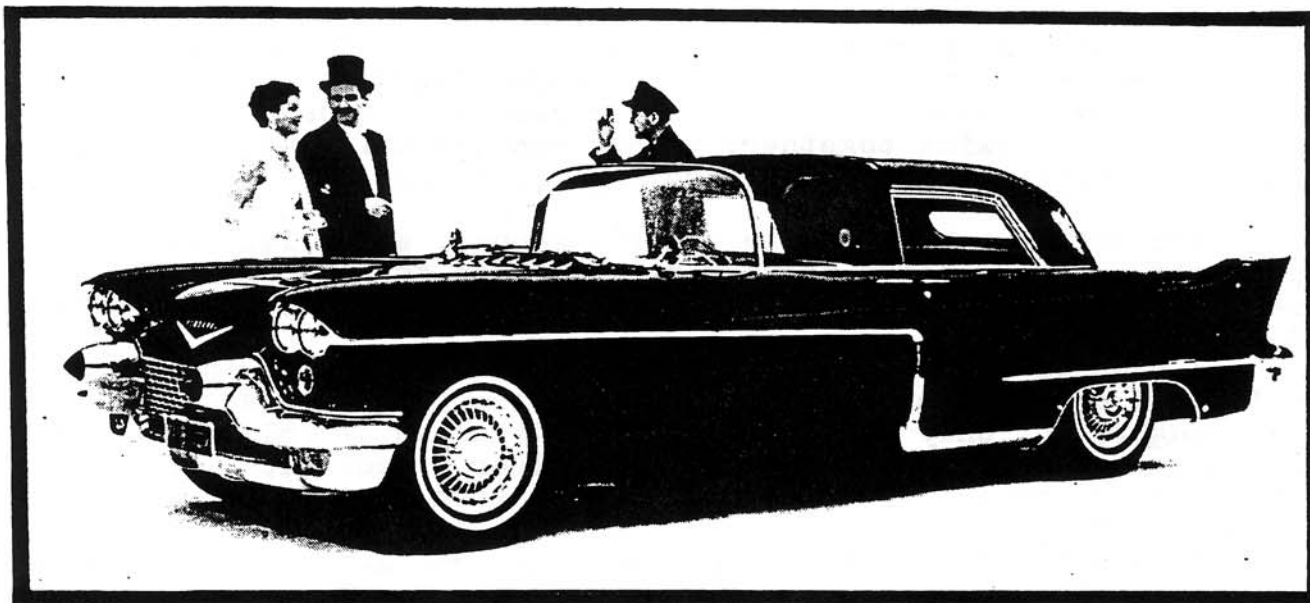


Brougham
Owners
Association



Newsletter Vol. 2 No. 2

Brougham Owners Association

BOA Newsletter Vol. 2 No. 2 Summer 1990

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President's Message

I promised a longer newsletter and here it is. As long as renewals keep coming in and we pick up new members we can afford to continue to improve the quality of this newsletter. I know the change in renewal policy is a bit confusing; but, by next year I hope it will be established and understandable. Your suggestions are welcome. How about volunteering for membership secretary? Got a computer?

You will note by the masthead that we are now incorporated. This is just a matter of good business practice. Now all checks should be made out to B.O.A., Inc.. There will be more news regarding this matter in my next message. B.O.A., Inc. is not a fly by night organization - we are here to stay. Your continued support will insure our growing position in the hobby.

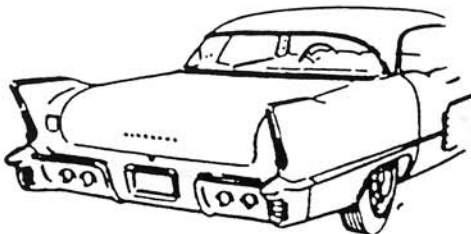
This issue marks our first attempt to deal with the subject of values. I personally hope the articles in this issue get some of you to express your views. This has been a taboo topic for too long. The interest in values may also help to alert you to be more careful when having work done on your car. There are going to be more sharks in the water than there already are. Some are circling now - beware. There will be people in Broughams for the money only. Working together, we can control this volatile situation. Deal with folks known to our membership who know Broughams and Broughams only.

I'm still working on the owner's manual, sales lit. and calendar projects. Please start sending sample photo for the calendar. We need twelve Broughams 57-60. This project can help put us on the map next year.

I plan on writing a bit next issue on restoration and originality. I don't plan on solving the problem between the two schools of thought, but only to focus on the dilemma as it relates to the Brougham. I hope to make my position clear on modifications so as not to leave anyone with the misguided notion that I or other members advocate changing the Brougham for no logical reason.

Enough for now. Time to get Vol. 2., No. 2. to the printer and get some rest.

Till next time,



Paul S. Dauter
President

BROUGHAM HISTORY

1957-1958 BROUGHAM PERSONAL ACCESSORIES

The Brougham personal accessory items were, without question, some of the most elaborate and unusual standard accessories ever put in a production automobile. The complete set, as shown on the cover, was packaged in a special container, and stored in the trunk compartment during shipment from the factory. Upon arrival at the final destination, the dealer removed the items and placed them in their proper location.

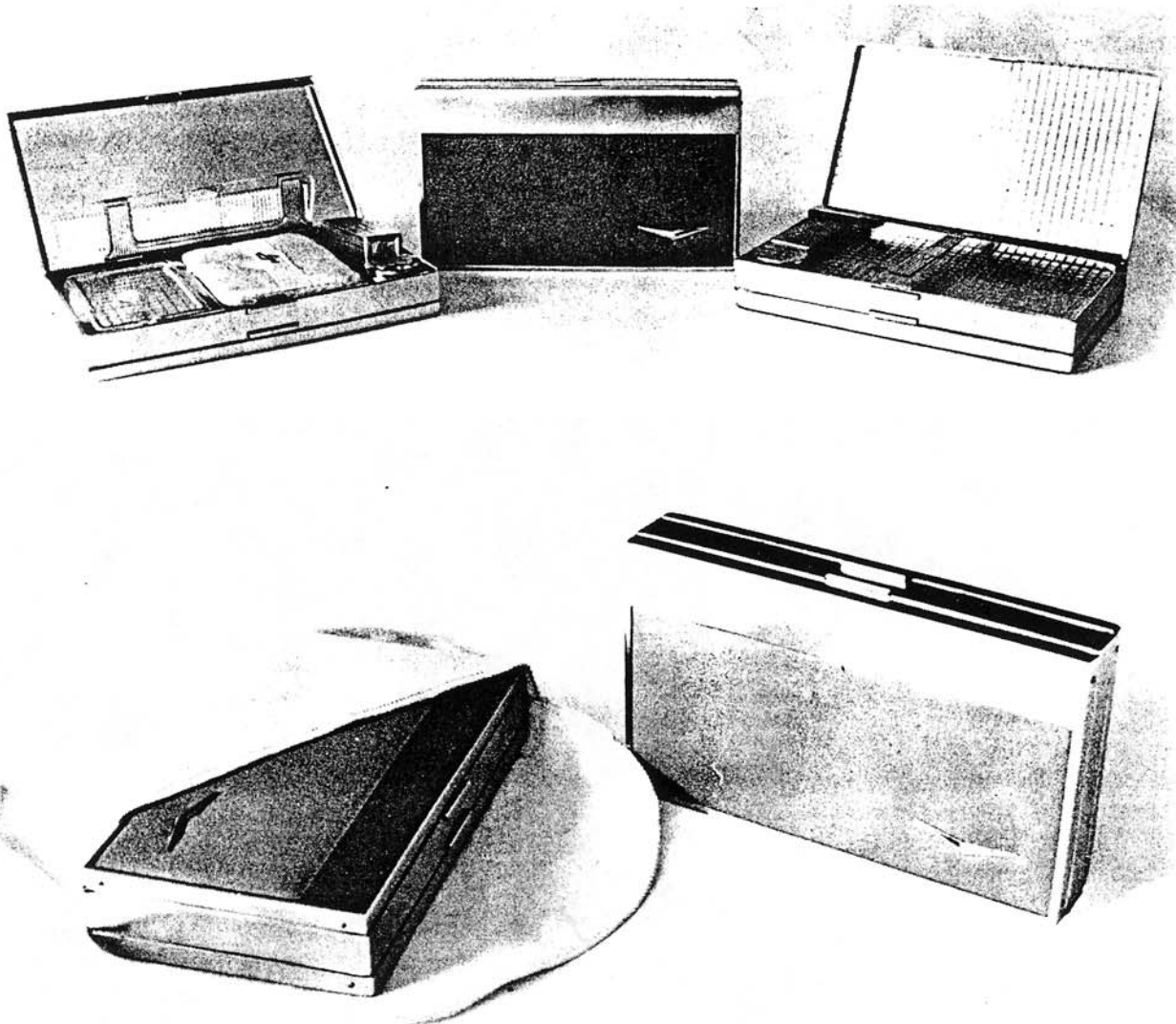
During some of the early publicity, prior to the actual introduction of the Brougham, there were some reports that there would be four gold drinking cups and that a stick cologne would be in the glove compartment; however, the final choice provided chrome cups and the cologne was never installed.

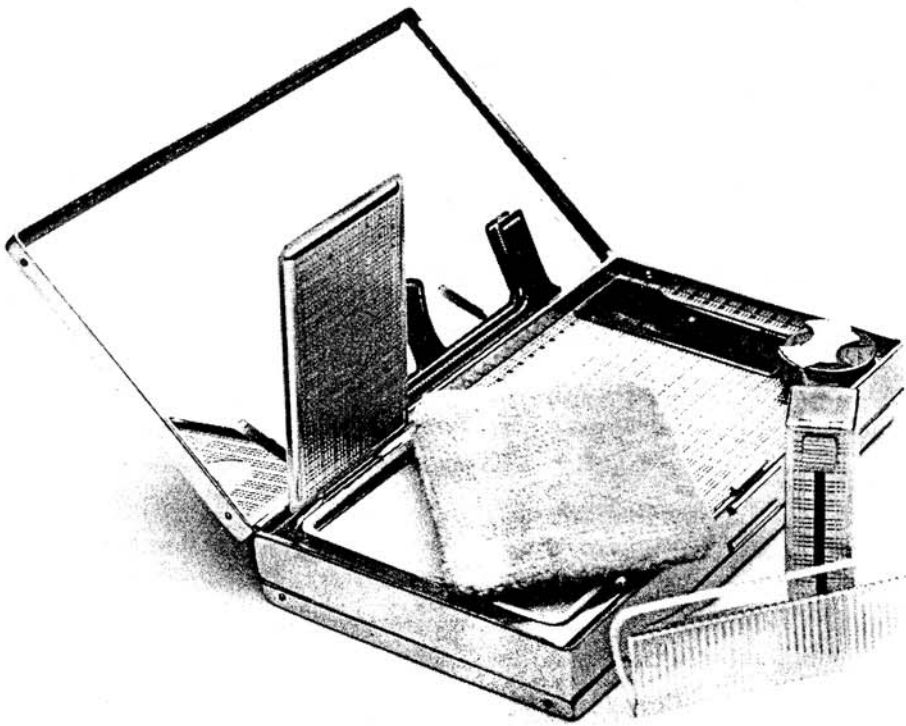
NOTE

This article is from Vol. 2, No. 1 B.O.A. Newsletter Dated Winter 1976. Written by Cy Strickler III, then B.O.A. President, it is a fine example of the accuracy and detail that was Cy's trademark. This re-print is a tribute to Cy and the tradition of B.O.A. excellence he started.

