

*Brougham*

*Owners*



*Association*

## Season's Greetings



*May we express our thanks to you for making the  
past year one of our most successful. We hope  
this holiday season will be especially joyful for  
you and we look forward to serving you  
throughout the coming year.*



*Newsletter Vol. 2 No. 4*

# Brougham Owners Association, Inc.

B.O.A. Newsletter Vol. 2. No. 4. Winter 1990

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## President's Message

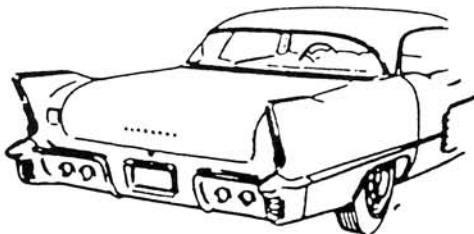
Hard to beleive, but the B.O.A. is entering year three of operations. We have made much progress and have overcome many obstacles; However, we are a sound organization today thanks to the loyalty of all of you. I beleive, with your continued support, our viability is being realized and the dreams expressed in my introductory letter are becoming a reality. Consider the parts now available, the technical data available - it is now more possible to have the "Best Brougham you wish to have" then ever before. In the last issue of Hemmings I could not find a \$4000.00 Brougham, maybe the B.O.A. depiction of the Brougham as the "Crown Jewel of Cadillacs" is beginning to have an effect.

As soon as this newsletter is in the mail I will again persue the possibility of a combined event with C.L.C. in 1991. As some of you know, the C.L.C. nationals will be in Cincinnati, Ohio for 1991. I feel that given our viability and visibility we have a much better chance of participation as a club than we did in 1989. Indications are that the new leadership of C.L.C. coupled with our Brougham friends on the board may help to allow us to have a great event in 1991. It would indeed be a pleasure to meet as many of you as possible surrounded by fine Cadillacs of all kinds. I will keep you updated as information becomes available.

Two new sections have been added this issue - Owner's Stories and Questions and Answers. I take a lot of calls between issues and will share the answers to some of most common questions I get. You are welcome to submit questions, I'll do my best to answer or get the answer from a qualified member. This section can become a fun project for each newsletter. Many of you have submitted stories about your car's history or restoration. Its time to start publishing this material. Each future newsletter will feature an owner's story.

In the "Welcome new members" on pg.17 you will see a most welcome name - Cy Stricker III. I had a most enjoyable talk with Cy a few weeks ago. Cy tells me there is a "60" Brougham living in his basement. Restoration about to begin? - I hope so. Welcome back Cy.

Don't know about you, but I still have Christmas shopping to do so I had better end here and get this issue to the printer. May you have a Happy & Safe Holiday and a great 1991.



Till next time

*Allan W. Dowling*  
Allan W. Dowling  
President

# Why Cars Are Going to Four Headlights

**Cadillac's flossy Eldorado Brougham, first of the '57 models, shows an exciting lighting system that's coming for all U.S. cars.**

**By Frank Rowsome Jr.**

**I**N A FEW weeks, persons whose pockets are disfigured by the unsightly bulge of a spare \$9,000—give or take a grand—can queue up to buy an Eldorado Brougham. This is a horseless carriage of quality, liberally fitted with such aids to gracious motoring as mouton carpets, electrically released doors and a manually operated Kleenex dispenser. Surveying the delights to which he has just taken title, a Brougham buyer may well overlook the fact that his new dreamboat has four headlights.

That would be a pity. The four-eyed feature is something that should not be mislaid in a cloud of hydraulically operated perfume sprayers and custom-tailored armrests. It is instead a solidly engineered development that promises:

- To appear on several competitive luxury cars in coming months;
- To come out on most (perhaps even all) American cars a year from this fall, including those sold in large volume to Hoi and his pal Polloi; and
- To deliver low-beam illumination of such conspicuous excellence as to discontent the owners of cars having only a measly two headlights.

**Night and day.** Driving behind the new headlamps is a pleasure, even if you are accustomed to the improved sealed-beam units brought out a little more than a year ago. (If the older sealed-beams are your standard, the new rig supplies the same sense of wondrous revelation that a first pair of eyeglasses brings to a nearsighted person.)

This writer tried out an engineering car, cobbled up by GM's Guide Lamp Division, on which it was possible to change at the flick of a switch from two units to the four-lamp system. On narrow Indiana and Michigan roads, the differences on high beam between the present and the new lighting were subtle but in favor of the new. The four-lamp high beams reach down the road toward the next county. On a clear night, you would need a fast car and a well-developed psychosis to "outdrive" the headlights. Two-lamp high beams, in comparison, do a similar job just a little less well.

On low beam the difference is spec-

tacular. Light is poured precisely where you need it, down the danger area along the right-hand margin of the road. At the times when low-beam lighting is most critical—meeting a glarey car on a narrow blacktop road—the new lights show off best, sneaking out about 275 feet, a gain of perhaps 100 feet of illumination alongside of and beyond an oncoming car. The new low beams give you adequate seeing for speeds up to 45 or 50 m.p.h. on an unlighted road. In contrast, many a present autoist going 30 m.p.h. on low beam is "outdriving" his headlights.

**They're civil, too.** The new system makes you feel inconsiderate at first; such juicy low-beam lighting, you feel, must annoy drivers of approaching vehicles. To your surprise, they go rolling past with neither irritable beam-flicking nor recourse to punitive high beams. The explanation, as you can see on care-

ful study of the light pattern, lies in precise asymmetric aiming. In nontechnical terms, the lights spare the other guy by providing a notch of relative darkness in which he can slip past.

**Other side of the coin.** Engineers who have developed the new system concede that these improvements exact their price. If you press them, the engineers will tick off these drawbacks:

- The cost is a bit higher. Two extra units, with mounts, hardware and wire are needed. Balancing the frown that this brings to Detroit's cost accountants is the contented smile that it brings to stylists, now given a new "appearance area" to toy with.

- More juice is drawn. A car with two sealed-beam units expends 80 watts on low beam and 100 on high; with the four-lamp installation the wattage goes to 100 and 150 respectively. These

increases of 25 and 50 percent can be absorbed by most 12-volt electrical systems—providing they aren't already staggering under a load of miscellaneous electrical gadgetry. Though the new lamps won't strictly demand it, generator capacity may be raised a bit on four-lamp cars.

- Precise aiming is vital. Badly aimed, the new headlights could be vicious glarers. Headlight engineers refuse to concede that this is a real drawback: Present sealed-beam units can also be brutal if not set right.

