #567 Owner Kjell Gilje Norway , an original still on Air

EB58 #626 Owner Leif Ingesbo Sweden / Rättvik not a car anymore, just a lot of parts!!!

EB58 #703 Owner Leif Ingesbo Sweden / Rättvik

EB59 #66 Owner Rune Lie Norway / Levanger (have yet to contact owner)

EB60 #28 Owner Anita Misjujev Sweden/Kiruna (have yet to contact owner)

EB60 #96 Owner Carl-Erik Svensson Denmark / Ålborg(have yet to contact owner)

This a very small exclusive group, I been thinking to start a small Scandinavian Brougham Owners Association.

Or should we make it a European Branch of the B.O.A.?

How many of the owners above are members of the B.O.A.?

Do you know of any additional cars in "our territory"?

Please get back to me regarding this when you have the time.

Cheers

Jerry Jansson
member of the B.O.A.



FROM OUR ONLINE MEMBERS

Allan Dowling

From: JAFERENCZ@aol.com

To: Taateejo@aol.com; jkferencz7@hotmail.com; adowling@nacs.net; SCOTTBIRD1968@aol.com; Gabferencz@cs.com; Peter.Ferencz@kellogg.com; thomas.m.ferencz@ceridian.com; piscarynorth@worldnet.att.net; conniepel@attbi.com; mmpugh3@execpc.com; BarbRench@aol.com; ASelestow@aol.com; SHANAHN007@aol.com; sikoraj@wiznet.com; changingwinds@msn.com; Microtrnx@aol.com; mawih@execpc.com

Subject: How to explain Enron to children

Date: Wednesday, February 06, 2002 10:16 PM

> HOW TO EXPLAIN ENRON TO CHILDREN:

>

> Feudalism - You have two cows. Your lord takes some of the milk.

>

> Fascism - You have two cows. The government takes both, hires you to take care of them, and sells you the milk.

>

> Socialism - You have two cows. Your neighbors help you take care of them and

> you all share the milk.

>

> Totalitarianism - You have two cows. The government takes them both, denies they ever existed, and drafts you into the army. Milk is banned.

>

> Capitalism - You have two cows. You sell one and buy a bull. Your herd multiplies, and you sell them and retire on the income.

>

> AND FINALLY ---

>

> Enron Venture Capitalism - You have two cows. You sell three of them to your

> publicly listed company, using letters of credit opened by your

> brother-in-law at the bank, then execute a debt/equity swap with an

> associated general offer so that you get four cows back, with tax exemptions

> for five cows. The milk rights of all six cows are then

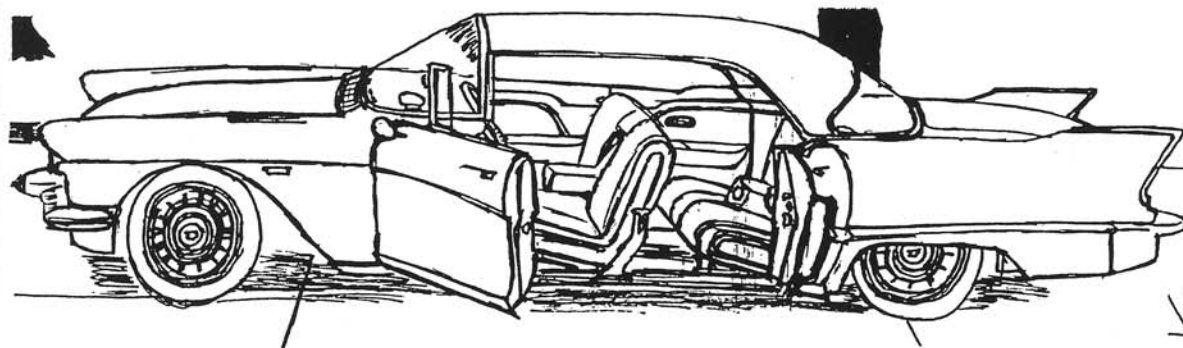
> transferred via an intermediary to a Cayman Island holding company that is

> secretly owned by the majority shareholders who sell the rights to all seven

> cows back to your listed company. The annual report says the company now

> owns eight cows, free and clear, and has irrevocable options on one to five

> more per year, in perpetuity.