LADIES' VANITY CASE

The most complex item in the set is the ladies' vanity case which fits in the right hand slot of the glove compartment door. There was a cream colored flannel cover provided



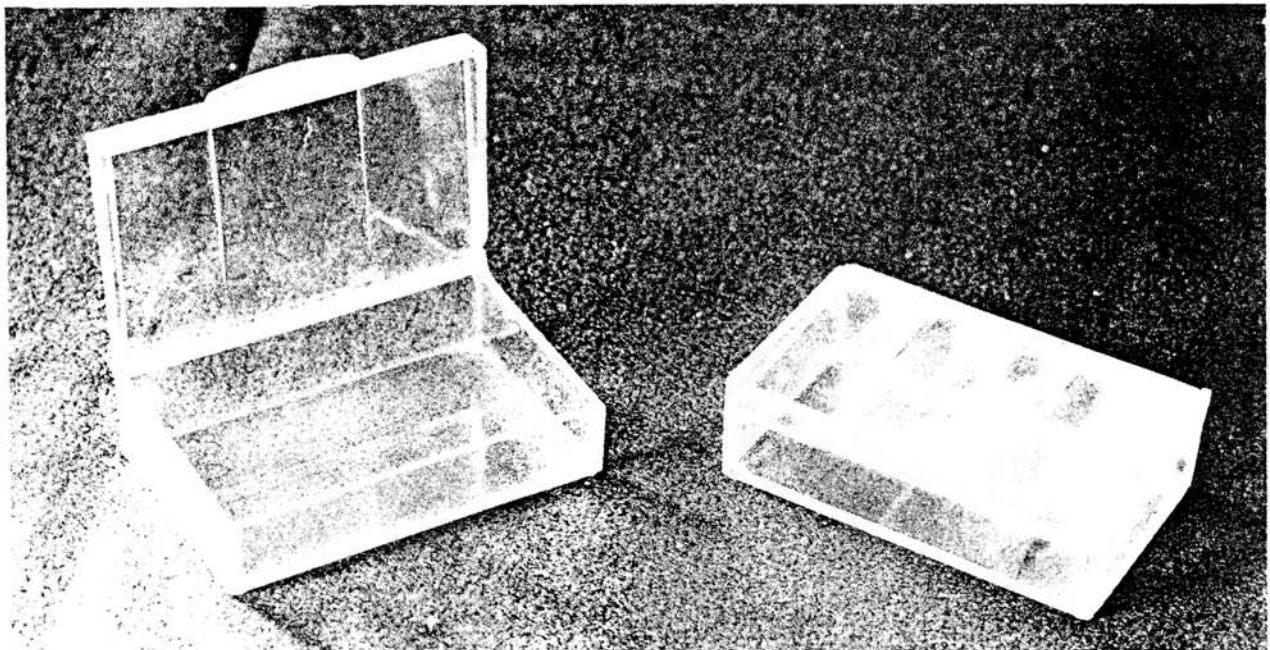


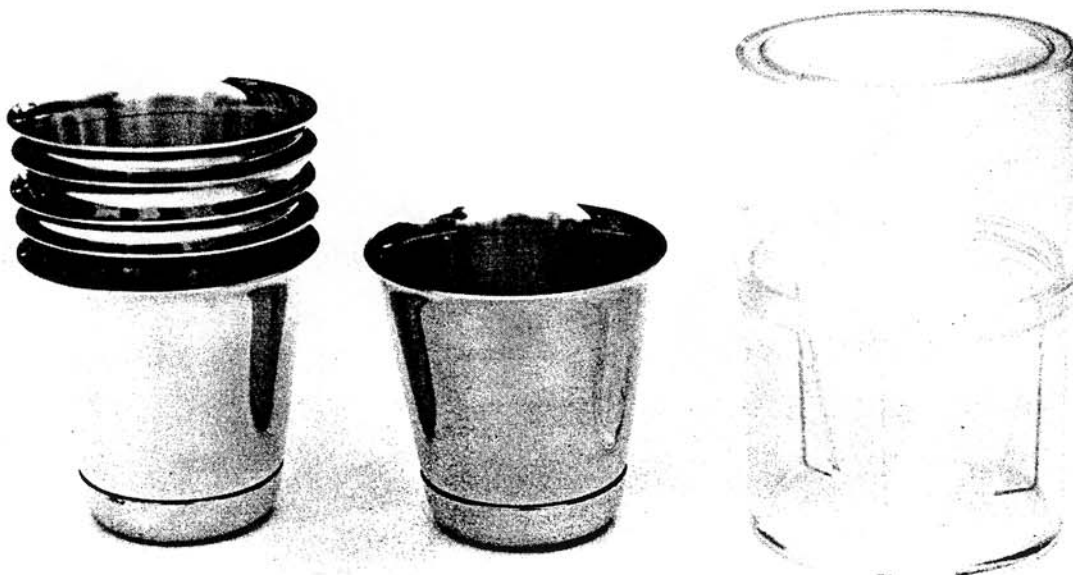
with the vanity to protect the leather sides. The leather on the vanity case (along with the leather note pad and mirror in the rear compartment) was color coordinated with the upholstery and came in black, white, blue, light gray, dark gray, green, and beige.

There is a leather strap in the glove compartment door that is used to help lift the vanity case from its slot. The case opens on both sides and one side has a space for loose cigarettes while the other side includes the compact, comb, mirror, lipstick and coin holder.

CIGARETTE CASE

The forward slot on the left side of the glove compartment door holds a plastic box designed to hold a single package of cigarettes.



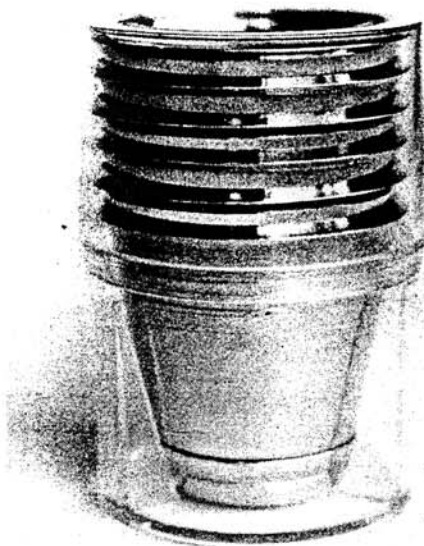


DRINKING CUPS

The slot just behind the cigarette case holds the set of six chrome drinking cups in their plastic container. There is a leather strap attached to the glove compartment door that loops over the plastic container and holds the cups in place with a snap.

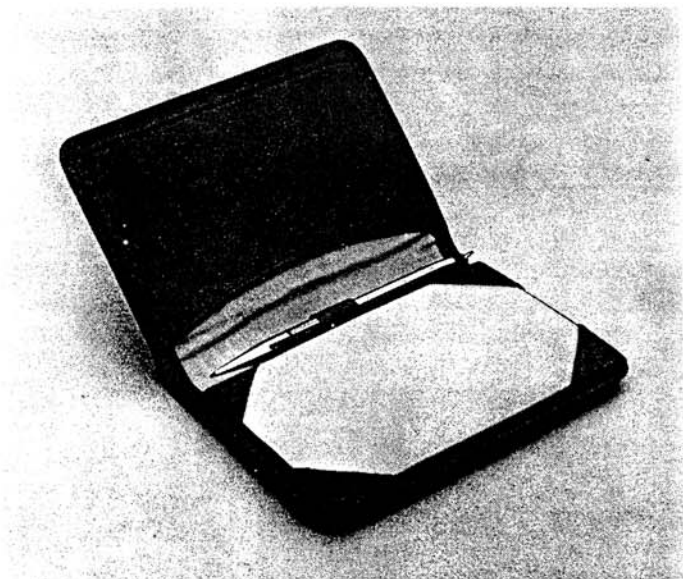
Each cup has a magnet installed in the bottom so that it will stick to the metal tray that is formed by folding the glove compartment mirror all the way out. The line around the base of the cups is the division inside which the magnet is sealed.

The plastic container comes apart at the middle and the lower half has three inside braces to hold the cups in the correct position.



ACCESSORY DIMENSION CHART

ITEM	LENGTH	WIDTH	HEIGHT
Vanity Case	5 1/2"	3 1/8"	1"
Cigarette Case	3 3/4"	2 3/8"	1 1/8"
Cup Container	—	2 3/8" dia.	3 1/2"
Cups	—	2 1/8" upper dia. 1 1/4" lower dia.	2 1/8"
Mirror	6"	2 3/4"	3/8"
Note Pad	4"	2 7/8"	3/8"
Paper	3 11/16"	2 5/16"	—
Pencil	3 1/2"	1/4" dia.	—
Arpege Bottle	1 3/8"	1 3/8"	1 3/4"
Atomizer Top	—	7/8" upper dia. 3/4" lower dia.	1 3/8"

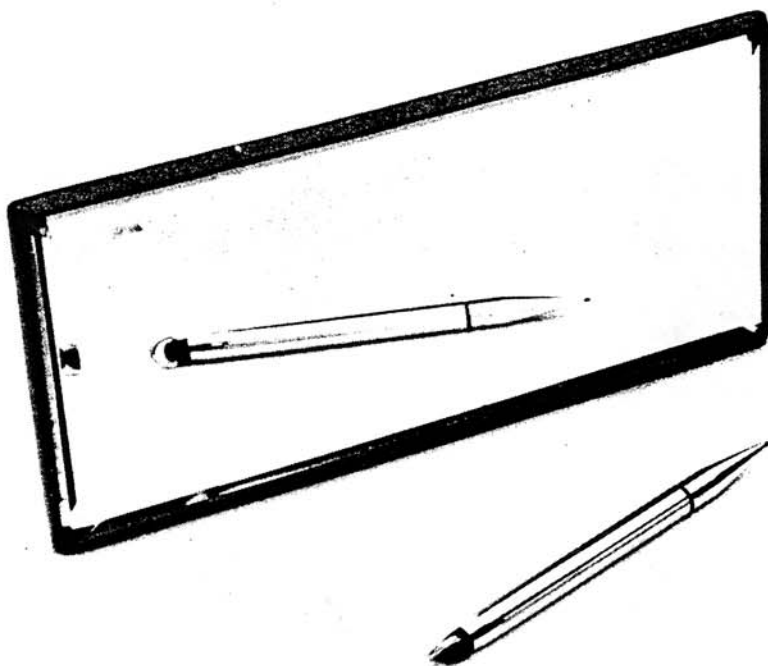


NOTE PAD AND PENCIL

The rear compartment note pad is crafted in color coordinated leather with an interior lining of white moire fabric. One side has a small pad with a pencil held in a leather loop, while the other side has a pocket about the right size to hold a standard business card. The mechanical pencil is in sterling silver and is manufactured by Cross.

MIRROR

The rear compartment mirror has beveled edges and has a leather backing that matches the vanity case and note pad.