**Mechanical aimers.** The engineers argue further that the general accuracy of aim on newer cars is increasing with the widespread garage use of mechanical aimers. These are ingenious gadgets; without them, four-lamp systems would almost certainly not be practical. Using three reference points on the face of each

lamp unit, aimers work by measuring the relationship of the points to each other and to the horizontal. (The reference points, when the lamps are manufactured, are held within a few thousandths of an inch of established relationships to the filaments and reflector.)

This means that the lamps can be precisely aimed just by setting them to suit the aimer jig; they don't even have to be turned on. In most garages such an aimer gives better results than the classic method of reading hot spots on a measured wall. Lighting engineers suspect that, under the older method, hurried or careless mechanics often confused hot-spot reading with tea-leaf reading.

**Why make the change?** The four-headlight idea is not new. Discussed by automobile lighting experts since the late Thirties, it came strongly alive in the engineering back rooms about three years ago. The pressure came in part from three basic weaknesses of two-lamp sealed-beam lighting:

1. In the present sealed-beam lamp, both filaments can't be ideally located. If one filament is placed at the focus of the reflector, the other one can't be.
2. One lens can't be designed that meets the ideal requirements for both upper- and lower-beam duty.
3. The design compromises forced by these two problems have mainly favored the upper beam, in order to provide a well-defined hot spot needed for conventional aiming techniques. But that led to a third difficulty: It is the lower beam

that is the more critical one, and that is normally used more.

Four lamps were clearly a way around these difficulties. But not just four identical sealed-beam units, because they'd still be compromises. One attractive possibility discussed by a number of the engineering committees was two separate pairs of single-filament lamps, designed individually for high- and low-beam service. But so many other permutations were possible, too—reflectors of 5½ or seven inches in diameter, combinations of one- and two-filament units, and various changes in filament wattages—that the technical men debated and experimented for months before the new system was agreed upon.



# BROUGHAM HISTORY

*Not two and two.* Although tempting, the notion of two entirely separate pairs of lamps was finally discarded. It was felt to be inferior to the system finally chosen (two double-filament lamps on the outside, two single-filament ones inside) on two counts. One was that single filaments of the wattages desired for high-beam duty got to be a trifle bulky, in respect to the reflector focus point. The other was a safety point: In icing weather, a lit headlight usually generates enough heat to keep its lens clear. On a two-and-two system, a driver switching beams in a freezing rain might find himself with nothing but Braille to guide him.

*How it's done.* In the four-lamp system that has ultimately been adopted, only the outer two lamps are used for low beam. The filaments used then are at focus and the lenses are designed specifically for low-beam service. The result is much better lighting, especially in a higher-intensity hot spot that reaches down the road on the right side.

On high beam, all four lamps are lit. In the outer pair, the not-at-focus filaments are used to give general "body" to the upper beam. The inner lamps, with filaments at focus and lenses designed for the job, do the down-the-highway work. This arrangement avoids excessive foreground lighting.

*Amateur experts.* Contrary to com-

mon opinion, the bright splash of light on the road ahead of the car isn't technically desirable. What you really need is illumination of anything on the road, plus lighting of the shoulders and some allowance for the effects of rises and dips in the road. "One problem of headlight designers," Bob Falge, Guide Lamp's chief engineer told me, "is whether to give drivers the kind of lighting they want, or the kind they can see best by. I don't suppose there's a driver alive who hasn't decided that he could improve on headlight design."

Aside from providing excellent illumination, the new four-lamp system gives a measure of protection against icing. It is conceivable that the high-beam lenses could ice up during a period of low-beam driving; but a driver suddenly switching to high-beam won't be in a jam—the outer lamps, which have been on all the time, will still give him fair lighting from the off-focus filaments, behind their already-warmed lenses.

There's another quirk to the system, soon to be noted by cops everywhere. This is the fact that any car that goes by with four headlights lit is on high beam, and any with just the outer two lit is on low. This should simplify the problem of policing the slant-brow who keeps high beam on all the time.

*The legal side.* Pure chaos could develop from the combination of competitive auto makers building cars to be driven in 48 states having conflicting laws. It could, that is, but it doesn't. One reason is that in lighting, auto and lamp makers agree on technical standards; and many state legislatures are moving toward the goal of a reasonably uniform motor-vehicle code. Endless committee-work goes to the dovetailing of legal, technical and manufacturing problems.

At this writing, it seems highly probable that a four-lamp system will be legal everywhere by the time it's available. It also seems highly probable that you'll like it fine.

END

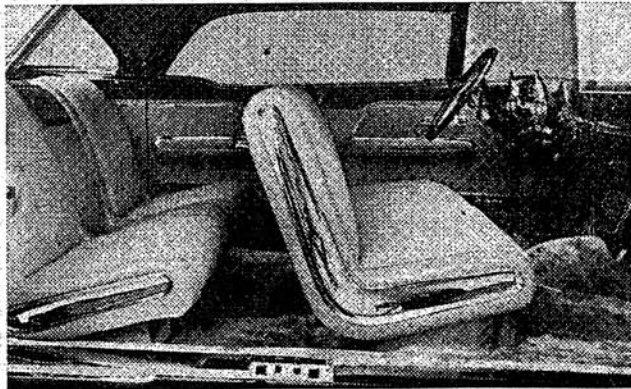
AUGUST 1956

Imagine something as mundane as four headlights receiving this much attention; well, the Brougham was revolutionary in every way. It is also interesting to note the errors in this late 1956 article regarding the features incorporated in the Brougham. How about the \$8500 price tag. I'm not suprised-I recall when new cars were covered & windows in the showrooms were papered untill the "Big Day!"



**Next month you, too, can buy a dream car, the Eldorado Brougham, for about \$8,500 list**

**BESIDES HEADLIGHTS TO BURN,** the new luxury car has other unusual features. A four-door hardtop, its rear doors are hinged at the back. But possible safety hazards of this are countered by an elaborate electrical door-latch system, which is interlocked with the car's transmission and with a button under the driver's seat. Doors are electrically locked when selector is in Drive. At his destination a driver can raise all windows and lock all doors by a key turn in either rear door. At right, one of many interior upholstery combinations. Note mouton carpeting and door-latch recesses that are set into the pillarless sill.



