

Brougham
Owners
Association



Newsletter Vol. 3 No. 2

Brougham Owners Association, Inc.

B.O.A. Newsletter Vol. 3. No. 2. Summer 1991

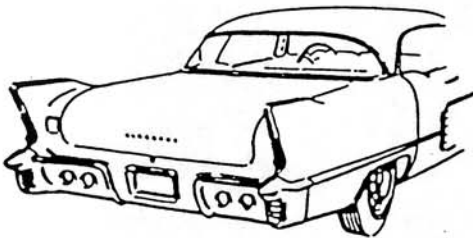
Published quarterly by the Brougham Owners Association, Inc. 19 Manning Drive, Berea, Ohio 44017. Membership dues are \$18.00 per year and are not prorated or reduced at any time. Renewals are due upon receipt of your fourth issue. Back issues are \$3.00 each with membership. All rights reserved by BOA, Inc. Reproduction of any part without written permission of BOA, Inc. is strictly prohibited.

President's Message

Another goal of that original invitation to join in the formation of B.O.A. has been attained.

3. **Visible** - I plan on contacting the Cadillac/LaSalle Club to establish a relationship that will allow us to be a part of their meets, both local and national. Those of you who remember the 1977 Milestone National at Indy can appreciate what affiliation with a larger club can do. We had at least 15 Broughams on display, 57-60. We had our own meeting room for technical seminars. We were a very united and a most visible group. Let's do it again - maybe even the Summer of 1989. It will be the purpose of this organization to make the Brougham known and desired, thus increasing its value.

The letter from C.L.C. President Don Carrico you received a few weeks ago, and Gary Nelson's invitation on pg. 4 confirm what I always felt was possible once we "paid our dues" by hanging in there. My thanks to all of you who have supported the B.O.A. - you have made the dream a reality.



Don't forget to give me a call or drop me a line if you are going to be at the meet. I would like to have a meeting to better get to know you, discuss Brougham issues, and possibly view the only factory film on the Brougham.

See you in Cincinnati !

Al H. Dent
President B.O.A., Inc.

FROM THE **FRONT COVER**

CONGRADULATIONS to David Fogg and David Manwll of Palm Springs, Ca. Their #361 took Best Of Show at C.C.I. Nationals in May of this year.

LATE LEAD

Member Keith Geisow has discovered (5) 57-58 Broughams in hiding. (3) are for immediate purchase and maybe the other two could be worked into a package deal. If you are a serious buyer, Keith can arrange an appointment for you. Call Keith at (908) 233-2339 for details.

**The Buckeye Region
of the
Cadillac-LaSalle Club**
invites you to
**"Cincinnati '91"
Grand National Meet**

August 14th - 17th, 1991



The Buckeye Region is pleased and excited to be your host for the Grand National Meet in Cincinnati, Ohio; an interesting city located in southwestern Ohio on the banks of the Ohio River. We've planned a busy four days with tours for sightseeing, shopping, visiting a car restoration shop and fun at Kings Island Amusement park. There are so many things to do, you may even want to brave the Cincinnati traffic and do some exploring on your own.

The Holiday Inn 275 North will be our headquarters with nearby hotels ready with additional rooms if needed. Make your reservations directly with the Hotel on the form provided. Please DO NOT send your hotel reservations to the Buckeye Region. With each double room, you will receive 2 complimentary full breakfasts from the breakfast buffet for each night's stay. (single room, one breakfast.) Be sure to include your CLC Member Number to ensure the "Special Rate" offered. The reservation deadline with the Hotel is July 30th.

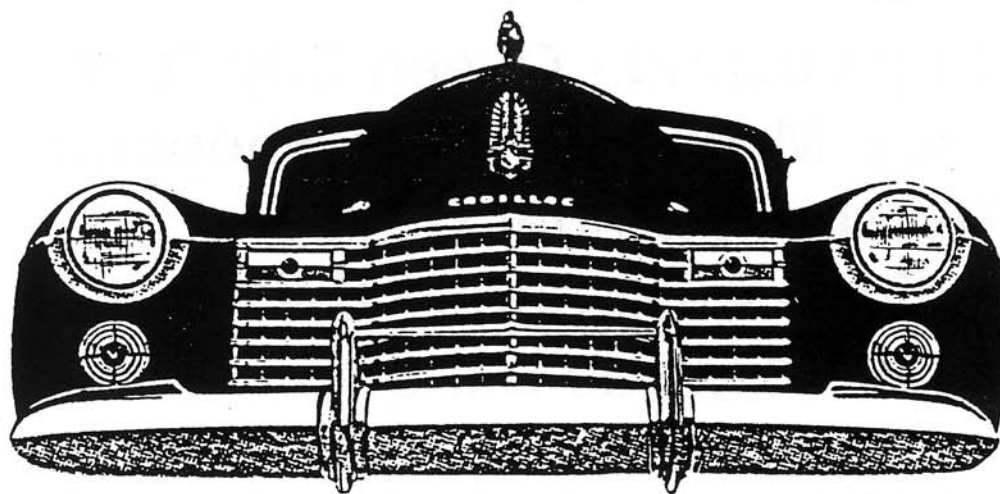
Delta Airlines is our official airline and is offering a "Special Rate" for our Grand National. Have your travel agent call 1-800-221-1212 and ask for the Special Meetings Network. Our File Reference Number is D48021. The Greater

Cincinnati Airport is southwest 14 miles in Kentucky. Transportation to the Hotel may be arranged beforehand with Key Transportation at 513-681-7572. The fare is approximately \$22. All major car rental companies have offices at the airport.