ARPEGE PERFUME

The Arpege perfume with gilded atomizer is the rarest of all the accessory items, no doubt because of the fact that once used, the bottle was commonly discarded. The perfume was a product of Lanvin Parfums, Paris, France, and came packaged as shown in the lower left picture. The accompanying pamphlet explained how to put on the atomizer top, and how to operate it. The unusual feature was that the bottle had to be held upside down in order for it to spray. The Brougham rear compartment has a special padded slot to hold the perfume bottle, but was not designed to hold the original box because the storage area is just slightly too small.

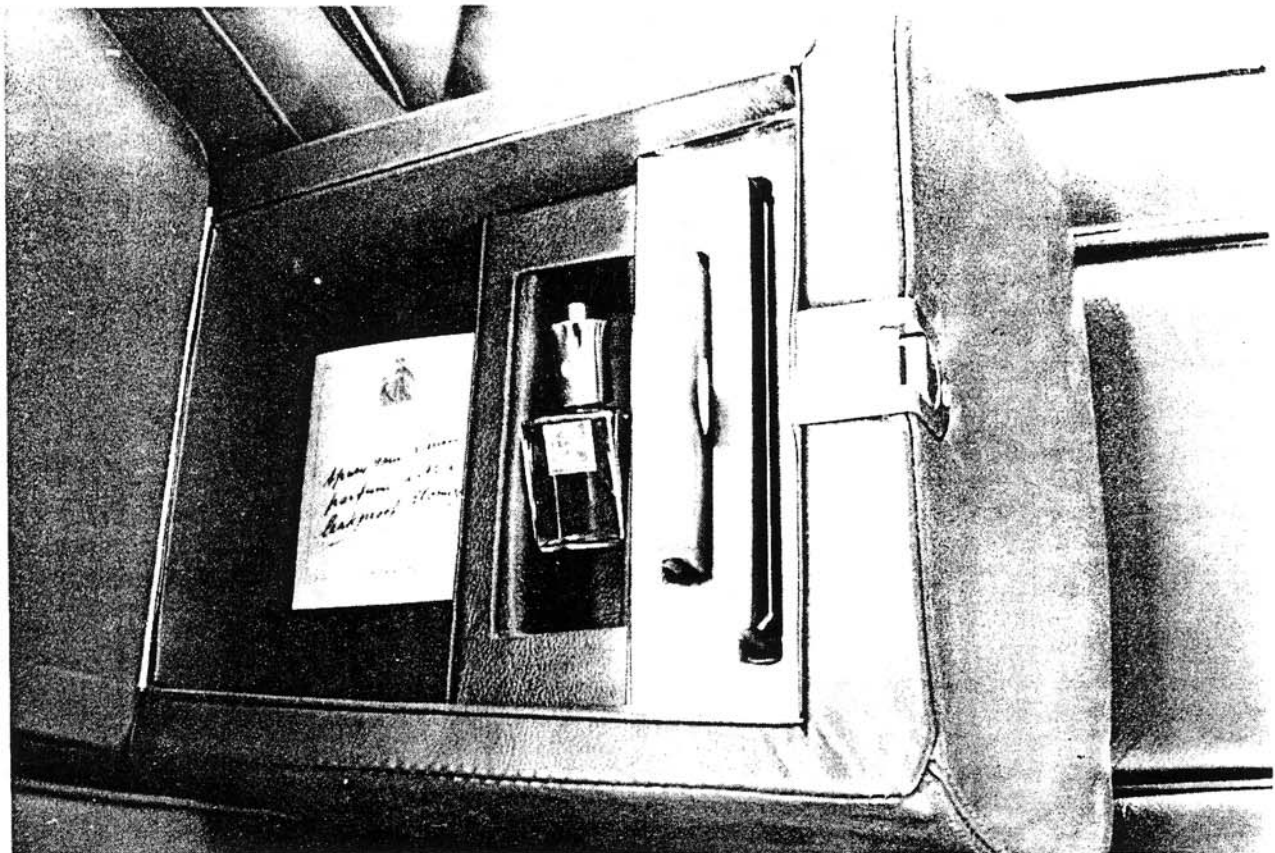
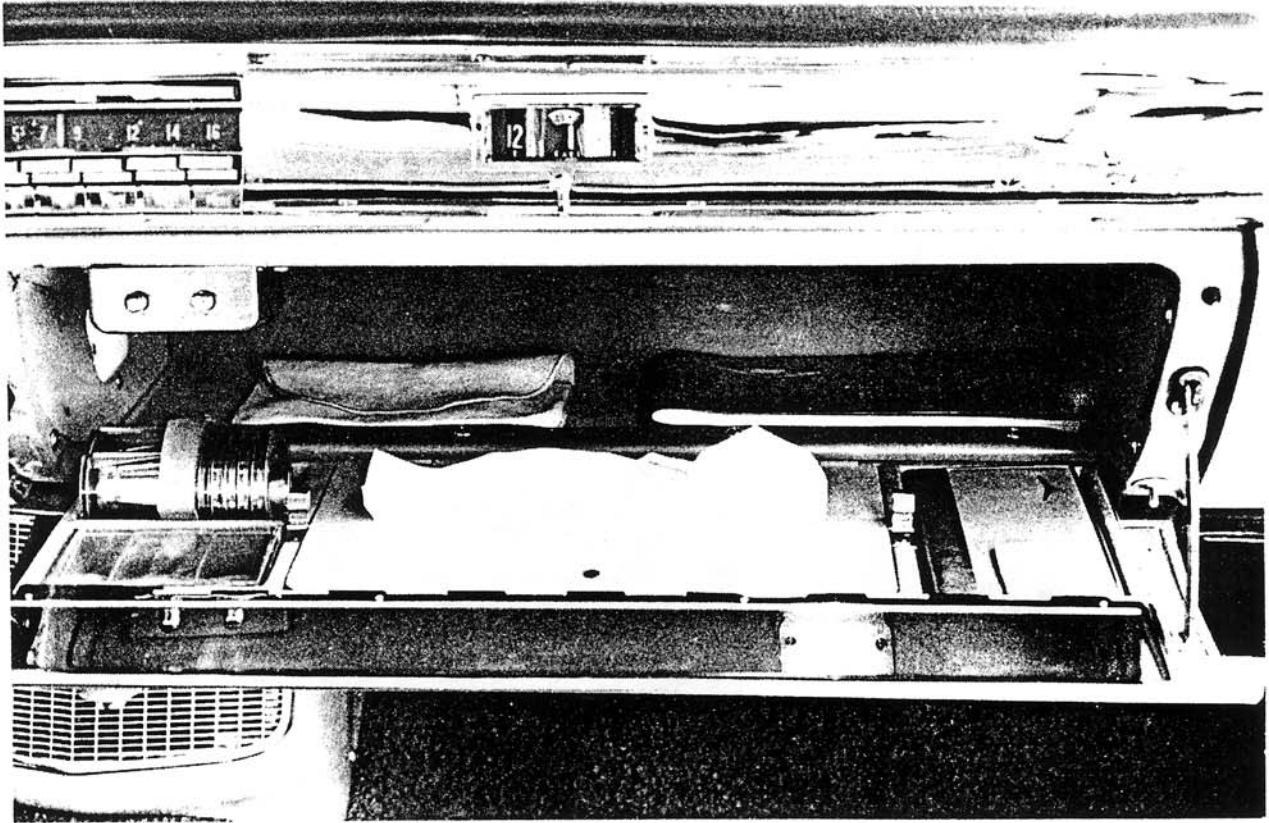
The picture at the top of the page shows the perfume bottles in actual size, and the bottle on the left is an almost full, original Brougham bottle. Notice how dark the old perfume is compared to the new perfume in the bottle in the box. The picture at the lower right shows an original Brougham bottle with new perfume, and also shows the bottom of the perfume box. Pictures on the opposite page show the glove compartment and rear compartment with all the personal accessory items in their proper location.



*Spray your Lanvin
perfume with a
leadproof atomizer*

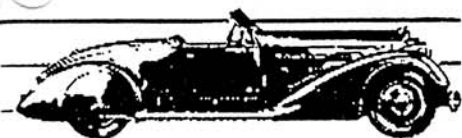
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Vol. 2, No. 11

May 7, 1990

1957-1958 Cadillac Eldorado Brougham; The Power Pleasure Dome

Called "the most technically advanced car of all time," the gadget- and accessory-laden 1957 Brougham was also the most expensive Cadillac ever. At just over \$13,000, it was one of the most expensive cars in the world. Rolls Silver Clouds and Bentley Continentals were in the same price league, but nothing in 1957-58—or since—could compare in sheer number and scope of creature comforts. A big, heavy gas guzzler (about 12.7 mpg combined), the unabashedly elegant and powerful Brougham was passed over for years by economy-minded and convertible-prone buyers.

Today, after languishing in the shadow of the more flamboyant '59 and '60 Biarritz convertible, the '57-58 Brougham is coming into its own. And, for the price of a Biarritz, you can own four or five of them. That is if you can find them. After the '53 Eldo convertible, the Brougham is the rarest post-War production Cadillac. On a year-to-year production basis, it is the rarest. A total of 704 were built, 400 in 1957 and 304 in 1958. The Blackhawk collection has two. One, described as "fairly nice," can be yours for \$25,000. Cars in #2 shape run about \$30,000-\$33,000 with top-notch examples reaching \$50,000-plus. Conservative ten-year projections for a #2 condition Brougham are in the \$75,000-\$80,000 range. Forget the hard-top versus convertible rule-of-thumb here. The '57-'58 Brougham is a limited edition, hand-built piece of American automotive history.

The Brougham's Background

In mid-1953, the Brougham was first given the nod as a one-off showcar to test public reaction. By January 19, 1955, the first version was displayed at a NYC Motorama—one of GM's new promotional fairs. The Harley Earl/Ed Glowacke design was based on Earl's Cadillac Orleans show car of 1953 (the industry's first four-door hardtop) and took more direct cues from the '54 Park Avenue with its stainless steel roof. By mid-1955, GM announced it would produce a "limited number" of Broughams and the first prototype appeared at the 42nd Paris Auto Show that December. Low sweeping lines, a unique pillarless design with graceful roof and hood contours, quadruple headlights, suicide doors, stainless steel roof, and self-leveling air suspension. It caused a sensation. The following January, the first Brougham production prototype was shown in the U.S., at another New York Motorama. An "about \$8,500" price was announced. March 18, 1957, the first Brougham was delivered. Price: \$13,074.

Built by GM to combat a perceived threat from the Continental Mark II, the Brougham

became a cost-is-no-object toy, a lavish statement of machismo. Ford and GM became locked in an "I see you and raise you one" prestige war, with mixed results. The resulting cars were, without question, spectacular. Both designs were virtually flawless, with assembly and finish tolerances state-of-the-art. Cadillac allowed only the best parts for the Brougham and those that passed the test were labeled "CD." The image-building results, alas, were mixed. A recession in the late 1950's and a public more interested in economics choked off the market for these big yachts before either got going. Marketing results were dismal. Because the Brougham's introduction was repeatedly delayed, GM had a chance to see how the significantly cheaper but still expensive Mark II would sell. It didn't. The Brougham was barely promoted as a result—the only brochure was a Motorama handout—and it was left to die a slow death in anonymity.