# RESTORATION & MAINTENANCE

## From Our Members

### BUMPER UPDATE

Dear Eldorado Brougham owner:

November 19, 1990

Many of you have written or called me about the new aluminum bumpers for the 1957 and 1958 Broughams. I have finally gotten the production and finishing of the rears ironed out. The plating job is excellent and many times better than the originals. I've enclosed photos to show you the results.

I have already ordered a limited production run of the left and right rear bumpers. The price will be \$1,250 each plus shipping. First delivery will be as early as possible in January 1991 and subsequent deliveries will depend on how quickly my plater can turn them out. The bumpers will be completely finished, plated and ready to install. They will be completely machined with the exception of the exhaust louver mounting holes. I have found several louvers with varying hole spacing. You will merely need to place your louvers and drill & tap four  $\frac{1}{4}$  inch holes. Or, if you wish, you may send me your louvers and I will mount them free of charge. (NOTE: If your louvers are bent and "scruffy-looking" I recommend the new ones from Mike Rizzuto.) Complete mounting instructions will be included with your order.

Please do not send money now. If you want bumpers, contact me and they will be shipped UPS-COD.

Happy motoring!

David Barclay  
169 County Road East  
Colts Neck, New Jersey 07722

(201) 544-9035

Sincerely yours,

*Dave Barclay*

### SENDING UNIT BOARDS AVAILABLE

The circuit board that has been the subject of past articles is now being reproduced for the 57/58 gas gage and oil pressure gage sending units. Dave Barclay has managed to solve this problem once and for all. His comments on the problem are as follows.

The 1957 & 1958 Eldorado Broughams use unique three-coil, 270 degree sweep electric gauges for oil pressure and fuel level. The principle of operation is actually quite simple in that the sender transmits DC current (+ and -) to the gauge with varying resistance. This changing resistance of both + & -, depending on the fuel level or oil pressure, charges the three coils of the gauge proportionately and thus determines the position of the pointer.

I have rarely found defective gauges but have consistently found bad sending units. The fault has always been poor resistive qualities of the circuit contact board inside the unit.

If you are experiencing erratic gauge readings or no readings at all, the new circuit board should be the cure.

I have looked the units over and they are top quality. Price is \$47.50 each postpaid. Order direct from: Dave Barclay, 169 County Road East, Colts Neck, New Jersey 07722. Four pages of instructions are included.

## FABRIC FIND

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I had great success in locating upholstery material. Mine is the gray parisienne and hard to find, but Original Auto Interiors had some that is almost identical. Haven't had the seats re-done yet but I'm sure they will look great. Their address is 7869 Trumble Road, St. Clair, Mich. 48079 phone (313) 727-2486. In my material search I also found an outfit that can duplicate the fabric if they receive a sample. Quite expensive though since they quoted \$140/yd. Mine was \$47/yd. This outfit is S.M.S. Auto Fabrics, 7700 Southeast 30th Ave., Portland, OR. 97202.

Louis Popovich  
Farmingdale, N.Y.

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# News

## FROM THE FIELD

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## #466 PHOTO OFFERED

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I had some photos taken of #466 a few months ago and was so pleased with one that I have had a limited number of copies made. These are 8X12 glossy color photos taken looking downward on the car with doors open. I have seen just about every photo there is of a Brougham and I'm sure you will be delighted with this one. Price is \$12.50 + 2.50 shipping each to B.O.A. members - \$17.50 + 2.50 to all others. Send check to B.O.A., Inc. Box 254, Berea, Ohio 44017. Proceeds will be used for B.O.A. expenses. P.S. this photo has been submitted to Autoweek for the "Car Of The Week" segment of the T.V. program.

## T.V. STAR

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You will soon be seeing #466 in the S.S. Nathan's T.V. commercial to air nationwide shortly. The spot-hosted by Morton Downey Jr. - will feature cars from around the country and will also feature yours truly and #466. For three hours #466 was taped from every angle inside and out. I'm confident that what you will see will speak well of the Brougham and help the publicity we need. When you see what Liquid Brilliance does I hope you will consider ordering a bottle. You can have the shine you will see in the ad - give it a try, you will be sold too.

Al Dowling



## My Brougham Story

1958 Brougham #454, originally sold to someone in Florida, was found buried in a storage garage of mechanic friend of mine in Astoria, New York in February 1987. It was last registered in 1975 and had an engine rebuild started that same year. Mileage was 32,535.

The engine was well preserved with all three carburetors removed as well as the accessories. They were all in the trunk with unlabeled cans of hardware. Bumpers and front end (hood and fenders) were off and stripped of paint. Most of the chrome was painted white for preservation. At that point, the best part of the car was the stainless steel roof. The upholstery was the beautiful, in its day, light grey parisienne cloth with light grey leather. After much research I was able to buy an almost perfect match. Exterior is chamonix white.

Once purchased, the car was transported by flat bed to my garage in Farmingdale, Long Island, 40 miles east of Astoria. It was a sad sight and I wondered how the car could be so neglected all those years.

After my retirement in March 1989, more attention was given to the Brougham and it ran again in August 1989. Once some additional mechanical items are made functional, the car will be re-painted and re-upholstered. Meanwhile, it is running and I drive it around the block occasionally. It does draw attention!

It was my long range plan to "play" with my cars after retirement and I started with five; 1931 Buick, 1948 Chrysler (sold October 1990), 1958 Brougham, 1967 Olds "98" convertible (show car), and 1971 Olds Cutlass (every day and newest car!) all run. The cars, plus my 20 foot inboard boat that I operate on the Long Island sound keep me well occupied and content.

Louis Popovich  
Farmingdale, N.Y.

On the right is the new B.O.A. registered logo. This design has been listed with the government to discourage any further attempts to lead anyone into believing we are affiliated with any commercial enterprise engaged in any activity other than the enjoyment & preservation of the 57-60 Eldorado Brougham. On the lighter side I think the logo would make a great windshield decal - what do you think ?



### 1991 Newsletter Deadlines:

#### Closing date

Spring 03/15/91  
Summer 06/15/91  
Fall 09/15/91  
Winter 12/15/91



#### Mailing date

Spring 04/04/91  
Summer 07/04/91  
Fall 10/04/91  
Winter 01/04/92

# RESTORATION & MAINTENANCE

## 1957 and 1958 BROUGHAM AIR SUSPENSION SERVICING

A DETAILED procedure for overhaul of the 1957 and 1958 Eldorado Brougham air ride compressor and leveling valves has been sent to each Service Manager and Parts Manager. Component parts are now listed in the Brougham Parts List.

In addition to the overhaul procedures, the following information is provided to assist Servicemen in correcting some specific troubles that have been encountered.