The car show will be held in a lovely park, 2.2 miles south of the hotel. Car washing facilities will be provided at the Hotel. Transportation will be provided to and from the Hotel on Saturday.

In case you have never been to the Midwest in August, we think that you should know that our summers tend to be hot, with an average high of 86°F; however, the humidity will make it feel even warmer.

Come to the Buckeye Region's Grand National, "Cincinnati '91", August 14-17. Renew old friendships, make new ones. Admire those beautiful Caddys and LaSalles. Please make all of your reservations early so you won't be disappointed. We are truly looking forward to seeing you in Cincinnati.



1941

Cadillac
50th Anniversary

1991

Schedule of Events

| | | |
|------------------------|--|--|
| Wednesday 14 Aug 91 | 12:00 PM - 5:00 PM 6:00 PM - 7:30 PM | Registration Presidential Ballroom Welcome Party (cash bar) Ballroom (Meet your National Officials) |
| Thursday 15 Aug 91 | 9:00 AM - 6:00 PM 9:00 AM - 4:00 PM 9:00 AM - 1:30 PM 9:00 AM - 3:30 PM 6:00 PM - 10:00 PM | Registration Presidential Ballroom Swap Meet Rear Parking Lot Queen City Tour Including Bus & Lunch Kings Island Admission & Bus Antique Auto Shop Elsmere, KY (Transportation only, no dinner) |
| Friday 16 Aug 91 | 9:00 AM - 5:00 PM 9:00 AM - 4:00 PM 9:00 AM - 3:30 PM 10:00 AM - 3:00 PM 5:30 PM - 10:00 PM | Registration Ballroom Swap Meet Rear of Parking Lot Kings Island, Admission & Bus Tour to Historic Lebanon, Ohio Riverboat Dinner Cruise (Casual Dress) (Dinner, Entertainment, Transportation, Cash Bar) |
| Saturday 17 Aug 91 | 8:00 AM - 10:00 AM 8:00 AM - 10:00 AM 10:00 AM - 3:00 PM 9:30 AM - 3:30 PM 5:00 PM - 7:00 PM 7:00 PM - 10:00 PM | Registration Ballroom Placement of cars at Gower Park Judging Shopping, Kenwood Towne Center (Transportation only) Cocktail Party (cash bar) Awards Banquet -Presidential Ballroom |
| Sunday 18 Aug 91 | | Farewells and Departures |



You'll Enjoy

- Kings Island • Queen City Tour
- Swap Meets • Antique Shopping Tour
- Riverboat Dinner Cruise
- Antique Auto Shop • Car Show
and Awards Banquet

Meet Headquarters at the Holiday Inn North
Cincinnati, Ohio 45241
(at the intersection of I-275 and US 42)



**Cadillac-LaSalle Club
Buckeye Region**



Gary Nelson
8739 Schoolhouse
Maineville, OH 45039

June 5, 1991

Mr. Allan W. Dowling, President
Brougham Owners Association Inc.
19 Manning Drive
Brea, OH 44017

Dear Allan,

Allow me to introduce myself. I am Gary Nelson Pres. of the Buckeye Region CLC Club. I received a copy of Don Carrico's letter to you dated May 9, 1991 regarding BOA participation in CLC Grand National Meet August 14-17, 1991 in Cincinnati. I too would like to extend the Buckeye Regions welcome for all BOA members to attend the 1991 Grand National. As Don stated all members attending would have to be National CLC members.

Personally being a long time admirer of Eldorado Broughams but too poor to own one I can't imagine anyone lucky enough to own a Brougham not wanting to belong to both clubs. Cadillac comradery is a great thing to be cherished. This would also be a chance to promote the BOA. From what I learned over the years about Cadillacs I feel fairly certain there are a good number of Eldorado Broughams and BOA members within a 500 mile radius of Cincinnati. As Don stated, "Let's see if the BOA can make Class 21 the biggest class this year!!!"

If I can assist your club with obtaining your own meeting room for an officers meeting etc. during that week of Grand National or can give any other assistance please let me know. Our region would also like to extend an invitation to all of your members to participate in our annual "all Cadillac show" at the Air Force Museum in Dayton, OH on July 14, 1991. This show is open to all Cadillacs. Here's another chance to promote BOA. Wayne Turner, our vice-president, is in charge of this event. I will have him contact you regarding details.

In summary I feel BOA Club has much in common with CLC, after all the whole idea is to enjoy our cadillacs isn't it. Hope to see you at the Grand National.