Stephen Watson
Feb 22/98



MASTERMIND T.M., inc.

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

1957/58 Brougham Trunk Floor Fuel System
Access Panel Retrofit 57EB09-019

Dear Brougham owner,

You may be considering us to help you with your Brougham fuel system servicing. You likely already have your fuel tank apart or may be planning to do so.

As you may know you have to remove the L/H rear bumper end and license plate frame each time you drop the tank. Unfortunately the factory has made this a weekend project when it need only be a 15-minute job. You will then have to waste a lot of unnecessary time and energy just to realign the bumpers after you are done. There is always the risk of damaging the chrome or other unforeseen surprises like damaging the complex and expensive to replace trunk upholstery cardboard parts. On top of that each time you drop the tank you will need to replace many ancillary items that will not be required after installation of this kit.

You will have made the correct decision to install this kit while you will have the fuel system apart anyway. This avoids double labor time, which should you choose to do later would surely cost you more money. This very clever access panel retrofit was engineered to cure this time consuming pain in the neck once and for all! It consists of two flush mounted and perfectly hidden access panels built into the trunk floor, which once installed will allow you to service the fuel tank units in 15 minutes instead of spending all weekend.

This is no Mickey Mouse hole cut in the trunk floor with a patch screwed down over it, which will oil can after completion. Our kit is designed to be flush on both sides because screws pose a potential threat of causing sparks, therefore explosion on impact from a collision. Ours are high precision parts that will look like a factory installation when complete. The access covers are even made of brush finished stainless steel to match the roof! As you may know I have always been a purest when it comes to restoration, but when I find something as ridiculous as this factory set up is I make some concessions in the interests of serviceability. This is especially important now because these cars tend to sit a lot and the modern fuel blends are highly corrosive, which causes problems frequently.

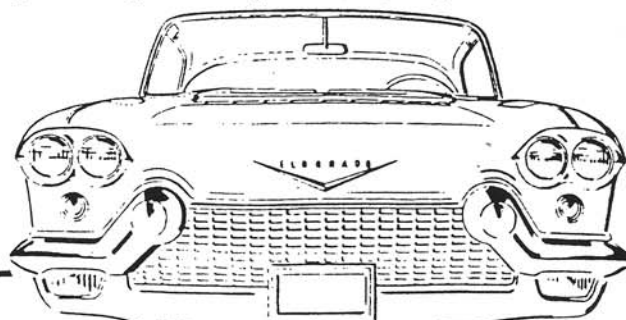
These kits are easily installed and come with very detailed installation instructions. It takes only a few hours to install. It will pay for itself ten times over in labor savings alone the next time you have to get into the fuel tank. If you keep your car long enough that day will surely come! There is no doubt in my mind that there will come a day that you will be very glad you chose to install this kit.

In case you were not aware we have also reproduced every other conceivable part for the Brougham fuel tank systems that you could ever need. We have made things like fuel hoses with OEM swedged fittings, lead sealing washer kits, insulators, OEM clamp kits, gaskets, rebuilt fuel level sending units, rebuilt low fuel light senders, electric fuel pumps, etc. You will need these and other related ancillary items if you wish to have a trouble free installation.

Thank you for your interest. I look forward to helping you with your Brougham fuel system or anything else I may be able to be of assistance with.

Sincerely,

Michael Rizzuto





MASTERMIND T.M., inc.