### Air Compressor Noise

Brougham air compressors for 1957 and 1958 should seldom require replacement because of noise. However, on 1958 models, a noise may occur at the air compressor air intake line entrance on the inside of the triple carburetor air cleaner. This noise is not the fault of the compressor, and can be reduced to an acceptable level by installing a simple silencer made from a 20" length of windshield wiper hose and a short piece of tubing.

First make a connector by cutting a piece of  $\frac{3}{16}$ " steel or copper tubing,  $1\frac{1}{2}$ " long, and chamfering it on both ends. Then, insert one end into the air outlet hole on the inside of the air cleaner and solder it to the air cleaner to retain it in position.

Connect the 20" length of wiper hose to the opposite end of the tubing, and position the hose around the bottom inside of the air cleaner, Fig. 6.

### Air Leak-Back Prevention

Air Leak-back may occur in the Brougham air compressor head if the

Shrader check valve is not seating properly. To check for air leak-back through the check valve, with the engine stopped, disconnect the air intake hose at the carburetor air cleaner and submerge the end of the hose in a pan of water. Watch for air bubbles, which would indicate a leak.

If air bubbles appear, check the valve first, to make sure it is properly seated. Replace the valve if it is defective.

It should be noted that the diameter of the compressor air intake pipe on 1957 and 1958 Brougham air compressor cylinder heads has been increased on late model compressors as well as the service replacement compressor heads. When replacing the cylinder head on early type compressors, Model No. 5302935, it is necessary to replace the air intake hose from the air cleaner with larger hose, Part No. 1469899, which can be ordered from the factory Parts Warehouse.

APRIL, 1959

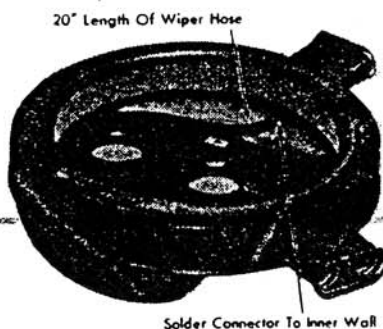


Fig. 6

## FABRICATE 1957-58 BROUGHAM AIR LINES IN FIELD

NEW copper air lines for the 1957 and 1958 Brougham Air Suspension systems can be fabricated in the field in the same manner as recommended for 1959 and 1960 standard series cars. Figure 4-72 in the 1959 Cadillac Shop Manual shows the parts by number, and the special tool required. However, in-

stead of the Flared Tube Union, Part No. 137396, as shown in Fig. 4-72, use Part No. 1467164, as listed in the Brougham Parts List.

The procedure outlined in the Shop Manual that concerns the four lines to the domes on standard cars does not hold true for the Brougham, due to the special tube ends required at the domes.

JUNE, 1960

## TIGHTEN AIR SUSPENSION TUBING NUTS CAREFULLY

SERVICEMEN should exercise extreme care when tightening Air Suspension tubing nuts on the Eldorado Brougham. If the tubing nuts are overtightened, the "O" rings may be damaged, causing an air leak.

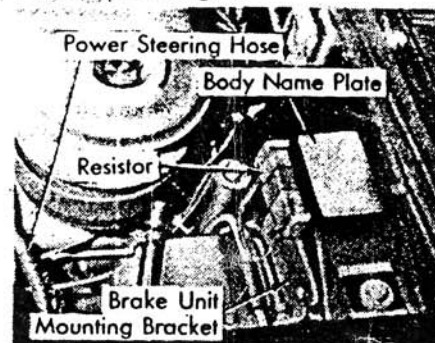
The torque tightness specification for all tubing nuts is 5-10 foot pounds. The proper tightening procedure is to turn the nut with a 2" long open end wrench until the nut is seated into position. Then, turn the nut one to two additional flats.

All Air Suspension tubing nut fittings should be checked with a soapy water solution after tightening. If a leak exists, remove the nut and examine the "O" ring for damage, and replace if necessary. Whenever any air line tubing nut is disconnected, the "O" ring, Part No. 1467287, should be replaced. JUNE, 1957

### Brougham Heater Resistor

Early in 1957 production, the left hand heater blower motor resistor on the Brougham was changed to a new location to eliminate any possibility of the left hand air cleaner making contact with the resistor at the wire terminals.

The resistor should be installed parallel to the body name plate as illustrated in Fig. 1.



### Foot Control Switch

The standard type radio foot control switch cannot be used on the Eldorado Brougham transistor radio. If the switch is installed and operated, a dead short will be created, resulting in the  $7\frac{1}{2}$  Amp. radio fuse blowing out.



## BROUGHAM WINDSHIELD INSTALLATION PROCEDURE

**A** REVISION should be made in Step 5 of the Brougham windshield glass installation procedure given on Page 17-4 of the Eldorado Brougham Service Information Manual. This step concerns the string pulling sequence required to seat the rubber channel over the pinchweld flange.

Step 5 should read as follows: When glass and channel are properly positioned in the opening, slowly pull ends of cord from bottom center of windshield to seat lip of rubber channel over pinchweld flange. The string should be pulled in the following sequence:

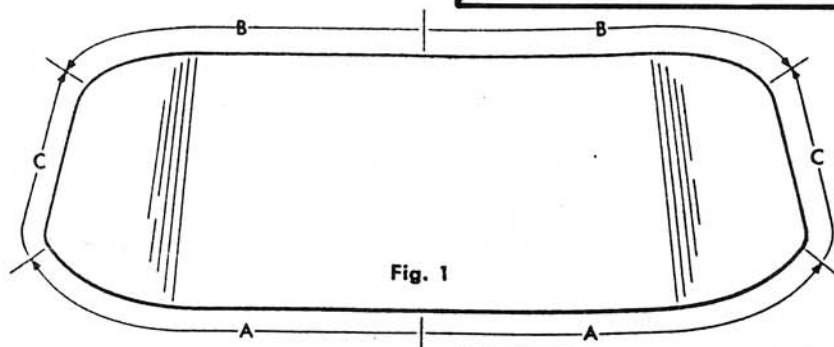


Fig. 1

A. From bottom center of windshield to approximately 1" from the right and left lower corner of the windshield.

NOTE: After performing Step A, make sure that the engaging lip of the windshield rubber channel is seated adjacent to the outer surface of the pinchweld flange along distances indicated by "B" and "C" in Fig. 1. This is necessary to relieve as much strain on the glass as possible and to permit easier engagement of the lip over the pinchweld flange when the string is pulled to seat the lip of the rubber channel.