The financial results were absurd. Ford admitted it lost \$1,000 on every Mark II. GM reported that each Eldorado took thirteen days and cost \$23,000 to build (about \$70,000 in 1990 dollars). The company lost \$10,000 each time one went out the door. No matter, both companies could afford it, and—as in most warfare—many of the innovations that came out of the GM-Ford battle are still in use today.

The Standard Of The World Had A World Of Standard Equipment

The list of standard equipment on the Brougham was enormous, making this Cadillac more luxurious and better appointed than anything on the road. First, the nuts-and-bolts: An OHV 365 cu.in. V-8 breathing through two four-barrels (1957) or three Rochester two-barrels (1958). This special engine quietly and smoothly launched the eighteen-foot-long, seven-foot-wide, 5,300-pound behemoth Brougham at surprising speed (0-60 in 12.9 seconds, top end 110-115, not bad for a ship of state). Hydra-Matic four speed, the temperamental air suspension, Cruise Control, forged aluminum wheels with steel rims, and special low profile 8.40 x 15, 4-ply, narrow rib whitewalls, rounded out the list.

Then there were the necessities, operated by over 160 servo motors: six-way power seats with automatic memory on the driver's side (pedal distance, seatback, and seat height could be pre-set for two drivers. When you switched off the engine, the seat automatically glided back to help you out), automatic trunk lid opener (even if you used the key, it was still power-

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operated; there was no point keeping jumper cables in the trunk—if the battery went dead, you couldn't open it anyway), electric door locks, spring-powered assist for the doors, automatic starter with re-start (all you did was turn the key to "on" and the Brougham took care of everything else; if you stalled, the car would re-start itself), electric clock, power windows, and automatic headlight dimmer. Then there were little things like the polarized sun visors, grey tinted windows all around, four cigarette lighters, dual heating, A/C high-pressure cooling system, Signal-Seeking twin speaker radio, and quadruple horns.

The Eldo buyer could choose from fifteen paint colors to complement one of forty-four leather interior trim combinations. Underfoot, choices included Mouton, Karakul, or lamb-skin carpeting.

Then there were the things that make a Cadillac a Cadillac—or in this case, a bar, powder room, and office with 335 horsepower: six silver tumblers (magnetized, of course, to stay put on the open glove box lid), cigarette and tissue dispensers, and for your—or your date's—last minute touch-up: lipstick and cologne, compact and powder puff, Arpege atomizer with Lanvin perfume, mirror and matching leather notebook with pencil. If your Brougham doesn't have these, good luck finding them.

Four-wheel independent suspension, fuel injection, Hydra-matic transaxle, and wet disc brakes running in oil were all tried in 1956 and rejected.

The '57 Eldo was the first in the industry with quad headlights (Nash and Lincoln followed later in the year) and a revolutionary open-to-the-outside air suspension system that adjusted for load and road conditions. (The air suspension was a bit too revolutionary and many owners had leaf springs installed. If, for instance, you left your Eldo sitting for a few days, your boat would start to sink, slowly settling down to a few inches off the ground. Reinflation took nearly half an hour. When the suspension was working, the car came to life with a slight groan whenever you got in as it rose to the occasion.)

Problems

The air suspension is the principle troublemaker. The air domes eventually develop leaks or simply explode. The car plummets to the ground. Replace the domes? GM doesn't make them anymore, so unless you know someone who does, brace yourself for a leaf spring conversion—about \$700-\$1,000. If you've got a leak, Plan B is to sit in the car each time, waiting for it to rise, praying that the domes don't go just yet. (Most Broughams have already been converted.) Murphy's Law rules in a Brougham, but that's part of the fun of having one. With 160-something motors driving all kinds of gizmos, something has to give. And it generally does in a thirty-year-old car. Other than that, the stainless steel roof is easily scratched; six pages in the shop manual cover its care. Rust appears in the usual places, but not in overwhelming patches.

The 1957-1958 Eldorado Brougham: Limited Edition, Handbuilt, Innovative, Revolutionary, Highly Desirable.

COMMENTARY

The value of an Eldorado Brougham has to be one of the best kept secrets in the old car hobby. Pick up any value guide and you will see #1 condition cars at \$35,000 to \$40,000. A buy? You bet, - find me these bargains and I'll buy all you can supply. Lets face some facts. First, there are only a handful of #1 condition cars out there. The days of finding a 4000 mi. car in grandma's garage are gone - probably all the uncles who had two of them have grandma's baby too. Second, restoration costs scare many well meaning buyers to death. This tells me that ultimate value does play a part in the decision making process. Most of us are not millionaires - by the way, they don't look for bad investments either - so cost of restoration is important to all of us. A 100 point professional restoration - hand off/ turn key - will run between \$150,000-\$200,000. There are restorations of this caliber going on as I write. If you do most of the work yourself and start with a complete car you may squeak by for \$50,000-\$55,000. 100 point car or 80 point car, restoration is complex, difficult, time consuming, and expensive. Discouraged? - don't be. Articles such as Mr. Gillette's are starting to appear indicating the beginning of a new interest in the Brougham. The rumor mill is reporting two recent sales at \$375,000 & \$425,000 respectively. It is also reported that a vanity set sold for \$30,000 to the same buyer. One documented sale at these prices will change the Brougham value picture forever.

Broughams are now being purchased by people who are willing to "stick with it." Note the relatively few for sale in Hemmings. I'm not advocating selling for a quick buck or doing so-so work just to get by - there are some out there who do, but they will be found out. The Brougham deserves its rightful place in the market. Your pride of ownership should, and can be an investment in your future as well. Supporting and getting active in the B.O.A. is essential to our cause. Finishing and showing your car to the public and the investors is also vital. Look for a chance to get your car in an ad, commercial, or a movie. Look what "Pink Cadillac" did for the "59" Eldo.. Don't be timid about the rarity and value of your car, and please-don't be a martyr and go on about "labors of love." The Brougham's time has come. Again, thanks to Mr. Gillette for allowing us to re-print his superb article. Comments on this controversial subject are welcome.

Allan W. Dowling
Pres. B.O.A., Inc.



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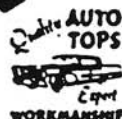
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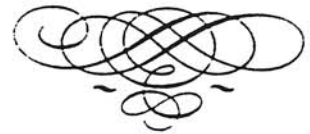
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News
FROM THE FIELD



Mr. Jerry Schantz
29 Rio Pinar Trail
Ormond Beach, FL 32174

Epcot Center, Fla.

Dear Jerry,

Just a quick note to let you know how pleased we were to display your Cadillac Eldorado.

Enclosed you will find a photo we had taken of your car. We hope you can proudly display this photo with your many other attributes.

The '57 Eldorado was a real show-stopper, seen by nearly a quarter of a million people (239,607) while on display at the World of Motion.

Again, thank you for allowing us to display your 1957 Cadillac Eldorado.

A tip of the B.O.A. hat to Jerry, Nadene, and Cadillac Div. of G.M. for allowing so many to experience the Brougham. Jerry sent me the photo referred to by Ms. Saylor. It is magnificent and I hope to share it with all of you in the next issue. Maybe we will have our first color cover in the fall.

Sincerely,

Sandy

Sandra L. Saylor
Public Relations Staff

A WINNER

My #466 had been in hiding since Oct. 1985; most of the time in pieces or scattered around the country for various restoration work. Re-assembly started during 1989 and was far enough along by Jan. 1990 to have my painter insist on having the car in his booth at the upcoming Autorama in downtown Cleveland. All I could say was "she is not ready." After several talks I finally said "ok, I'll put it together, lets go." At 3:00 a.m. the day before the show the truck pulls up and #466 was loaded and on her way. (Feb. in Cleve. adds to the nail biting). For the next (3) days, (12) hrs. a day, we explained the Brougham to between 85,000-100,000 spectators. Totally exhausted by awards time we sat and listened as class by class was honored. Finally "Recent Restored" class was announced. Outstanding paint - 1958 Eldorado Brougham. Ok, I said-"thank to Bob Taddie & S.S. Nathans the paint is pretty good." Second place-1958 Eldorado Brougham. Impossible, I think as I went to the awards table. First time out? Not complete to my specs? It was true and quite a thrill.

Many thanks to Bob Taddie, Brian and Dave of Taddie Auto Body and to Sonny Nathan for a thrilling win.

I'm pleased to announce that I am now representing S.S.Nathan's Liquid Brilliance. By the way this is not the "stuff" on T.V..when was the last time you set your hood on fire? To order see the flyer enclosed. Expensive? Yes, but so is your paint, chrome & glass. #1 in my book. I highly recommend S.S.Nathans.

Al Dowling

RESTORATION & MAINTENANCE

From Our Members

I've enclosed a photo of my new rear air suspension diaphragm. This unit boasts 500 P.S.I. nylon super fine fabric, cured onto the rubber on only one side. This prevents wicking through the fabric and then air leaking. Also, there is no metal molded into the rubber to rip through it and leak. Just as with the front diaphragms, a large-diameter steel ring is brazed into the air dome against which the thick rim of the rubber is pinched by the retainer flange.

I use tire bead sealer to get a good tight seal and to prove the unit reliable, I assembled my rear air spring and held it in a jig at riding height. I blew the unit up with 10% more air then the car uses, and then I let it sit for three months. In that time period, the spring lost 4lbs. of pressure, and this due to the fact that I constantly was checking the pressure with a gauge, losing some air each time! A Brougham record?

these units are expensive to produce, so I must ask \$300.00 per diaphragm, but they are tight, strong, and new. If you can find NOS diaphragms for even twice what my new ones cost, you would be lucky indeed



For more information, or to order new diaphragms contact:
Dr. Roger Eickmeier, RR#5,
Mitchell Ont. Canada NOK-1N0
or call (519) 345-2578.

A Tale Of Two Tires

Most Brougham owners know that their car came equipped with the modern low profile tires with a distinctive narrow white stripe tire-another first. Almost no owners are aware of the fact that an alternative existed to the factory Uniroyals. Tiny Vogue Tire Co. also made the special 8.40 X 15 tires for the Brougham with the more traditional 2 3/8 inch whitewall. They molded into the whitewall the words "Vogue Miracle Tread Tire". These words were bracketed by two red eagles, wings outspread. In the black sidewall area the words "Eldorado Brougham Special" were molded, so there could be no doubt about the purpose of these skins. I have one of these tires, unused, in the trunk of my car!

For reasons of safety and greatly enhanced roadability I have chosen a set of P 235R 75-15 radials for my car. They have a big 1 7/8" stripe, which is halfway between the original Uniroyals and the Vogues. The low center of gravity helps enhance the handling of my car, but the radials are the real icing on the cake, yielding 1990 Fleetwood Brougham road manners!