Sincerely,

Gary Nelson

Gary Nelson
Pres. Buckeye Region

cc: D. Carrico, R. Esposito, F. Gentry, C. Steig, W. Turner

Mr. Jack Wilkie
Vice President
Corporate Communications
Franklin Mint Precision Models
Franklin Center, Pennsylvania 19091

May 2, 1991

Dear Mr. Wilkie:

I would like to take this opportunity to ask you to pass on a request and observation that I have to the appropriate people within the Franklin Mint organization.

First, "Congratulations!" The Franklin Mint does an outstanding job in the creation and execution of precision models. I have many and look forward to new releases because of the high quality that is produced. Second, I know you are always looking for suggestions for new releases, and I offer and suggest that you consider the release, in 1:24 scale, of the 1957 Cadillac Eldorado Brougham. I have enclosed some information about the vehicle, as well as a few glossy colored pictures, in case you haven't seen one recently.

To try and describe the car in a few words, I would like to quote an article in "Car Collecting & Investing" as follows:

"Called 'the most technically advanced car of all time,' the gadget- and accessory-laden 1957 Brougham was 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."

Further, it can be quoted to say that, "... the Brougham is a limited edition, hand-built piece of American automotive history."

I know there is a lot of interest and a great following of this vehicle, as well as an active owners' organization - the Brougham Owners Association. I am sure producing this outstanding vehicle in a precision model would be a worthwhile venture.

Thank you for your consideration, and I would welcome a response as to the decision with regards to this recommendation.

A copy of Dick's letter and one of my own is going to the Danbury Mint folks. I bought their "53" Eldo. and was very pleased with it. A Brougham of the same quality would be fantastic.

A.W.D.

Very truly yours,

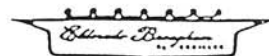
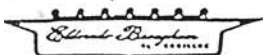


R. E. Lannen

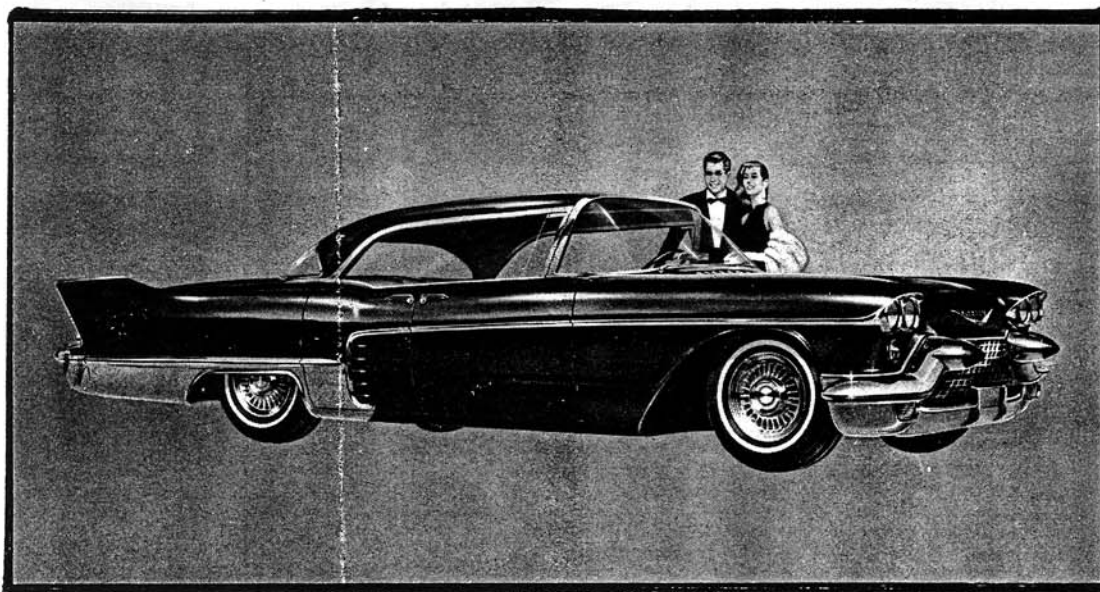
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Enc.

c: Mr. A. Dowling, Brougham Owners Assoc.
Mr. T. Rubritz, Franklin Mint
Mr. D. Stone, Wheels Newsletter

BROUGHAM HISTORY



Assembly Instructions For Your **CADILLAC ELDORADO BROUGHAM**



INTERESTING FACTS ABOUT YOUR CADILLAC ELDORADO BROUGHAM.

First shown as a "dream car" in the 1956 General Motors Motorama, the Cadillac Eldorado Brougham represents the ultimate in wheeled luxury. This special five-passenger sedan which includes "the greatest number of important technological advances ever included in a custom built automobile," reveals also a wide departure from conventional automotive styling trends.

Having an extremely low overall height of 55.5 inches, the grace and sleekness of the car is accentuated by the absence of the center door pillars. The smoothness of the fender line and the characteristic tail fins mark the BROUGHAM as one of the most dramatically styled cars of all time.