B. From top center of windshield to right and left windshield side pillar.

C. From right and left lower corner of windshield to upper end of windshield side pillar.

## AIR CONDITIONER DIAGNOSIS CHART CORRECTION

**A** CORRECTION is necessary in the Air Conditioner Diagnosis Chart which appears on Page 13-6 of the Eldorado Brougham Service Information Manual, and in Fig. 4 of the April 24 Serviceman Supplement.

The Diagnosis Chart lists "Trouble Corrected" under "Evaporator Pres-

sure High". However, this is an error, for the chart should indicate "Trouble Corrected" under "Evaporator Pressure Low", as shown in Fig. 1.

To assure an accurate air conditioner diagnosis, Servicemen should make this correction in the above mentioned publications.

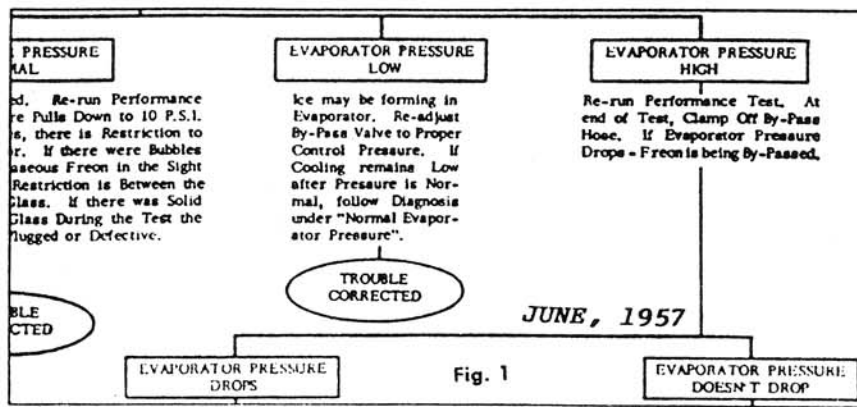


Fig. 1

## Hood Release Handles

Damaged 1959 Eldorado Brougham plastic hood release handles can be replaced with a 1948 through 1949 Cadillac all-metal hood release handle and cable assembly after shortening the cable to the proper length. This assembly, Part No. 1455430, is more durable and is presently available from the factory Parts Warehouse.

## WEATHERSTRIP CORRECTS BROUGHAM AIR LEAKAGE

**T**HERE may be a possibility of cold air leaking into the rear seat compartment of a 1959 Eldorado Brougham. Should a 1959 Eldorado Brougham owner complain of air leakage at either of the rear seat sides, a piece of weather-strip material or sponge rubber can be used to reduce this effect. The weatherstrip material should be approximately  $\frac{3}{16}$ " thick and  $6\frac{1}{8}$ " long, and can be cemented into position and secured with a small screw at each end. For correct positioning, see Fig. 3.

Since Fig. 3 only indicates the general shape, vertical dimensions should be customized to each particular car. The following three points should be considered when preparing the weatherstripping: (1) Make sure the weatherstrip extends across the

forward face of the hinge pillar to meet the wind hose. (2) The portion fastened to the rearward face of the hinge pillar is of double thickness. (3) The double-face portion must be notched to accommodate the rubber flipper strip that is attached to and moves fore and aft with the quarter window.

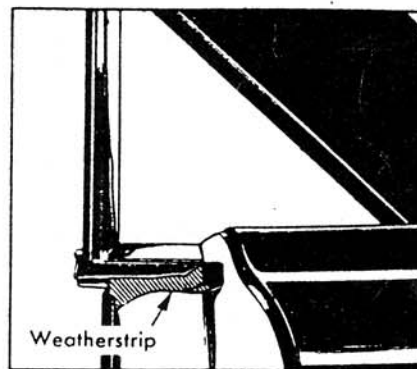


Fig. 3

FEB, 1960

## BROUGHAM NORMAL STANDING HEIGHT CAN BE VARIED

**I**N some regions of the country, Eldorado Brougham owners may request an adjustment of the standing height of their cars to suit the particular type of roads that they travel. If absolutely necessary, the standing height may be raised or lowered a maximum of one inch without affecting the quality of the ride.

The required adjustment is made at the three leveling valve assembly adjusting links as described below:

### Front Standing Height

To raise the front standing height on the Brougham  $\frac{1}{2}$ " or 1", turn the adjusting nuts counter-clockwise, looking up at the bottom of the adjusting link rod from the floor. For an initial setting, turn the nuts approximately 25 flats for  $\frac{1}{2}$ ", or 50 flats for 1". Then measure the distance from the top of the left lower suspension arm to the center of the outer lower rivet on the front of the frame as illustrated in the Eldorado Brougham Service Information Book, Fig. 4-22, Page 4-24. The corresponding measurements for the revised standing heights are given in the chart, Fig. 3. Tighten the adjusting nuts securely when the desired setting is obtained.

To lower the front standing height, turn the adjusting nuts clockwise until the correct measurement, as outlined in the chart is obtained.

### Rear Standing Height

When raising the rear standing height on the Brougham  $\frac{1}{2}$ " or 1", turn the adjusting nuts counter-clockwise, looking up at the bottom of the adjusting link from the floor. For an initial setting, turn the nuts 43 flats for  $\frac{1}{2}$ ", or 86 flats for 1". Then measure the distance on both sides of the car at the top of the rear axle housing as shown on Fig. 4-23, Page 4-25 of the Eldorado Brougham Service Information Book. Refer to the chart, Fig. 3, for the revised standing height measurements.

To lower the rear standing height, turn the adjusting nuts clockwise until the measurement selected from the chart is obtained, and tighten the nuts securely.

Whenever the standing height of the car has been altered in this manner, front wheel alignment must be readjusted to bring camber, caster and toe-in within the recommended settings.

September, 1957

**ELDORADO BROUGHAM STANDING HEIGHT ADJUSTMENT**

FIG. 3.	Higher		Normal	Lower	
	1"	$\frac{1}{2}$ "		1"	$\frac{1}{2}$ "
Front	$3\frac{15}{16}$ "	$3\frac{13}{16}$ "	$3\frac{5}{8}$ "	$3\frac{5}{16}$ "	$3\frac{7}{16}$ "
Rear	$5\frac{13}{16}$ "	$5\frac{5}{16}$ "	$4\frac{13}{16}$ "	$3\frac{13}{16}$ "	$4\frac{5}{16}$ "

### Brougham Upper Control Yoke

In the April issue of the "Cadillac Serviceman" and in the Eldorado Brougham Service Information Manual, reference is made to a lubrication fitting at the rear mounting of the rear suspension upper control yoke.