Dr. Roger Eickmeier

RESTORATION & MAINTENANCE

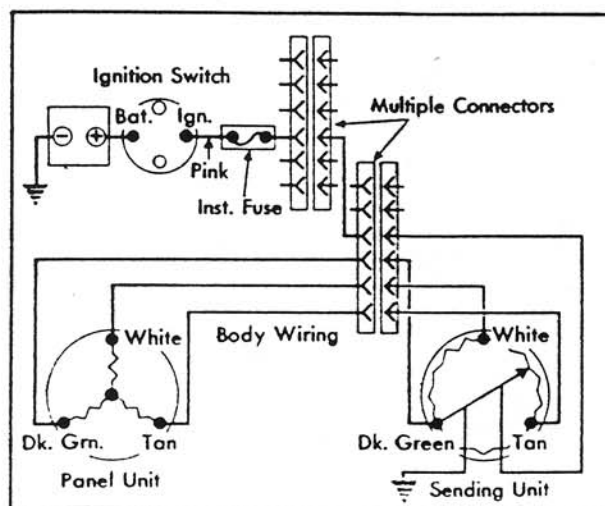
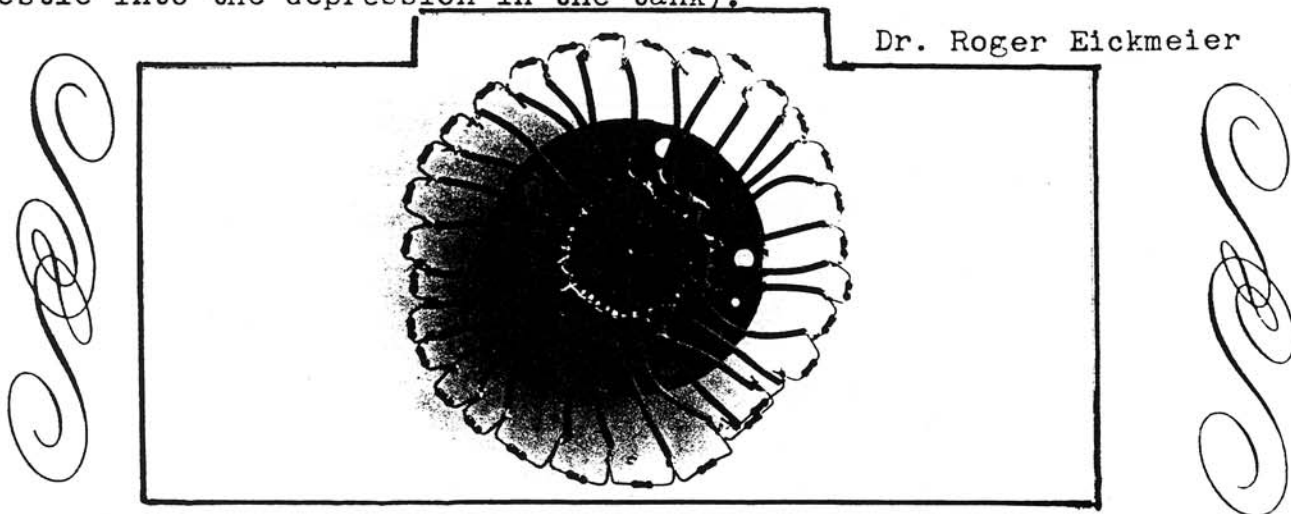
This is a photo of my do-it-yourself inexpensive method to repair the fuel gauge sender. What happens is the resistance of the carbon paste on the fiber board (between the copper bars) jumps to ten times its proper value of about 400 Ω between any two contact points (the posts - not individual copper bars.)

The cure is to restore the normal resistance value by soldering on resistors (at the end of short cables.) You must use low melting point electronics solder and a constant-heat soldering pen - the inexpensive kind you can find at Radio Shack. I have used 30 resistors, low wattage units of about 12 ohms each. You must keep the solder out at the end of the copper bars, working carefully to avoid any cold solder joints. After testing every spot for tightness and checking the whole job with an ohmmeter, you can float some five-minute epoxy over the solder and also put a layer of silicone rubber over the resistors so no metal shows.

If you have lost a copper bar or have a loose one, take the unit to your dentist and talk him into cutting into the fiber board and then putting a silver amalgam filling into the hole. Or send it to me and I will do it for you.

One thing that must be done before commencing this repair is to grind off the metal lip that is on the outside of the metal plate that holds the fiber board. This will give you enough room to take the wires outside the unit (and then fold the resistors over to nestle into the depression in the tank).

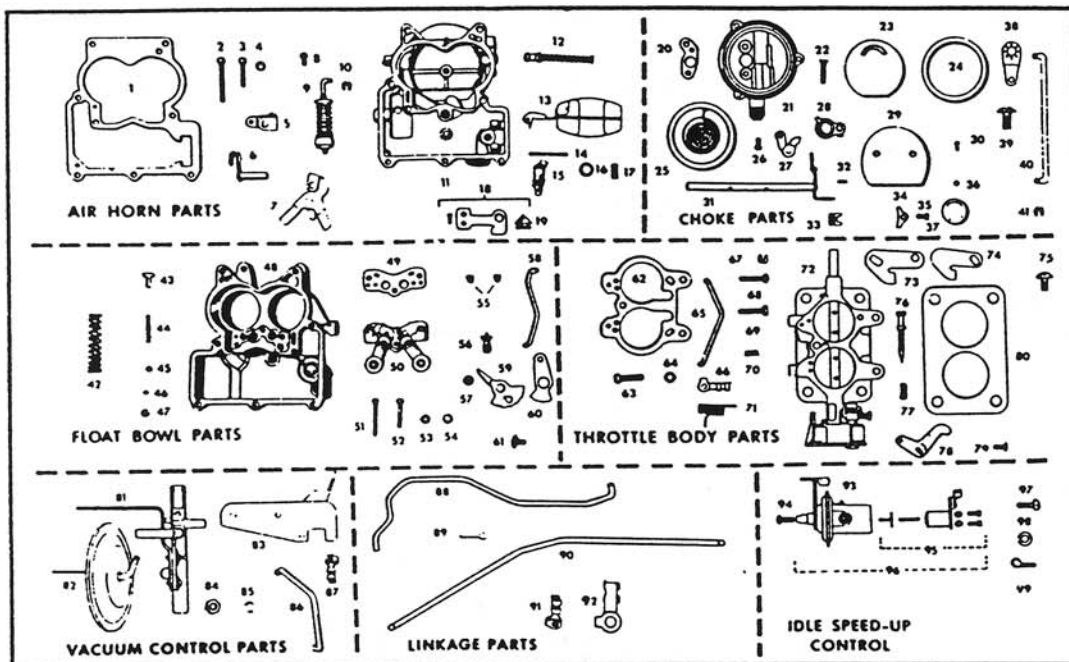
Dr. Roger Eickmeier



A note to our newer members. The Brougham gages are all of the air-craft type. None of the gages or sending units interchange with standard Cadillac. Don't try to use units advertised in catalogs to solve gage problems. In 90% of the cases the problem is in the sending units. For temperature gage fixes I recommend John Wolf. I had mine fixed about two years ago, new tube and all, and it still works fine.

A.W.D.

FOR SPECIFICATIONS SEE BULLETIN 9 CA-1 FOR ADJUSTMENTS SEE BULLETIN 9 CA-3



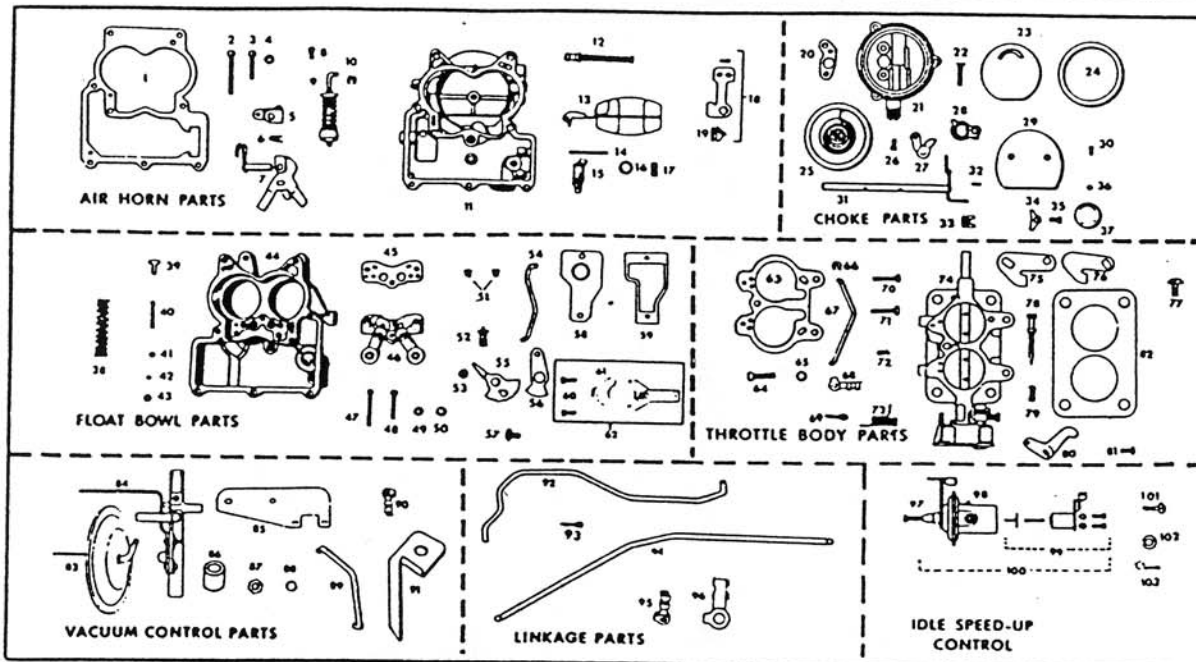
PARTS SHOWN ARE FOR IDENTIFICATION ONLY. CONSULT PARTS LIST FOR CORRECT PART NAME AND NUMBER

ILLUS. NO.	FRONT		CENTER		REAR		APPLICATION
	STD. & A.C.		STANDARD	AIR COND.	STD. & A.C.		
	7012201		7012202	7012205	7012203		CARBURETOR No. (Early)
	7012901		7012902	7012905	7012903		CARBURETOR No. (Late)
	22-200		22-201	22-201	22-203		REPLACEMENT PACKAGE No.
	7015837		7015838	7015838	7015837		OVERHAUL KIT
	9092		9004	9004	9092		POWER CARBURETOR KIT
	7015866		7015866	7015866	7015866		ALTITUDE KIT
AIR HORN PARTS							
1	7008600		7008600	7008600	7008600		Gasket - Air Horn
2	-		7010432	7010432	7010432		Screw - Air Horn
3	7006119		7006119	7006119	7006119		Screw - Air Horn
4	120217		120217	120217	120217		Lockwasher - Air Horn Screw
5	7032377		7032377	7032377	7032377		Lever - Pump Inside
6	7036764		-	-	7036764		Pump Shaft and Lever Assembly
7	-		7012134	7012134	-		Pump Shaft and Lever Assembly
8	7011270		7011270	7011270	7011270		Screw - Pump Lever
9	7011533		7000278	7000278	7011533		Pump Assembly
10	7005032		7005032	7005032	7005032		Clip - Pump Plunger
11	NLA		NLA	NLA	NLA		Air Horn Assembly
12	-		7011478	7011478	-		Power Piston Assembly
13	7000273		7000273	7000273	7000273		Float Assembly
14	7002081		7002081	7002081	7002081		Pin - Float Hinge
15	30-3		30-9	30-9	30-3		Needle and Seat Assembly
16	7019535		7019535	7019535	7019535		Gasket - Needle Seat
17	7006079		7006079	7006079	7006079		Strainer - Needle Seat
18	-		7012252	7012252	-		Idle Vent Valve Kit
19	-		7007129	7007129	-		Idle Vent Valve
CHOKE PARTS							
20	-		7007502	7007502	-		Gasket - Choke Housing
21	-		7012813	7012813	-		Choke Housing Assembly (Late Only)
22	-		7019516	7019516	-		Screw - Choke Housing
23	-		7006643	7006643	-		Baffle Plate
24	-		7002760	7002760	-		Gasket - Stat Cover
25	-		7012611	7012611	-		Stat Cover, Coil and Gasket Ass. (Late Only)
26	-		7019709	7019709	-		Screw - Trip Lever