Through the use of entirely new construction methods, which include an all new frame design, all of the exterior dimensions have been reduced without sacrificing passenger comfort. The wheelbase is 126 inches, the overall length is 216.4 inches, and the width is 80 inches. A mighty V-8, overhead valve engine powers the BROUGHAM, and the newly developed suspension system features air cushion springs.

A wide variety of upholstery combinations featuring cashmere, nylon, and leather in many interesting patterns is available. One of the car's many unique features is a retractable rear seat armrest which contains a storage compartment fitted with a vanity, tissue dispenser, cigarette case, and a large mirror. The dash panel has been designed to give the driver the greatest possible visibility of instruments, as well as easy access to the various controls.

The price tag of \$13,000, along with the exclusive styling and engineering features, makes the CADILLAC BROUGHAM one of America's outstanding automobiles.

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H-1214

LITHO IN U.S.A.

Yes, there was a fairly good model of the Brougham produced in 1957 made by Revell. It's interesting to note that there is no mention of the stainless steel roof. The drawing on the box also depicts the Brougham with sabre wheels, no rocker panel covers, mirror on the dash, and what appears to be wheelwell moldings. The model itself is more of a reflection of the production car with the exception of the mirror remaining on the dash. Con't. pg. 7.

Apply cement sparingly, since it will soften plastic if too much is used. Do not let cement touch the eyes or your clothing.

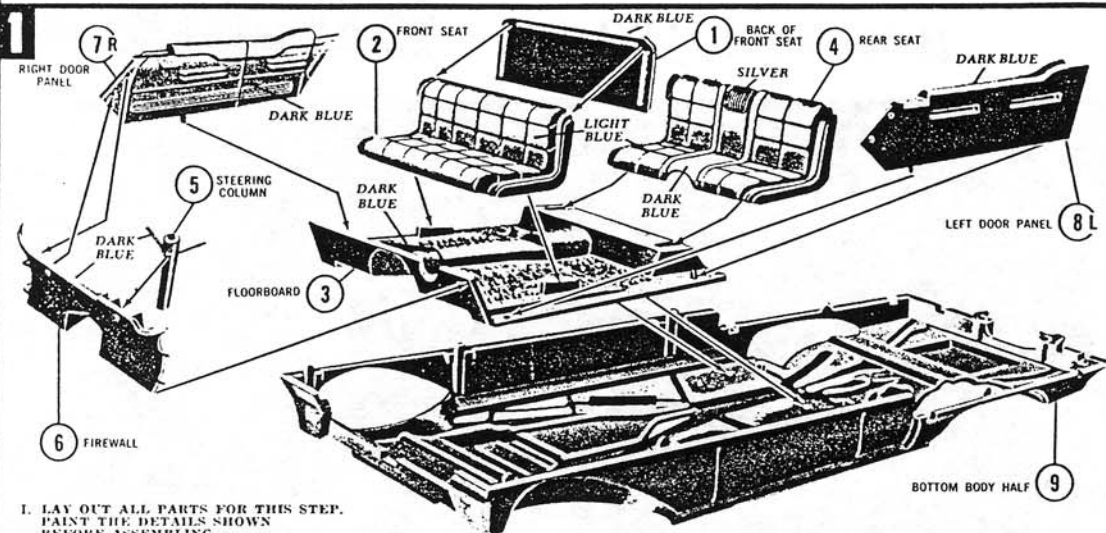
Read Instruction Sheet over carefully before starting to build your model. This kit is molded of Styrene Plastic. Be sure to use only **REVELL TYPE C CEMENT** for best results. Ask for it by name. Before assembling kit, trim all excess plastic from parts for a good fit. **NOTE:** All parts are numbered to help you identify them easily. Also, small parts are tabbed with number tabs, or numbers are placed on the plastic near the parts. This is important. Paint all parts and let dry before assembling. **USE REVELL PAINT SET Enamel Colors.**