Although this fitting was used in a few early Broughams having a spherical joint at this location, later cars use a rubber bushing that does not require lubrication. On these cars, the lubrication fitting is replaced by a threaded plug. Under no conditions should the plug be removed and a fitting installed for lubrication purposes.

### BROUGHAM COMPRESSOR OIL INLET FITTINGS MODIFIED

**A**n improved oil inlet fitting at the air suspension compressor went into production on the Eldorado Brougham at Engine Number 5770-122962. The new fitting incorporates a pendulum-type weight on the "jiggle" pin that meters engine oil pressure to the compressor, so that any build-up of varnish deposits from the oil will not block the orifice.

It is recommended that this new type oil inlet fitting be installed on all Eldorado Broughams built previous to the above engine number.

To install the improved fitting, Part No. 5534103, simply disconnect the oil feed pipe from the air suspension compressor, remove the original fitting (brass finish), install the new type fitting (silver finish), reconnect the oil feed pipe, and operate engine and compressor to check for leakage. It is not necessary to exhaust the air suspension system to perform the work.

At the same time, check the tightness of the Allen head set screw holding the compressor ventilating fan and crankshaft to the electric motor shaft. This operation can also be performed with the compressor on the car, since the inner and outer set screws are accessible through the upper air vent hole adjacent to the compressor name plate. If these set screws were to loosen up, the electric motor could not turn the compressor.

To make this important check, direct a light into the air vent hole, and use a piece of stiff wire or an Allen wrench to turn the ventilating fan until the counterweight is visible. The outer set screw will then be accessible when the counterweight is rotated just below the vent hole.

Use a  $\frac{5}{16}$ " Allen wrench to remove the outer set screw, exposing the inner Allen head screw. Tighten this screw securely, and lock it in place by installing the outer screw.

This recheck of screw tightness has been performed at the factory starting with Engine Number 5770-127593, and an identifying white daub of paint has been placed next to the air vent hole. A similar marking is suggested for the earlier cars when checked. Broughams between Engine Numbers 122962 and 127593 should have the set screw tightness checked at the next routine service contact.

### Air Suspension Servicing

When installing the diaphragm in the lift valve on all 1958 through 1960 cars, or the pressure switch diaphragm in the 1957-1958 Eldorado Brougham air compressor, the smooth rubber coated side of the diaphragm should always be positioned so it faces the pressure. If the diaphragms are reversed, they will rupture under normal pressures.

# 1959 Brougham Windshield and Rear Window Servicing

THE size of the 1959 El-dorado Brougham windshield was reduced early in production to facilitate installation. Along with the late type windshield glass, a new wider one-piece rubber channel is used in place of the early multi-pieced narrow channel. Only late type windshields will be available for service replacement; however, both type rubber channels are stocked in the factory parts warehouse.

Due to these and various other minor production changes, the procedure for removing and installing the windshield and rear window glass have been changed for all 1959 Broughams as follows:

## Windshield Removal

1. Remove windshield garnish moldings.
2. Remove windshield wiper arms.
3. Loosen sealer around body opening (sides and top) with putty knife.
4. Pressing on the inside upper portion, push windshield, windshield rubber channel and windshield reveal molding out as an assembly.

NOTE: The reveal molding retaining tabs extend around to the inside of the glass and are held to the molding by screws. The screws are removable only after the glass, rubber channel, and reveal molding are removed from the car as an assembly.

5. Remove instrument panel cover and cover extensions.
6. Remove screws from reveal molding retaining tabs and remove reveal molding from rubber channel. Remove reveal molding retaining tabs from rubber channel. As the tabs are removed carefully, note their position relative to the channel lips.
7. Remove rubber channel from windshield glass.
8. Carefully clean all parts to be reused, including the body opening.
9. Make sure the drain holes at the lower corners of the body opening are open and that the hoses are in place.

## Windshield Installation

1. Install rubber channel on windshield glass and hold in place with masking tape.

NOTE: Be sure the smaller inner lip of the rubber channel is on the inside of the glass.

2. Apply cement under lip of rubber channel on both sides of windshield glass.

3. Remove masking tape *after allowing sufficient time* for the cement to create a strong bond, 12 hours or longer if possible. This is necessary to avoid rolling of the rubber channel on the glass as the assembly is installed in the body opening.

4. Install the windshield reveal molding and the retaining tabs and screws in the same position as the original installation.

5. Insert a strong cord into pinch weld cavity of rubber channel completely around windshield. In a manner similar to that shown in Fig. 15-22 on Page 15-12 of the 1959 Cadillac Shop Manual, leave loops for pulling the cord during installation. Loops should be tied at the bottom center, at each corner, and halfway up each windshield pillar. Tape the loops to the glass to keep them out of the way while setting the windshield in car position.

6. Apply a bead of medium bodied sealer in the body opening to the outside of the pinchweld. Place windshield glass, molding, and channel as an assembly in the body opening. Make sure the assembly is exactly centered. One man should be at each side of the car to apply a slight inward pressure on the assembly as a man inside uses the cord to bring the inner lip of the channel over the pinchweld at the body opening. The lip should be brought over the pinchweld, starting at the bottom center and working both ways to the outer corners. The side pillar areas should be done next and then the top.

7. Apply body sealer in the crack between the reveal molding and the body.

8. Install windshield wiper arms and test wiper action.

9. Install instrument panel cover extensions and panel cover.

10. Install garnish moldings.

## Back Window Glass Removal

1. Place protective coverings over rear seat cushion and back assemblies and parcel shelf trim.

2. Remove back window garnish molding and parcel shelf trim molding.

3. From inside of car, use a hooked tool and carefully break seal between lip of rubber channel and pinchweld flange around perimeter of glass.

4. Using a flat-bladed tool from outside the body, carefully break seal between back window reveal molding and body opening around perimeter of glass.

5. Carefully push back window assembly outward until lip of rubber channel is disengaged from pinchweld flange in body opening.

6. With aid of helper, lift window assembly from body opening and place on a protected surface. Remove retaining tabs from reveal molding, remove molding from rubber channel and rubber channel from glass. Carefully note the position of the retaining tabs relative to the lips on the rubber channel.