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

1957/8 Brougham Mouton Carpet Set
57EB14-012

Dear Brougham Owner,

Does your car have what appears to be a dead animal lying on the floor that is badly in need of a Rogaine treatment? If so you likely have a Brougham that was delivered new with Mouton carpets, you just cannot figure out what it used to be because it has gone bald and rotted from years of exposure to moisture. There is no amount of late night TV spray can hair that can help you here! Maybe you have a Brougham that was delivered originally with the short loop carpet, which was not nearly as plush and exotic as the Mouton looks and feels. Either way we can rescue you by supplying the finest, most authentic replacement Mouton carpet set you could ever hope to own.

Many years of careful research and development have gone into perfecting the patterns and stitching so that you can be sure of proper fit and authenticity. The search for quality hides, proper chemical processing, and the custom dye work required to make these available to you has been, and continues to be no easy task due to a wide variety of complex problems that we must fight continuously to overcome. Most of the problems, constantly escalating expense, and difficulty stem from government regulations. These regulations did not exist when the Broughams were built. The tree huggers have outlawed many of the chemicals that were used in the past and the new rules change every other day it seems. Thanks to the endangered species act we now have less than one fifth of the quantity of lambs available in the market than were available in 1970. This serves to drive the price way up because the quantity of quality available hides is way down. While sheep are not yet an endangered species, coyotes, wolves, eagles and the like are. Can you guess what the favorite lunch of these predators is?

As with all living things there are no two lambs that are exactly alike in every way. We must dye large lots to get the tanneries to make these non-standard, special Brougham colors for us. Even then we must pay twice as much, wait ten times as long and buy way more skins than we need in order to get what we want. We have found that even if we have 100 skins to choose from you would be hard pressed to say any two were identical. Each animal skin takes the dye differently and has a slightly different texture to it. You can wind up with 100 different colors and textures from the same dye lot! Sometimes we cannot use over half of the skins we must order. However we must still pay for them! This adds significantly to the cost of maintaining the highest possible quality standards.

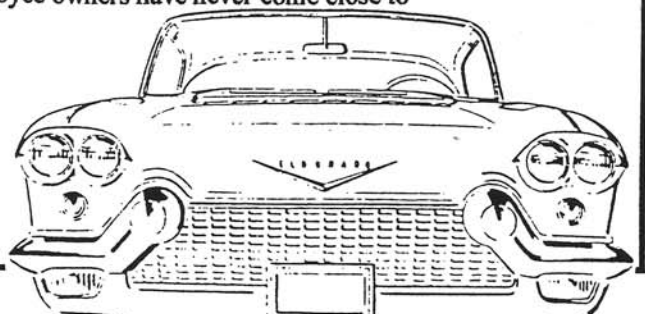
These mouton carpet sets are manufactured the way a fur coat would be. Much the way a mink coat is made we spend a great deal of time matching pelts in various lighting conditions to find enough similar material to make each set. Every effort is made to minimize the natural variations that exist by careful color matching, layout, and strategic placement of sections within the set. Rest assured though that our replacement sets are no different than the OEM sets were. If anything we have exceeded the very high OEM standards and attention to detail.

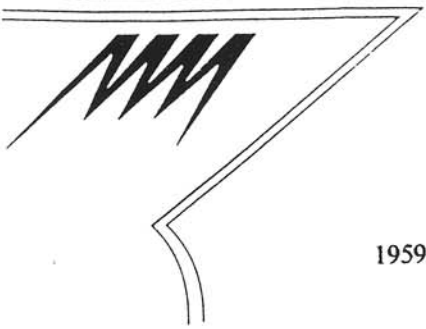
These sets are delivered with extremely detailed installation and care instructions. Once installed the only thing left would be to get used to driving barefoot. I am sure you would get many years of enjoyment from this most exotic of all carpet sets, the likes of which even Rolls Royce owners have never come close to with there pathetic sheepskin floor mats!

Sincerely,

Michael Rizzuto

PS: Blue and Green finally in stock again after a 3 year effort!
We plan a run of gray soon. Now is the time to place your order.