	7012201	7012202	7012205	7012203	CARBURETOR No. (Early)
	7012901	7012902	7012905	7012903	CARBURETOR No. (Late)
Illus. No.	CHOKE PARTS (Cont'd)				
27	—	7011014	7011014	—	Trip Lever
28	—	7009248	7009248	—	Choke Lever and Collar Assembly
—	—	7012817	7012817	—	Choke Modification Kit (Early Only)
29	—	7000255	7000255	—	Choke Valve
30	—	7007627	7007627	—	Screw — Choke Valve
31	—	7011611	7011611	—	Choke Shaft Assembly (Late Only)
32	—	7010746	7010746	—	Pin — Choke Piston
33	—	7012610	7012610	—	Choke Piston
34	—	7000614	7000614	—	Retainer — Stat Cover
35	—	7011270	7011270	—	Screw — Stat Cover
36	—	7002814	7002814	—	Plug — Lead Ball
37	—	7003135	7003135	—	Plug — Expansion
38	—	7010743	7010743	—	Lever — Choke Modifier
39	—	7010434	7010434	—	Screw — Modifier Lever
40	—	7012613	7012613	—	Rod — Choke Modifier
41	—	7005032	7005032	—	Clip — Modifier Rod
FLOAT BOWL PARTS					
42	7004597	7004597	7004597	7004597	Spring — Pump Return
43	7000286	7000286	7000286	7000286	Guide — Pump Discharge
44	7002118	7002118	7002118	7002118	Spring — Pump Discharge
45	7002117	7002117	7002117	7002117	Ball — Pump Discharge
46	7002120	7002120	7002120	7002120	Ball — Pump Inlet Check
47	7004557	7004557	7004557	7004557	Screen — Pump Inlet
48	NLA	NLA	NLA	NLA	Float Bowl Assembly
49	7019534	7019534	7019534	7019534	Gasket — Venturi Cluster
50	7010972	7012285	7012285	7010972	Venturi Cluster Assembly
51	7000293	7000293	7000293	7000293	Screw — Venturi Cluster — Outer
52	7000294	7000294	7000294	7000294	Screw — Venturi Cluster — Center
53	7000295	7000295	7000295	7000295	Gasket — Cluster Center Screw
54	121841	121841	121841	121841	Lockwasher — Cluster Outer Screws
55	7002660	7002660	7002660	7002660	Jet — Standard
56	—	7009349	7009349	—	Power Valve Assembly
57	—	7001613	7001613	—	Gasket — Power Valve
58	—	7005817	7005817	—	Choke Rod
59	—	7011346	7011346	—	Cam — Fast Idle
60	—	—	—	7011878	Lockout Lever
61	—	7003561	7003561	7003561	Screw — Lockout Lever and Cam Attaching
THROTTLE BODY PARTS					
62	7013680	7013680	7013680	7013680	Gasket — Throttle Body
63	7015105	7015105	7015105	7015105	Screw — Throttle Body
64	121744	121744	121744	121744	Lockwasher — Throttle Body Screw
65	7011627	7011627	7011627	7011005	Pump Rod
66	—	7003242	7003242	7003242	Clip — Pump Rod
67	7005032	7005032	7005032	—	Clip — Pump Rod
68	—	7001619	7001619	—	Idle Stop Screw
69	—	7003122	7003122	—	Fast Idle Screw
70	—	7003176	7003176	—	Spring — Fast Idle and Idle Stop Screws
71	7011895	—	—	7011895	Spring — Throttle Return
72	NLA	NLA	NLA	NLA	Throttle Body Assembly
73	—	—	—	7027767	Lever — Rear Carburetor Actuating
74	7011897	—	—	—	Lever — Front Carburetor Actuating
75	7010435	—	—	7010435	Screw — Actuating Levers
76	—	7007008	7007008	—	Idle Needle
77	—	7003190	7003190	—	Spring — Idle Needle
78	—	7012614	7012614	—	Lever — Modifier Actuating & Speed-up Contact
79	—	7010435	7010435	—	Screw — Lever Attaching
80	518569	518569	518569	518569	Gasket — Flange
VACUUM CONTROL PARTS					
81	—	7013328	7013328	—	Vacuum Switch
82	—	—	—	1998846	Vacuum Control Unit
83	—	—	—	7013229	Bracket — Vacuum Control
84	—	—	—	120614	Nut — Bracket Attaching
85	—	—	—	120217	Lockwasher — Bracket Attaching
86	—	—	—	7011428	Link — Vacuum Control Actuating
87	—	—	—	7011249	Clip — Link Retaining
LINKAGE PARTS					
88	7012415	—	—	—	Link — Choke Lockout Lever
89	225845	—	—	—	Cotter Pin — Rod End
90	7012263	—	—	—	Link — Front to Rear Carburetors
91	7011249	—	—	—	Clip — Throttle Link — Rear
92	654285	—	—	—	Clip — Throttle Link — Front
IDLE SPEED-UP CONTROL PARTS					
93	NLA	—	—	—	Diaphragm and Bracket Assembly
94	7008993	—	—	—	Contact Screw
95	7022876	—	—	—	Solenoid Kit
96	7012898	—	—	—	Idle Speed-Up Control Assembly
97	7011270	—	—	—	Screw — Control Attaching
98	121841	—	—	—	Lockwasher — Control Attaching Screw
99	7009768	—	—	—	Clip — Lead Wires

NLA — No Longer Available

FOR SPECIFICATIONS SEE BULLETIN 9 CA-1 FOR ADJUSTMENTS SEE BULLETIN 9 CA-3



PARTS SHOWN ARE FOR IDENTIFICATION ONLY. CONSULT PARTS LIST FOR CORRECT PART NAME AND NUMBER

FRONT	CENTER		REAR	APPLICATION
	STD. & A.C.	AIR COND.		
7013033	7013034	7013037	7013035	CARBURETOR No.
22-206	22-207	22-207	22-208	REPLACEMENT CARBURETOR No.
7015961	7015938	7015938	7015961	OVERHAUL KIT
9005	9004	9004	9005	POWER CARBURETOR KIT
40-321	NLA	NLA	40-321	GASKET SET

Illus. No.	AIR HORN PARTS				
1	7021007	7008600	7008600	7021007	Gasket - Air Horn
2	7014280	7010432	7010432	7014280	Screw - Air Horn - Long
3	7006119	7006119	7006119	7006119	Screw - Air Horn - Short
4	120217	120217	120217	120217	Lockwasher - Air Horn Screws
5	7013253	7032377	7032377	7013253	Lever - Pump Inside
6	149505	-	-	149505	Retainer - Pump Lever
7	7013250	7012134	7012134	7013250	Pump Shaft and Lever Assembly
8	-	7011270	7011270	-	Screw - Pump Lever
9	7010039	7000278	7000278	7010039	Pump Assembly
10	7005032	7005032	7005032	7005032	Clip - Pump Plunger
11	NLA	NLA	NLA	NLA	Air Horn Assembly
12	-	7011478	7011478	-	Power Piston Assembly
13	7012028	7000273	7000273	7012028	Float Assembly
14	7010037	7002081	7002081	7010037	Pin - Float Hinge
15	30-3	30-9	30-9	30-3	Needle and Seat Assembly
16	7019535	7019535	7019535	7019535	Gasket - Needle Seat
17	7013249	7006079	7006079	7013249	Strainer - Needle Seat
18	-	7012252	7012252	-	Idle Vent Valve Kit
19	-	7007129	7007129	-	Idle Vent Valve
-	-	7012835	7012835	-	Shield - Idle Vent

	CHOKE PARTS				
20	-	7007502	7007502	-	Gasket - Choke Housing
21	-	7012813	7012813	-	Choke Housing Assembly
22	-	7019516	7019516	-	Screw - Choke Housing
23	-	7006643	7006643	-	Raffle Plate
24	-	7002760	7002760	-	Gasket - Stat Cover
25	-	7013906	7013906	-	Stat Cover, Coil and Gasket Assembly
26	-	7019709	7019709	-	Screw, Trip Lever
27	-	7013379	7013379	-	Trip Lever
28	-	7009248	7009248	-	Choke Lever and Collar Assembly
29	-	7000255	7000255	-	Choke Valve
30	-	7007627	7007627	-	Screw - Choke Valve
31	-	7011511	7011511	-	Choke Shaft Assembly

	FRONT	CENTER		REAR	
	STD. & A.C.	STANDARD	AIR COND.	STD. & A.C.	APPLICATION
	7013033	7013034	7013037	7013035	CARRURETOR No.
Illus. No.	CHOKE PARTS (Con'd)				
32	-	7010746	7010746	-	Pin - Choke Piston
33	-	7012610	7012610	-	Piston - Choke
34	-	7000614	7000614	-	Retainer - Stat Cover
35	-	7011270	7011270	-	Screw - Stat Cover
36	-	7002814	7002814	-	Plug - Lead Ball
37	-	7003135	7003135	-	Plug - Expansion
	FLOAT BOWL PARTS				
38	7004597	7004597	7004597	7004597	Spring - Pump Return
39	7000286	7000286	7000286	7000286	Guide - Pump Discharge
40	7002118	7002118	7002118	7002118	Spring - Pump Discharge
41	7002117	7002117	7002117	7002117	Ball - Pump Discharge
42	7002120	7002120	7002120	7002120	Ball - Pump Inlet Check
43	7004557	7004557	7004557	7004557	Screen - Pump Inlet
44	NLA	NLA	NLA	NLA	Float Bowl Assembly
45	7019533	7019534	7019534	7019533	Gasket - Venturi Cluster
46	7017485	7013747	7013747	7017485	Venturi Cluster Assembly
47	7008502	7000293	7000293	7008502	Screw - Venturi Cluster - Outer
48	7009077	7000294	7000294	7009077	Screw - Venturi Cluster - Center
49	7008892	7000295	7000295	7008892	Gasket - Cluster Center Screw
50	120217	121841	121841	120217	Lockwasher - Cluster Outer Screws
51	7002969	7002660	7002660	7002969	Jet - Standard
52	-	7009349	7009349	-	Power Valve Assembly
53	-	7001613	7001613	-	Gasket - Power Valve
54	-	7005817	7005817	-	Choke Rod
55	-	7011346	7011346	-	Cam - Fast Idle
56	-	-	-	7011878	Lockout Lever
57	-	7003561	7003561	7003561	Screw - Lockout Lever and Cam Attaching
58	-	7013937	7013937	-	Cover - Idle Compensator
59	-	7013736	7013736	-	Gasket - Cover to Bowl
60	-	7015127	7015127	-	Screw - Idle Compensator and Cover
61	-	7013341	7013341	-	Gasket - Idle Compensator
62	-	7013527	7013527	-	Idle Compensator Kit
	THROTTLE BODY PARTS				
63	7015106	7013680	7013680	7015106	Gasket - Throttle Body
64	7015105	7015105	7015105	7015105	Screw - Throttle Body
65	121744	121744	121744	121744	Lockwasher - Throttle Body Screw
66	7005032	7005032	7005032	7005032	Clip - Pump Rod
67	7013276	7015101	7015101	7013276	Pump Rod
68	7010773	-	-	7010773	Clip - Pump Rod
69	-	225845	225845	-	Cotter Pin - Pump Rod (1)
70	-	7001619	7001619	-	Idle Stop Screw
71	-	7003122	7003122	-	Fast Idle Screw
72	-	7003176	7003176	-	Spring - Fast Idle and Idle Stop Screws
73	7011895	-	-	7011895	Spring - Throttle Return
74	NLA	NLA	NLA	NLA	Throttle Body Assembly
75	-	-	-	7027767	Lever - Rear Carburetor Actuating
76	7011897	-	-	-	Lever - Front Carburetor Actuating
77	7010435	-	-	7010435	Screw - Actuating Levers
78	-	7013116	7013116	-	Idle Needle
79	-	7011479	7011479	-	Spring - Idle Needle
80	-	-	7012614	-	Lever - Speed-up Contact
81	-	-	7010435	-	Screw - Lever Attaching
82	536477	518569	518569	536477	Gasket - Flange
	VACUUM CONTROL PARTS				
83	-	-	-	1998858	Vacuum Control Unit
84	-	7013328	7013328	-	Vacuum Switch
85	-	-	-	7012832	Bracket - Vacuum Control & Retracting Spring
86	-	-	-	7013275	Spacer - Bracket
87	-	-	-	120614	Nut - Bracket Attaching
88	-	-	-	120217	Lockwasher - Bracket Attaching
89	-	-	-	7011428	Link - Vacuum Control Actuating
90	-	-	-	7011249	Clip - Link Retaining
91	-	-	-	7013738	Bracket - Lockout Lever Link Guide