## Back Window Glass Installation

1. Clean original sealer from back window reveal molding and rubber channel.

2. Install rubber channel on glass. Using a pressure-type applicator, apply weatherstrip cement between rubber channel and glass on inside and outside of glass, around entire perimeter of glass.

3. Install back window reveal molding on rubber channel.

4. Install retaining tabs between reveal molding and rubber channel, placing the short end of each tab over the proper lip of the rubber channel and secure tabs with screws.

NOTE: Before installing back window assembly, clean original sealer from back window body opening.

5. Apply sufficient medium-bodied sealer around perimeter of back window body opening, on outer side of pinchweld only.

6. With aid of helper, position back window assembly into body opening snug to outside of pinchweld flange.

(Continued)



7. While a helper applies hand pressure to outside surface of glass, use a hooked tool to pull outer lip of rubber channel over pinchweld flange along bottom of back window body opening. In like manner, pull lip of rubber channel over pinchweld flange along both sides and top. Then, pull inner lip of rubber channel over pinchweld flange along bottom.

8. Clean off excess sealer and cement. If necessary, apply additional sealer between reveal molding and body opening to fill in any gaps.

9. Install back window inside garnish molding and parcel shelf trim molding.

### 1959 Brougham Hood Hinge Torque Rods

Field reports indicate the hood will not stay in the open position on some 1959 Eldorado Broughams. If such a case is encountered, the hood hinge torque rods should be adjusted to exert the maximum force. If the hood still tends to fall, the torque rods should be replaced.

The latest type rods, Part No. 1499643 (L.H.) and Part No. 1499644 (R.H.) are available from the factory Parts Warehouse. Care should be taken in adjusting the new torque rods to prevent the hood from opening with such force that the hood ornament might strike the front cross panel.

September, 1959.

### Windshield Wiper Transmissions and Links

Two types of windshield wiper motor to transmission links, adjustable and non-adjustable, have been used in production on the 1959 Eldorado Brougham overlapping type windshield wipers. Service replacement of these units should be of the type originally removed from the car.

Although the transmission and link assemblies differ, the motors are interchangeable. The service procedure published in the Brougham Service Information Booklet applies to both units, even though the adjustment



ON late 1959 and all 1960 Eldorado Broughams, the arm rest and trim pads at both the front and rear doors must be removed as an assembly.

The arm rest can then be disassembled from the trim pad by removing screws on the door inner panel side of the trim pad assembly. In addition, the arm rest excutcheons and switches on the front doors can be removed only after the trim pad has been removed from the door. The removal and installation procedures are outlined below:

#### Removal—Front Door Trim Pad

1. Disconnect battery.
2. Remove inside locking rod knob.
3. Remove side mirror remote control handle (left side only).
4. Remove the upholstered button which covers the access hole for the remote control handle retaining screw. Remove the screw and the handle.
5. Remove 2 screws at bottom of hand-pull cup in arm rest.
6. Remove all other screws retaining the trim pad to door inner panel; this includes screws at the retaining tabs, at the rear upper cap, and at various hidden locations under trim welts and seams or buried in the carpet material at the lower part of the door.

7. Remove trim pad by pulling out and up to disengage it from the retaining flange at the upper edge of the door inner panel.

8. From the door inner panel side, disconnect all switches and the leads to the courtesy light and red warning light.

#### Removal—Rear Door Trim Pad

1. Disconnect battery.
2. Remove inside locking rod knob.
3. Remove chrome-plated cover-plate at rear upper corner of door.
4. Remove 3 screws retaining remote control handle cover escutcheon.

Remove escutcheon and back-plate.

5. Remove 1 screw retaining cigar lighter escutcheon. Remove escutcheon and lighter and disconnect leads.

6. Remove ash tray receiver.

7. Remove remote-control handle, by removing the retaining screw.

8. Remove 2 screws from the hand-pull cup in the arm rest.

9. Remove the screws retaining the trim pad to the door inner panel; this includes screws at the retaining tabs and at various hidden locations under trim welts and seams or buried in the carpet material at the lower part of the door.

10. Remove trim pad by pulling out and up to disengage the trim pad from the retaining flange at the upper edge of the inner panel.

11. Disconnect window switch and courtesy light leads.

#### Installation—Front and Rear Door Trim Pads

1. Use body caulking compound and waterproof tape as necessary to seal holes in door inner panel. Cement water deflector to door inner panel. Tuck the bottom edge into the slot at bottom of the inner panel and use water-proof tape as necessary to seal the deflector and to repair any holes or tears.

2. Install trim pad by reversing steps in removal procedure.

3. Test all switches and lights for proper operation.

### BROUGHAM REAR QUARTER WINDOW CLOSING CHECK

A CONDITION may develop on the 1959 Eldorado Brougham where the sliding rear quarter window will not close when the rear door is closed hard, but will operate during a normal closing.

If this condition is encountered, check for loose mounting of the rear door close limit switch on the plate attached to the front guide cam. Also make certain that the front guide cam to door inner panel attaching screws are tight.

If tightening at these locations does not correct the condition, it may be necessary to re-adjust the switch as described in Note 17 of the 1959 Brougham Service Information Booklet to obtain the desired results.

To gain a positive closing of the quarter window during this adjustment, the fully closed specification in Step 4 of Note 17 should be changed from "within  $\frac{1}{8}$  inch" to "within  $\frac{3}{8}$  inch."

November, 1959



Cadillac has a "Hotline" for the enthusiast interested in his/her particular Cadillac. By calling 1-800-458-8006 you can receive the specifications manual by year, the "Guide for the Cadillac enthusiast" and information on the production of your Brougham. Enclosed is info from the "58" manual on the Brougham.

7059

## ELDORADO BROUGHAM

CODE-P

Code	Name Color Options	Color No.
110	Ebony	L 41 K 001
112	Chamonix White	885 90731
116	Wimbledon Gray -Metallic	887 90732
118	Deauville Gray -Metallic	L 42 A 010
122	Lake Placid Blue -Metallic	L 42 B 006
124	Copenhagen Blue -Metallic	L 42 B 007
126	Fairfax Blue -Metallic	L 42 B 009
132	Jamaican Green -Metallic	887 90737
134	Laurentian Green -Metallic	L 42 G 008
136	Plantation Green -Metallic	L 42 G 010
140	Manila	885 90740
144	Sandalwood	L 41 N 005
148	Kenya Beige -Metallic	887 90742
149	Nairobi Pearl -Metallic	887 90743
152	Maharani Maroon -Metallic	L 42 M 005

All Colors Are in "Acrylic Brougham" Finish.