MASTERMIND T.M., inc.

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

1959/60 Air Ride reservoir tank drain retrofit

Dear Air Ride enthusiast,

You are likely painfully aware that the factory did not provide for an easy way to drain the moisture from the Air Ride reservoir tank. In their infinite wisdom they instructed you to drain the water out at regular intervals, but made an extremely difficult job of it. The only quick way to drain all the moisture is to unscrew the brass service valve. If you first depress the service valve to relieve the pressure, as it tells you to do in the service manual, it takes a very long time and causes the internal pin valve to clog up and leak henceforth. This service is not only cumbersome, but can be very dangerous. If you remove the brass service valve while it is under pressure it will shoot down to the floor with the speed of a bullet. It will probably get away from you because of all the slime coming out. This can cause serious injury to the mechanic and/or damage the fitting. The air tank should be drained regularly, but no one ever did it for obvious reasons!

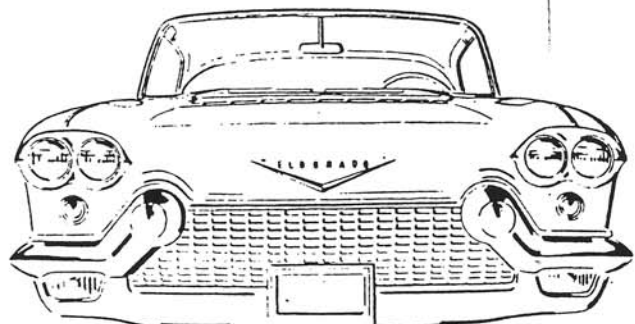
This of course led to many problems like icing up of the entire system during winter months in cold climates! Many an Air Ride car had to wait until the spring thaw before being driven once again, that is of course in the unlikely event that the ice did not damage the system. If the ice did not get you than surely over time the moisture and corrosion would have. Have you seen the congealed primeval goo consisting of motor oil, rust, water, and God only knows what else that is inside of your air tank? It is hard to describe. More often than not I find that the inside walls of the air tanks are covered with a thick and unbelievably disgusting mixture of the aforementioned goo, which looks like some alien organism astronauts might find on a distant planet. This mixture is deadly and could cause pre-mature failure of new air valves by contaminating their inner workings. If you have this common problem we offer reconditioned air reservoir tanks on an exchange basis.

Now for the good news! I have designed a retrofit drain device that will keep the above-mentioned nightmare scenarios from reoccurring after you spend all the time and money to rebuild/repair your system. This simple to install, inexpensive part will save you thousands of dollars on future Air Ride repairs that will not likely be necessary if you drain the moisture out of the system on a regular basis. I am normally a purest when it comes to restoration. This retrofit part however is not easily visible because it fits on the very bottom of the tank. It is a very badly needed item that should have been an OEM part, so it is justified in my mind.

Once you install this retrofit part it will require two effortless minutes to drain the tank, instead of the old fashioned way of half the day fighting with it, possibly damaged fittings, and a better than average chance of a trip to the emergency room! Thank you for your interest. It is greatly appreciated. Please call if I can be of further assistance.

Sincerely,

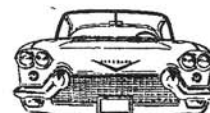
Michael Rizzuto



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. Contact: Larry Muckey (616) 777-1849

1957 Brougham - #195 Black #2 car without vanities on springs located in Kansas. For complete details contact: Matt Massoth (913) 651-2866. Asking \$20,000.00

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. John Foster Dulles car. \$30,000.00. Contact: Ken Ward for further details. (513) 521-2029.

1957 Brougham - #351. Blue, Stainless steel roof. Original Car with 45,000 miles. Show condition. AACA winner. Car has all vanity items. Converted to springs. Looking for best offer. Contact Keith Geisow (908) 233-2339.