FOLLOW NUMBERED

STEPS CAREFULLY

FOR EASE IN

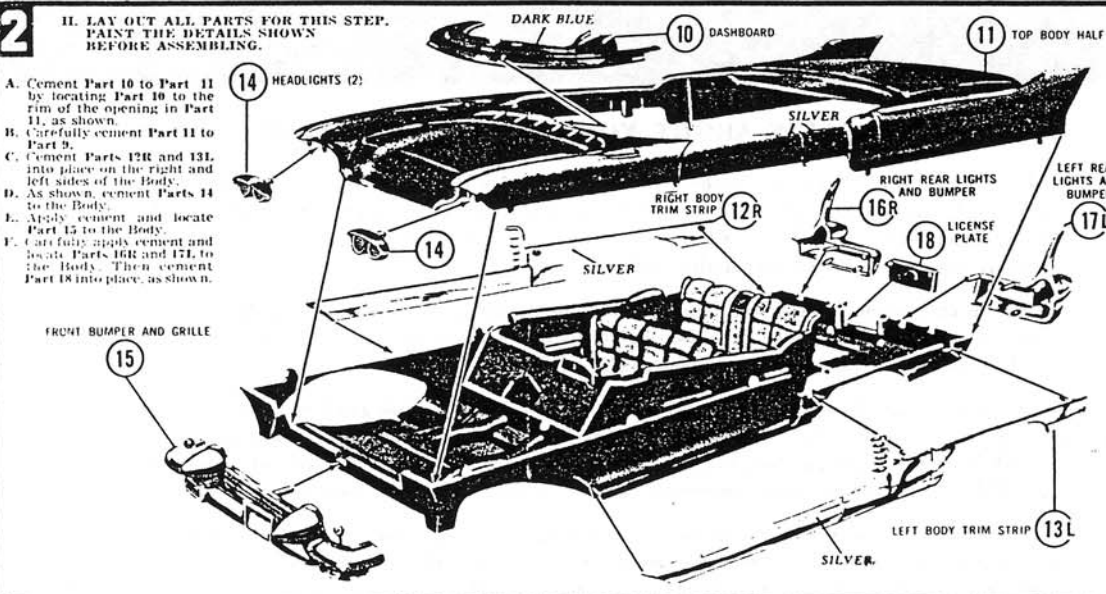
BUILDING YOUR MODEL



I. LAY OUT ALL PARTS FOR THIS STEP. PAINT THE DETAILS SHOWN BEFORE ASSEMBLING.

- A. Cement Part 1 to the back of Part 2.
- B. Apply cement and locate Part 2 onto Part 3.
- C. Cement Part 4 to Part 3, as shown.
- D. Cement Part 5 onto Part 6.

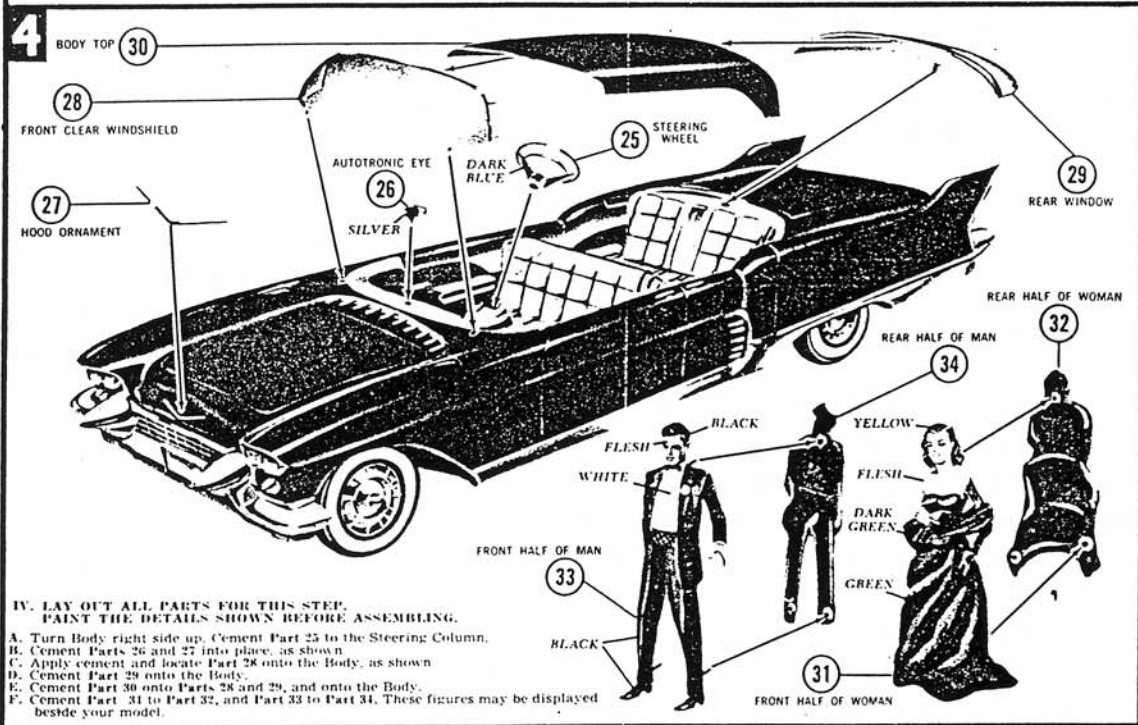
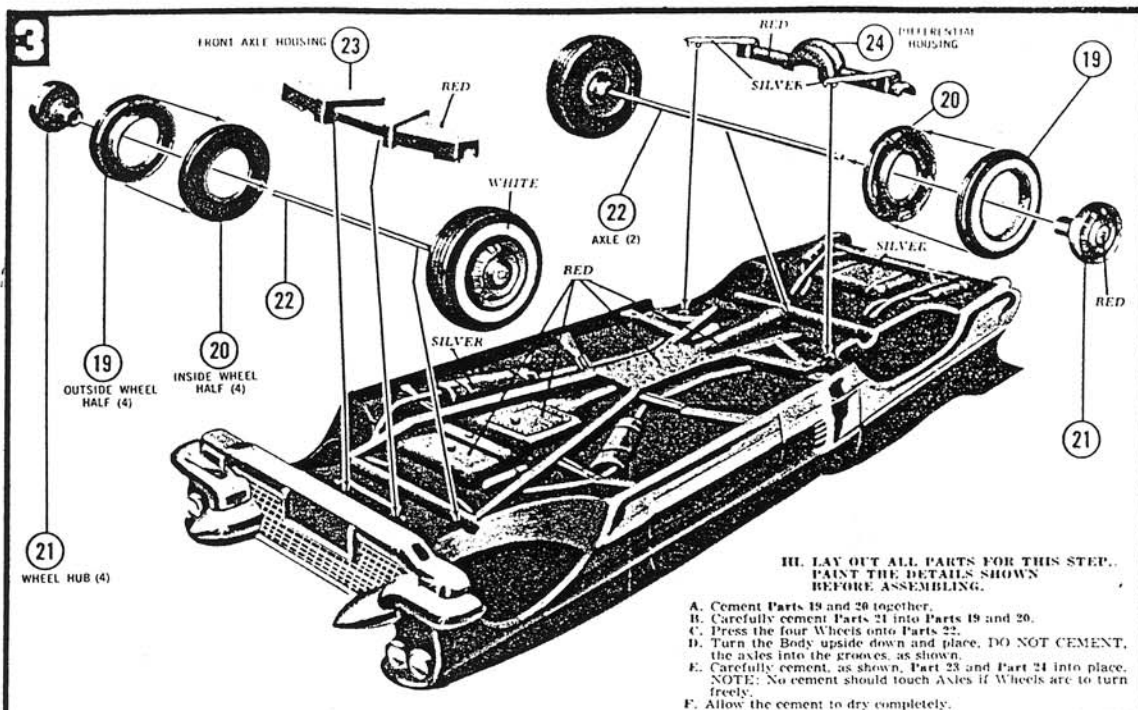
- E. Cement Parts 7R and 8L into place on Part 3, as shown.
- F. Apply cement and fit Part 6 between Parts 7R and 8L, and onto Part 3.
- G. Apply cement and locate the completed Floorboard Unit onto Part 9. Set aside to dry.