In addition to the above exclusive Brougham colors, the 24 regular and Eldorado (Biarritz - Seville) options are available.

Two-tone color combinations are not feasible, as the roof is brushed stainless steel.

## ELDORADO BROUGHAM—UPHOLSTERY OPTIONS

C O D E	Basic Sections of Seat Cushions, Back Rests and Front Seat Center Arm Rest.	End Section of Seats, Center Arm Rest in Rear Back Rest, Center Section of Rear Seat Cushion and Tops of Door Arm Rests.
	Cloth	Leather
	Combined With	
110	Gray Mojave	Dark Gray
111	Gray Mojave	Light Gray
118	Gray Mojave	White
120	Gray Parisienne	Dark Gray
121	Gray Parisienne	Light Gray
128	Gray Parisienne	White
130	Gray Bayou	Dark Gray
131	Gray Bayou	Light Gray
138	Gray Bayou	White
140	Gray Cashmere Broadcloth	Dark Gray
141	Gray Cashmere Broadcloth	Light Gray
148	Gray Cashmere Broadcloth	White
212	Blue Mojave	Blue
218	Blue Mojave	White
222	Blue Parisienne	Blue
228	Blue Parisienne	White
232	Blue Bayou	Blue
238	Blue Bayou	White
242	Blue Cashmere Broadcloth	Blue
248	Blue Cashmere Broadcloth	White
414	Beige Mojave	Beige
424	Beige Parisienne	Beige
434	Beige Bayou	Beige
444	Beige Cashmere Broadcloth	Beige
616	Green Mojave	Green
618	Green Mojave	White
626	Green Parisienne	Green
628	Green Parisienne	White
636	Green Bayou	Green
638	Green Bayou	White
646	Green Cashmere Broadcloth	Green
648	Green Cashmere Broadcloth	White
ALL LEATHER		
151	Light Gray Entirely	
150	Light Gray	Dark Gray
158	Light Gray	White
252	Blue Entirely	
258	Blue	White
454	Beige Entirely	
656	Green Entirely	
658	Green	White
858	White Entirely	
859	White	Black
959	Black Entirely	
958	Black	White

Carpets - Nylon Karakul, Code No. 1 or Mouton, Code No. 2

To order carpet, add No. 1 or 2 to three digit upholstery code number.  
i.e. 2522 is Blue Leather Entirely and Mouton Carpet.



## QUESTIONS / ANSWERS:

- Q. My wheels are beyond re-plating what can I use ?
- A. The hubcaps on the 59-60 Fleetwood or Eldorado can be used. The red plastic medallions are available from George McVey or Ed Chalokian. St'd. rims 57-58 work. 59-60 Broughams. used caps.
- Q. The rubber bellows duct on my heater unit is shot. Is there a replacement ?
- A. I found a floor shift rubber boot ( J.C. Whitney item ) does the trick - with a little cutting - looks good too.
- Q. I can't find a rear licence holder that works. Any ideas ?
- A. K-Mart sells a plastic satin finish frame (\$1.69 item) that fits perfectly. You have to remove the main frame and secure from behind but it is a perfect fit.
- Q. I have not been able to locate the weatherstripping that fits on the upper part of the front doors - the one that mates with the dogleg, any ideas ?
- A. Dr. Zieger tells me that the part used for the same purpose on the "57" T-Bird is identical.
- Q. I located an N.O.S. set of "57" doorhandles will they work ?
- A. Yes, at least the fronts will. The front handles are only listed as special because the locking rods differ from the st'd. 57-58 Cadillac. The casting and lock assembly are identical. I tend to think the same may be true on the rears. Can anyone verify this ?
- Q. Where can I get a clear plastic comb for my compact ?
- A. Jerry Schantz of Ormond Beach, Florida located a supply of clear plastic combs that are a near duplicate of those used in the 57/58 compact. Jerry bought a limited quantity of this hard to find item and is offering them to B.O.A. members for \$12.50 each plus \$1.00 for shipping. Order direct from Jerry at 29 Rio Pinar Trail, Ormond Beach, Fla. 32174.

## MAINTENANCE TIPS

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If you are rebuilding the front end on your "58" Brougham be sure to order a "57" idler arm. The idler arm for the St'd. "58" will hang to low.

# Classified

## IMPORTANT NOTE

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

## CARS FOR SALE

1958 Fleetwood Eldorado Brougham: 80% restored by Brougham fanatic. Many N.O.S. parts used. Rebuilt engine, transmission, front end, air suspension. N.O.S. windshield, rechromed bumpers, frame and undercarriage detailed. Needs interior completed and exterior chrome installed. Vanity items negotiable. Dr. Rick Zeiger, Beverly Hills, CA. (213) 275-8156

(2) 1957 Broughams #319 or #320:

#319 has only 30 mi. since a complete frame up restoration six years ago. A.A.C.A. senior winner. Recently shown for Cadillac Motor Div. in World of Motion Bldg. at Epoc Center. Deauville grey with light and dark grey interior. Most vanity items: shot glasses, vanity, cig. box, mirror, perfume bottle. Engine, trans. and all moving parts rebuilt. \$59,000.00.

#320 is two months from completion. Frame off, every nut and bolt restoration. Thousands of hours labor and dollars spent on mechanics, chrome, upholstery and paint. Black exterior with white and black leather interior. All vanity items except perfume atomizer. Both cars are quality personified. Much more invested in #320 need no less than \$79,500.00 Call Jerry Schantz evenings only (904) 677-4373.

## Parts

Specialty item re-produced

Wheel ring, grooved and predrilled for rivets. Machined and ready for chrome. Limited supply. \$150.00 ea. Call Jerry Schantz (904) 677-4373 evenings till 11 p.m.

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.

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

## Parts

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

Many good parts for sale from my (3) 1957 Brougham parts cars.  
Call Jerry Schantz evenings (904) 677-4373.

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

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.



## 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 \$12.00 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 ...

Joe San Giorgi  
218 Timbercove Cir.  
Longwood, Fl. 32779

Harry's Cadillac  
819 Patton Ave.  
Asheville, N.C. 28806

Roy Schnauss, M.D.  
4344 Ortega Forest Dr.  
Jacksonville, Fl. 32210

Cy Strickler III (Honorary)  
Past President  
Atlanta, Ga.

Rick Vyhnalesk  
1546 Roycroft Ave.  
Lakewood, Ohio 44107

Fred Widdifield  
RR#4 Site T-2  
Nanaimo, B.C. V9R5X9