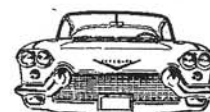
BROUGHAM FOR SALE? YOUR AD BELONGS HERE!
NO CHARGE TO B.O.A. MEMBERS!

PARTS FOR SALE

(1) NOS windshield washer unit with decal \$150.00. Jar \$50.00. (2) Hubcaps in original boxes \$225.00 each. (1) Oil pressure gauge Stewart Warner \$80.00. (1) Delco distributor cap \$17.50. (5) T-3 headlamp bulbs \$12.50 each. (2) AC-PF 122 Oil filter cartridges \$15.00 each. (3) Delco Remy coils (used) \$12.50 each. (3) Blue cap points \$10.00 each. (2) Vanity mirrors (original) white and light gray \$125.00 each. (2) Vanity compacts complete with mirror, comb, lipstick, Evan's powder puff, etc. \$950.00 each. Window switches 2 & 4 poles with escutcheon trim. (1) Outside driver's door remote mirror in show condition with mint handle \$150.00. (1) Complete radio \$90.00. (2) Clocks. Glove box opener \$35.00. (1) Right side vent window motor and trans. \$75.00. (1) Seat motor and trans. (left side) \$75.00. (2) WCFB carb kits \$45.00 each. (1) Trunk hinge motor and clutch unit \$125.00. (1) Master brake cylinder. (needs kit) \$35.00. (1) 13/4 Gas fillpipe neoprene hose 11/2' long \$10.00. (1) Air conditioning condenser (original and very good) \$60.00. (1) Original wheel completely restored (mint Chrome \$950.00. (1) decent original wheel with slight pitting of Chrome \$150.00. (5) Restorable Kelsey Hayes wheels \$50.00 each. Jack instruction card #12.50. I.D. Card for under hood \$10.00. Starter \$50.00. Transmission and torque converter \$175.00. Voltage regulator \$75.00. Various relays and motors. Right and left rear bumpers (mint) new Chrome. Front bumper license plate bracket with back up plate (mint chrome). Original new anodized license plate frame (mint). Buckets of cadmium plated bolts, clips, & brackets. Doors and trunk lids (very reasonable). Power steering pumps. A.C. Compressor & misc. parts. Exhaust manifolds. Cigarette lighters. Arpege perfume (2) in original (sealed) (1) 1 oz. bottle with gold label. Call: Jerry Schantz evenings only (386) 677-4373 (Fla.) till June 15th then (828) 387-4860 North Carolina.



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: 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- 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. Valve cover hold down bolt kit. Front end stabilizer rebuild kit. Contact: Allan Dowling at (440) 238-8474

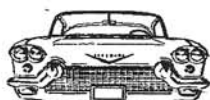
Many prices reduced for quick sale

PARTS FOR SALE - 57/58 Brougham: 1/2 Oz. Arpege full bottles \$30.00, (1) good chrome fender louver \$75.00, (1) set of front bumpers \$400.00 Each, (1) air compressor with brackets and lines \$450.00, (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, (1) original glove box with lens and trunk control \$75.00, (1) passenger side vent window (good chrome) \$75.00, , 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) \$395.00, , (1) door striker plate \$15.00, , (1) box of door and window tracks, etc. (best offer). (1) passenger window switch \$100.00, (1) generator tell tale relay \$20.00, (1) trunk light socket \$10.00, (4) door lock knobs \$100.00, (1) headlight knob \$25.00, (1) rear ash tray \$10.00, (4) door handles \$40.00, (1) exterior mirror \$20.00, (1) trunk lid seal (new) \$65.00, Exterior windshield trim, (1) left rear upper door panel \$25.00. Contact: Marion Falat (847) 381-4295

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

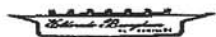
CARS WANTED

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

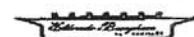


FREE LITERATURE

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.
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. \$55.00/set to B.O.A. members.



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