Illus. No.	LINKAGE PARTS	
92	7013739	Link - Choke Lockout Lever
93	225845	Cotter Pin - Rod End
94	7013247	Link - Front to Rear Carburetors
95	7011249	Clip - Throttle Link - Rear
96	554285	Clip - Throttle Link - Front
	IDLE SPEED-UP CONTROL PARTS	
97	7008993	Contact Screw
98	NLA	Diaphragm and Bracket Assembly
99	7022876	Solenoid Kit
100	7012898	Idle Speed-Up Control
101	7011270	Screw - Control Attaching
102	121841	Lockwasher - Control Screw
103	7009768	Clip - Lead Wires

The adjustment and tune up specifications for the Tri-Power will be in the next newsletter; However, if you need them before then send an S.A.S.E. to B.O.A., Inc. and you can have them free of charge.

NLA - No Longer Available



Michael P. Rizzuto
Restoration of Exotic and Classic Autos
29710 Goetz Road, Quail Valley, CA 92381
(714) 244-0460

Dear Brougham Club Members,

I would like to take this opportunity to personally thank all of you for having helped make our parts reproduction efforts a reality. A lot of these things after long and arduous years of work are coming to fruition due to your generosity (or eccentricity).

I have devoted six years of my life almost full time to the one goal of 100 point Brougham restoration. I intend to see it through to the end what ever the personal and monetary cost! (I can't help it, I'm a stubborn Italian with a European work ethic.)

We are now approximately one year away form 100 point Pebble Beach quality finished product.

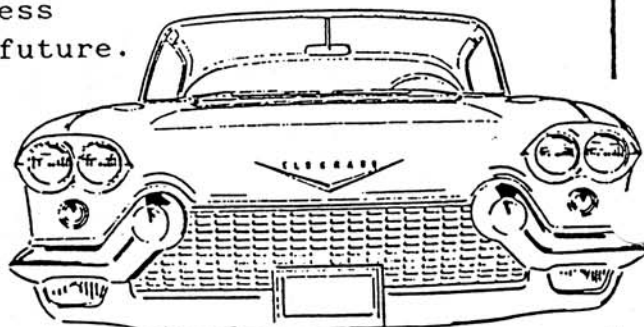
In addition to my general gratitude to the rank & file, I would like to make special mention and give my heart felt thanks to members and friend, Jerry Cochran, Mitch Leland, Dave Barclay and Henry Vara for believing in this am much as I do by generously and optimistically financing their restorations. They should be recognized and applauded for having the courage to step-up and pay the real cost of doing this, B-R-A-V-O-! Your efforts will be richly rewarded and all our members will benefit from this effort.

We now have an amazing amount of reproduction parts available due to the combined effort and support of all (please see recently revised listing).

All I can say in closing is a great big thank you to all who share the dream. May we be blessed with more of the same. Hopefully increasing values will progress our efforts more speedily in the near future.

Sincerely,

Michael Rizzuto, President
Mastermind Creations, Inc.



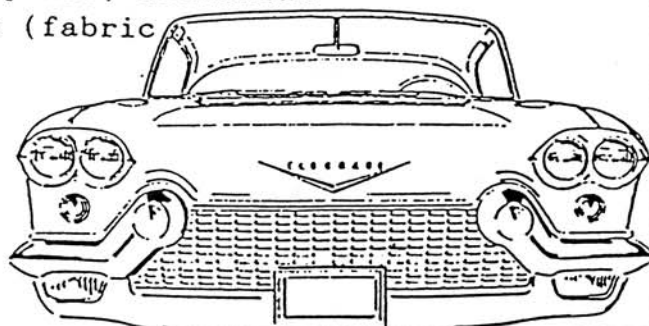
Repro Parts



Michael P. Rizzuto
Restoration of Exotic and Classic Autos
29710 Goetz Road, Quail Valley, CA 92381
(714) 244-0460

NEW REPRO BROUGHAM PARTS AVAILABLE NOW!

- 00040 Trunk Lining Material. Many colors: \$ 50. yd.
- 00002 E-L-D-O-R-A-D-O deck lid and cowl letters: \$175./word
\$325.pair
- 00041 Complete Air Ride, Compressor, Valve & Component rebuild kit: \$1,750.
(everything except four main air diaphragms)
- 00042 Air Compressor rebuild kit alone, (complete with shut off diaphragm, special tapered piston,rings seals,brushes,end washers,etc.:\$350.00
- 00043 Glovebox & Ashtray rubber bumpers (6 piece set): \$ 12.50
- 00044 Rear Bumper End Exhaust Louvers (finally after 2 years, limited availability. Exact in every detail) JULY 1990 DELIVERY!: \$200. ea.
375. pr.
- 00038 Autoronic Eye instruction placard: 12.50
- 00045 Eldorado Gold Paint. Special Mix formula for air cleaners and value covers.: \$45.00 Qt.
- 00037 Directional Handle Fluted Plastic Knob (plastic only): \$129.95 ea.
with purchase of shift lever plastic & chrome knob: \$ 89.95 ea.
- 00051 Complete 13 piece set Mudflap Kit, authentic original material appearance (fabric coated with rubber):
\$325.00 set



00046	Vent Window Motor Gears, better than orig.:	\$ 59.95 ea. \$100.00 pr.
00047	Side View Mirror rebuilding kit. Finally a way to restore this age old problem. Kit contains die struck round mirror back, replacement ball, special correct chrome plated glass mirror. (Not corner glass shop stuff) etc. with instruction sheet. JULY 1990 DELIVERY!	\$159.95 kit
0004	Front Door Lower Hinge Assist Springs.:	\$200. 00 ea \$375. 00 pr
00005	Front door Lower Hinge, Pin & Brushing sets for excessively worn hinge pins.:	\$200.00 ea \$375.00 pr
00018	Brougham Lower Front Fender attach bracket gage nuts.:	\$ 29.95 set of 8 pieces
00036	Brougham Hubcap to wheel heat treats spring clips,(4 per wheel): 20 piece set:	\$ 20.00ea. \$320.00
00035	Brougham Wheel Rivet: Mount Aluminum to steel (60 piece set).:	\$ 5.00 ea. \$250.00
00048	"Gasoline" Emblems for gas door sorry-temporary out of stock	\$149.95 ea.

PREVIOUSLY LISTED BROUGHAM PARTS

00023	Set of 6 magnetized stainless steel drinking cups. New run,best ever!:	\$600.00 set
00015	Rear armrest vanity beveled mirror with backing plate.:	\$225.00 ea.
00012	Transmission shift lever fluted plastic & chrome knob repair kit.:	\$149.95 ea.

MASTERMIND CREATIONS, INC.
Previously Listed Brougham Parts cont.

(714) 244-0460

00025	'57 Eldorado air cleaner holdown nuts.: sorry-temporary out of stock.	\$ 69.95 ea. \$249.00 set of four.
00014	Trunk light lenses.:	\$ 19.95 ea.
00049	Fog lenses (L&R): sorry-temporary out of stock.	\$200.00 ea. \$375.00 pr.
00050	Vertical Tail light lenses.(New run soon!):	\$200.00 ea. \$375.00 pr.
00030	Round Tail Light lenses.:	\$125.00 ea. \$225.00 pr.
00031	Round reverse light lenses.:	\$125.00 ea. \$225.00 pr.
00021	Chrome plated brass hubcaps.: (New batch, 3 sets left!) Perfect Copies!:	\$175.00 ea. \$600.00 set
00027	Rear door trim spears (5 per door).:	30.00 ea.
00017	Lower front fender sheet metal patch repair panels.:	\$ 69.95 pr.
00020	'59 & '60 Trunk Latch Cover Plate and Round Access Panel.:	\$125.00 pr.
00029	Submersible fuel pump replacement kits with instructions.:	\$129.95 ea.
00028	Fuel pump cutout switch replacement (oil pressure activated), 1957 only.:	\$ 49.95 ea.

*As an incentive to help me raise funds for more repro projects (Lord knows we have a long way to go!) M.M.C. would like to extend to Brougham Club members a 10% discount on order over \$1,000 Offer ends 9/30/90

*25% deposit required on out of stock items.

*All parts pertain to 1957 & 58 Broughams unless otherwise noted.

SERVICES AVAILABLE NOW!

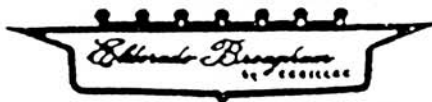
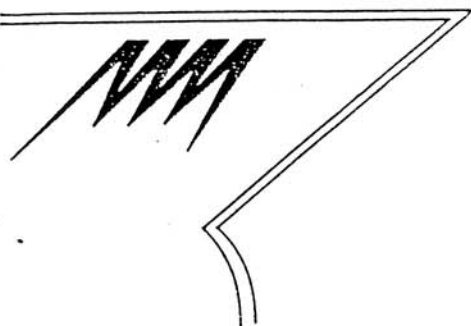
- Steering wheel rechroming, re-conditioning without disassembling chrome part from wheel. Concours quality! Chrome only: \$250. (Color restoration extra varies by condition.)
- Rebuilding & rechroming without nickel shadow those spring loaded visor pivots: \$125.00 pair & chrome charges.
- Brougham turbine wheels expertly rechromed. Completely dismantled, special anodes built for replating. Absolutely better than N.O.S.: \$1,200. each. or \$5,500 set of five.
- Custom leather duplication (exact with correct grain & color). Why get something close when you can get authentic.: \$10./ sq. foot.
- Individual mechanical component repair & rebuilding (cost as required).
- Chrome & stainless trim expertly welded, straightened, repaired, fabricated. (cost varies with condition).
- High point restoration (approximately 18 month wait! Waiting list available, inquire.
- Air ride components rebuilt, bench tested & prepared for installation (cost as required).