II. LAY OUT ALL PARTS FOR THIS STEP. PAINT THE DETAILS SHOWN BEFORE ASSEMBLING.

- A. Cement Part 10 to Part 11 by locating Part 10 to the rim of the opening in Part 11, as shown.
- B. Carefully cement Part 11 to Part 9.
- C. Cement Parts 12R and 13L into place on the right and left sides of the Body.
- D. As shown, cement Parts 14 to the Body.
- E. Apply cement and locate Part 15 to the Body.
- F. Carefully apply cement and locate Parts 16R and 17L to the Body. Then cement Part 18 into place, as shown.

If your lucky enough to find one of the original models in the box be prepared to pay a good buck for it. At this point they are quite rare and the dealers know it. Wish I had all that I bought back then that somehow ended up in the trash. Well, what thirteen year old could or would save models as a thirty + year investment. Remember, it was 1957. Besides they were only \$1.49. The model can be finished to look very well using a few model builders tricks. The side mouldings can be authentic looking chrome using the adhesive silver tapes at your local hobby shop. Fender louvers and window trim should also be done in the tape. The top can be finished to perfection as follows. Using 150 grit sandpaper, sand the plastic to obtain the brush lines. Con't pg. 8.



In order to have the perfect stainless steel look on plastic a trip to the local craft shop is next on the agenda. Pick up a tube of "rub & buff" (silver) - comes in a tube. Using a rag or paper towel apply an even coat to the top. After the surface has dried buff with a soft cloth to bring up the shine. Your top is now ready to assemble to the model. I will have a completed model on display at C.L.C. Nationals plus one I made into a towncar. You will have a chance to see how these little tips add the finished look to the Revell model. We still need a good size replica from Franklin or Danbury Mint to best represent the "Crown Jewel" of Cadillacs.

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

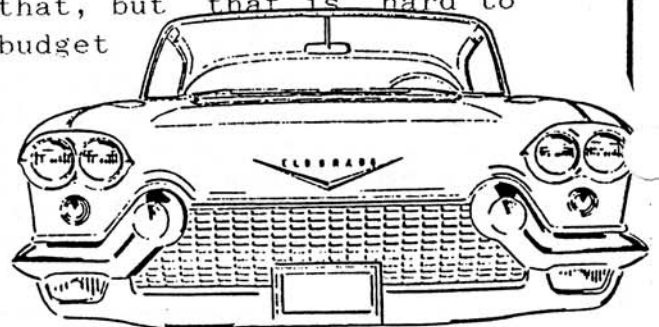
June 25, 1991

Dear Members,

Despite current economic conditions we will continue to press on with our research and development work on Brougham restoration. These cars take so long to restore that we cannot let fluctuations in the market place affect our decisions to invest in quality restorations of our Broughams, that is we want to get this done in our life time. It is still my opinion that only Broughams restored 100 percent correctly and authentically will achieve the optimum monetary appreciation. As time passes I am confident that the Brougham will prove to be the most sought after and valuable post war, American car, bar none! Honestly what can compare to it? A '59 Eldo convertible seems to be a Chevy in comparison.

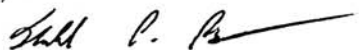
There is no amount of money that can buy a perfect (100 point) original Brougham, nor are we able to buy a perfect (100 point) restored car. This is the unfortunate circumstance that all of us are in and it is caused in large part by lack of restoration parts and services. No one knows better than I (and my very tolerant wife) how deep ones pockets must be in order to restore a Brougham I have spent every penny I can spare and my children's inheritance on this endeavor. No One could afford to restore just one Brougham the way we are attempting to, thus the need to sell parts in order to amortize tooling costs.

Enclosed please review the list of "New" previously unavailable parts for Brougham restoration, and our 'wish list' of items we are currently working on. Please contact us as soon as possible if any of these latter items interest you. Without proper financial support these items are doomed to a still birth or worse yet a more common scenario that I will invest three times what I take in. I've done a lot of that, but that is hard to continue! It is very hard to do on a budget that which General Motors had a blank check for.



In closing I'd like to sincerely thank all of you that have made this club a reality and those who have generously supported our previous efforts. Till next time!

Sincerely,



Michael Rizzuto, President
Mastermind Creations, INC.

NOTE: Since parts are the primary problem in Brougham restoration it only makes sense to gather all necessary items prior to beginning restoration. In an effort to encourage this and generate cash sufficient to meet the need we will, (starting July 1, 1991 ending June 30, 1992) extend a 10% discount to all parts orders totalling \$3,500. or more.

New Items Available Now!

- 1959 & '60 Air Suspension Rebuild Kit
- 1957 - 60 Air Suspension Copper Line Sets (exact replicas)
- 1959 & '60 Air Suspension Plastic Line Replacements
- Stainless Brake Lines
- Stainless Fuel Lines
- Original Ribbed Style Heater Hose. O.E.M. specs
- 1959 & '60 Mud Flap Kits for Wheel Wells
- 1957 & '58 Spare Tire "T" Handle
- 1957 - '60 Upper and Lower "A" Frame Rubber Stoppers

Wish List

- 1957 & '58 Anodized Aluminum License Plate Frames (stamped like original)
- Front Cowl "V" emblem planned in correct anodized aluminum finish.
- Air suspension Diaphragms front & rear (molded to O.E.M. specs with steel rings)
- Dash Pads (molded plastic as per original)
- Fuel Tank bottoms to replace those smashed by driveways (everyone I've seen has been damaged somewhere)
- 1959 & '60 Brougham Cloisonne Badge
- 1959 & '60 Tail and Reverse Lite Lenses
- 1957 & '58 Left and Right Fog Lenses

" the CAR the ART " ,

Background & Narrative

SHOW THEME: A Chronology of the Car Through Its Art

With the bursting population of automobile enthusiasts growing at a geometric rate, an obvious need for advancement/evolution in the collector car/auto enthusiast, culture, and purpose is prevalent. The past, present and future meaning is essential to the millions of enthusiasts who have made the car a hobby, investment, career, or possession. This meaning must deepen if the enthusiast is expected to continue to participate and look to the future. "the CAR the ART" is founded on revealing this new and different chronology of the car and its associated art through an artistic/design/styling medium we all know as "Automobile Art."

The automobile as an art form is well recognized when so many cars sell today in excess of a million dollars. Although money does not define an object as art, you only have to look at a collector car and you will see the art. Because of its accepted identity as art, serious investors feel very comfortable in trading it almost as a commodity. It must be the artful nature of the automobile (its style, nostalgia, limited numbers, quintessence) that supports this growth, because in today's market anything new over \$10-20K must represent something other than transportation. Maybe it is the synergy of having collector cars and transportation which brings driving and investing together. The benefit for the enthusiast can stretch from the Zen associated with a restoration project, profit from buying and selling or to just having a collector car, automobilia, or car art. This artful nature of the automobile was evident in the show called "Automobile and Culture." It was an art/car exhibition in support of the Los Angeles Olympic Games and was hosted by the Museum of Contemporary Art (MOCA) in Los Angeles. It was the largest

AutoFaire 10751G Lakewood Blvd., ■ Downey, CA 90241 ■ (213) 923-3310

attended show in the history of MOCA. Again, it is well-founded that **"the CAR the ART"** -- a 30-day exhibit of fine paintings, sculptures and significant automobiles -- be displayed in the Los Angeles basin, the real car capital of the world.

As early as 1982, show organizer Mr. Dave Robertson (President of IMC, a management consulting firm since 1974, car collector of over 30 years, and auto event organizer/promoter) has had this event idea. The idea was originally conceived as a subordinate event to auto racing, recognizing that automobile art was in its infancy and collector cars were starting a growth rate never before to be matched by anything but the silver and gold bull market in 1980. Since that time, baby boomers and senior yuppies have held the automobile as sacred as religion. Auto art and collector cars have emerged into a marketplace where professional societies, investors and hobbyists all interrelate to expand and enhance the quality of the cars and market. Automobile art has emerged as "the fastest growing field of art, worldwide." So, now it's time that the idea becomes fact as **"the CAR the ART"**.