SERVICES & PARTS HORROR FILE

- Dash mold is moving slow.
- Aluminum Bumpers are close to a break through.





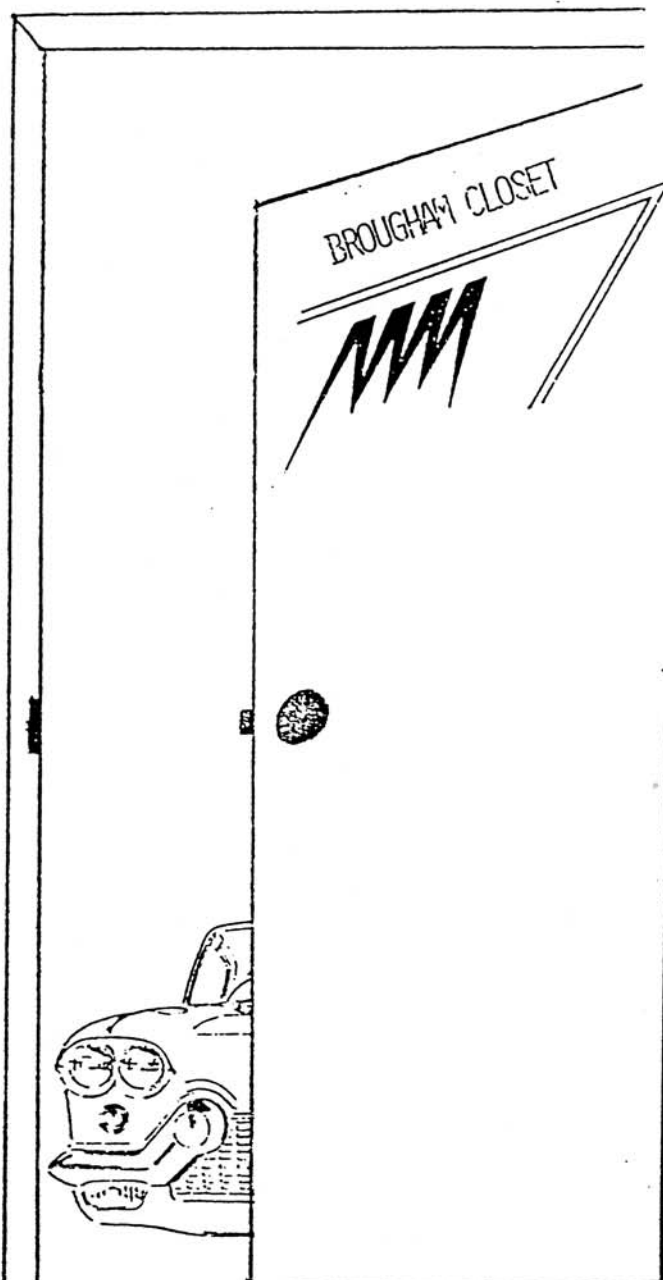
Michael P. Rizzuto
Restoration of Exotic and Classic Autos
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(714) 244-0460

Exciting Things Happening
In The BROUGHAM CLOSET

- Tail light lenses: After being out of stock for approx. 3 years, we are going to make a second run of vertical tail fin lenses.: \$200. each, \$375.pair.
- Vanity parts: die being made now to make 2 pieces stainless steel cup holder, 2 piece cigarette case, and comb. All 5 clear plastic vanity parts: \$450. set. Without the vanity set a Brougham is just a regular Cadillac, a mere second class citizen.
- Windshields: Correct windshields with proper roof contour being studied now. Cost approx. \$1,250. if we can get enough interest. Please help! These will be so much more elegant than the incorrect repros currently available.
- Special die being made for proper metal inserted rubber body to chassis mount pads. Brougham only!
34 piece set: \$475.each set.



All interested parties should place orders on these four items by: Sept. 30, 1990



Classified

IMPORTANT NOTE

All articles, ads, etc. will pertain to the 1957-60 Brougham unless designated otherwise.

1958 Brougham - 22,000 mi., car is in restoration, body & paint work complete. All parts are marked for re-assembly. Car is black with full leather interior and mouton carpets. Contact: C.V. Lewis, (313) 797-0555 or (315) 853-5461 6am - 8am or after 12:30 am.

Parts

1960 Brougham parts: Door sill plates, rear doors (black door panels), front seat (black leather), passenger side fender skirt, trunk pull down, Brougham "V" for front of car, also emblem for $\frac{1}{2}$ panel, drip rails, many side moldings and misc. trim and mechanicals. Ed Pashukewich, 34407 Ann Arbor Trail, Livonia, MI. 48150 (313) 261-2282-Phone

57/58 Right front bumper. Plater chromed over crack. Re-plate job fair to good. Good for #2 or #3 car. \$250.00 plus \$10.00 shipping. Allan Dowling, 19 Manning Dr., Berea, Ohio 44017

Brougham water pumps in stock. Rebuilt & tested. \$95.00 with core. Rudy Stahl: (419) 729-4785 shop, or (419) 729-1123 home.

PARTS - I have some to trade and I do have used bumpers+++ just about anything else. C.V. Lewis, Rd. 2 Rt. 49 RB 108-B Marcy, N.Y. 13403

57/58 Cartridge oil filters Fram CH - 106 PL "Brougham" (8) for \$50.00 plus \$4.00 shipping. Allan Dowling, 19 Manning Dr., Berea, Ohio 44017

Many parts from parts cars over the years. Call Gerald Schantz (904) 677-4373. No letters or lists Please.

FOR SALE - Front fender lower mouldings: (left-hole drilled thru to secure, restorable) \$20.00, (right-hole, dents, scratches, could be restored) \$10.00. Front fender upper moulding (left) hole at rear easy to fix \$35.00. Terminal to starter cable \$25.00. Left exhaust plate-fits behind bumper/w skirt mounts \$20.00. Heater unit (cowl /w housings (needs to be recorded) \$45.00. Instrument cluster chrome (needs plating, perfect to re-chrome while your cluster is in your car. All (3) pcs. \$125.00. Gen./fuel lens \$20.00. Oil/temp. lens \$20.00. Fuel gage dash unit \$35.00. Oil pres. dash unit \$35.00. Turn sig. green dash indicator right (tube broken) \$10.00.

Allan W. Dowling, 19 Manning Dr., Berea, Ohio 44017

Parts

57/58 Lower impact bar. Sawed in half for plating & stripped. Right half broken out at bottom, can be welded. \$175.00 + \$10.00 shipping. Allan W. Dowling, 19 Manning Dr., Berea, Ohio 44017.

Parts Wanted

Parts needed - 57/58 Brougham trunk lid letter "O", four lite fixtures behind round brake and backup lenses, one complete fixture or one center cone for chrome horn outlet, both forty-five degree panel molding corners above grille, battery cover and battery hold-down, spare tire hold down, excellent forward most right hand rocker panel trim piece, have a mediocre one. Barry Rooker - 6217 Harden Drive, Oklahoma City, OK. 73118 Res: (405) 848-7619 Office: (713) 443-8865

PARTS WANTED - 1957 Brougham needs complete assembly of intake manifold, both 4 barrel WCFB Carter carburetors, and air cleaner. Bill Heusser, 3966 Patric Henry Place, Agoura Hills, Ca. 91301 Nite-(818) 706-0663 or days-(818) 715-4250.

57/58 Left door conduit cover needed. Contact Robert I. Moe, 1676 19th Ave., San Francisco, Ca. 94122. (415) 664-3142.

PARTS WANTED - 57/58 Power antenna. Complete front bumpers and grill assembly. 57 complete 2-4 manifold, carbs and air cleaner. Phil Toy, 3146 Anza St., San Francisco, Ca. 94121 (415) 668-4929

PARTS WANTED - 57/58 fan shroud. Also need letter "L" for trunk. Contact: Jerry Schantz, 29 Rio Pinar Trail, Ormond Beach, Fla. 32174 After 10:00 p.m. (904) 677-4373.

Wanted

The following members are looking for Broughams, can any one help?

WANTED - 1957-60 Brougham, unrestored and drivable. Mike Paone, 38 Orchard Lane, Berkely Heights, N.J. 07922 Days-(201) 464-3322 Eves.-(201) 322-6486

P.S. Remember classified ads are free to B.O.A. members. Questions are welcome and will be answered.

1990 Newsletter Deadlines:

Closing date
Spring 03/15/90
Summer 06/15/90
Fall 09/15/90
Winter 12/15/90

Mailing date
Spring 04/04/90
Summer 07/04/90
Fall 10/04/90
Winter 01/04/91

LITERATURE

1. 57-58 photofacts radio diagrams free to B.O.A. members. Send letter size S.A.S.E. to: B.O.A., 19 Manning Dr., Berea, Ohio 44017
2. History of the Brougham air ride. (25) pages of lectures given at the S.A.E. National passenger car, body and materials meeting Detroit, Mich. March 5-7, 1957. \$15.00 to B.O.A. members, \$20.00 all others. Allan Dowling, 19 Manning Dr., Berea, Ohio 44017
3. Eldorado Brougham electrical system and compressor lubrication improvements. Oct. 4, 1957 to all dealers (6) pages. Not in manual. \$5.00 to B.O.A. members, \$10.00 all others. Allan Dowling, 19 Manning Dr., Berea, Ohio 44017
4. Eldorado Brougham electrical circuit diagrams. (18) pages. Not in manual. \$12.00 to B.O.A. members, \$18.00 all others. Allan Dowling, 19 Manning Dr., Berea, Ohio 44017
5. 57-58 Jack instructions \$10.00 Ea. Gerald Schantz, 29 Rio Pinar Trail, Ormond Beach, Fla. 32014.
6. 57-58 exhaust louver template. Free to B.O.A. members. Send letter size S.A.S.E. to B.O.A., 19 Manning Dr., Berea, Ohio 44017
7. 1959 Brougham service supplement (15) pages \$15.00 to B.O.A. members, \$18.00 all others. Allan Dowling, 19 Manning Dr., Berea, Ohio 44017.
8. 1960 Brougham service supplement (5) pages \$5.00 to B.O.A. members, \$7.00 all others. Allan Dowling, 19 Manning Dr., Berea, Ohio 44017.

NEW MEMBERS

Welcome aboard! Our growth is showing . . .

Michael Gadaletto
122 West Palmer Ave.
Morrisville, Pa. 19067

Bill Gillette
Car Collecting & Investing
Atcom, Inc.
2315 Broadway Ave.
New York, N.Y. 10024

Roger L. Lamrock
2550 Crockery Shrs.
Casnovia, Mi. 49318

Gerald K. Miller
1024 North 10th Street
Albemarle, North Carolina 28001

Sam Reiter
1120 Stillwater Drive
Miami Beach, Florida 33141