This exhibit will be held for a full month in the Fall 1991. Some of the finest automobile artists in the world will display their works with automobiles from the same period as the art. Included will be all types of cars, from Steam Cars, Grand Classics, Race, Street Rods and Customs, Fifties Classic, Muscle, Sports, Exotic and Future Prototype Cars. About 60-70% of the art will be available for purchase. A small percentage of commercially-sponsored art displays is planned, as are locally-sponsored art projects from nearby colleges and design centers. Recognizing that major exhibition centers are not reasonable for such a lengthy display, requiring unique backdrops and pre-show construction, it is intended to use a commercial/industrial building about one acre in size. The location will be centrally located between San Fernando Valley and South Orange County, with the specific address to be announced 3-4 months prior to the Show. A local charity to benefit from the Show will be identified.

AUTOFAIRE CORPORATION has set forth a plan and commitment to present **"the CAR the ART"** where auto enthusiasts can further their relationship/experience/education with the automobile through its artistic nature.

Classified

IMPORTANT NOTE

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

CARS FOR SALE

1957 Eldorado Brougham, original deauville gray metallic paint still shines ! Runs and drives excellent. Same owner since 1962, recently spent \$16,500.00 on mechanical service including complete air suspension overhaul. All parts in excellent condition. Needs restoration to be show, but can be driven with pride as is. If you want an excellent, very complete, very rare, unmolested original car for restoration this is the best you can hope for. Exciting color combination. \$23,500.00. Michael P. Rizzuto (714) 244-0460

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 under-carriage detailed. Needs interior completed and exterior chrome installed. Vanity items negotiable. Dr. Rick Zeiger, Beverly Hills, CA. (213) 275-8156

(2) 1957 Brougham #319 or #320:

#319 has only 30mi. 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.

1958 Eldorado Brougham - White with blue leather interior. All original and on air. (4) N.O.S. diaphragms go with car. No vanities. A/C perfect, all accesories in good working order. \$23,000.00 call Lucie Sabella-Alessio (305) 782-9888 Fla.

Meet Headquarters at the Holiday Inn North
Cincinnati, Ohio 45241

(at the intersection of I-275 and US 42)

CARS FOR SALE

BROUGHAM COLLECTION:

These rare Italian built Cadillacs present a rare opportunity to own a very unusual and special post war factory custom with superb investment potential:

1959 Pininfarina: only 99 ever produced! Perfect windshields, not running, needs restoration. 98% complete. Black exterior, full white leather \$14,500.00 Body #16

1960 Pininfarina: only 101 ever produced! 35M original miles, runs and drives, on air ride, special order lavender metallic with bone white leather, needs restoration, 98% complete. \$22,500.00 Body #38

1960 Pininfarina: 98% complete original car from Newport Beach, Ca. Runs and drives on air ride, black exterior, grey leather, needs restoration. \$12,500.00. Body#46

SEEN ONE LATELY? Call (714) 244-0460.

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

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.

For Sale: 57-58 Eldorado Brougham parts, 20 year collection of parts call Dr. Zeiger (213-275-8156) with your needs.

FOR SALE - Front fender lower moulding: (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. 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.

Parts Wanted

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.

One original stainless steel drinking cup, Dr. Zeiger (213-275-8156).

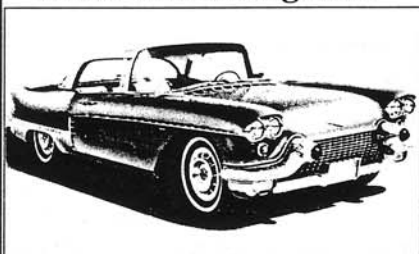
Right rear fender skirt. Need good straight part with no deep scratches and no dents. Contact - Greg Field (203) 953-0029.

PARTS WANTED - 1959 Eldorado Brougham: (Car #66) A nice all leather front seat. Red rear tail light lenses for pod and fin. Back-up light lenses (clear). Front glass fog lenses, not scarred or pitted. Contact Hill R. Moore, 2812 Rosedale, Dallas, TX. 75205.

PARTS WANTED - The gasoline plate which goes on the gasoline door opening to the gas tank which reads GASOLINE. The "V" which goes underneath the Eldorado letters on the cowl above the front bumper. Two (2) of the small emblems which go on the side of each of the front fenders and which reads Brougham by Cadillac. Call Thomas F. McGarrity, 200 Mamaroneck Avenue, White Plains, N.Y. 10601 (914) 684-0200.

PARTS WANTED - Front cigarette lighter, a set of original Delco shock absorbers. Contact Bruce Sansone, 2000 Seadrift Drive, Corona del Mar, Ca. 92625 (714) 720-1874.

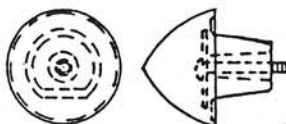
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1957-58 Caps front bumper guard. Replaces #1466583. Rubber with molded in plate and bolt. A beautiful reproduction of this vital part. Eldorado Brougham only.

\$105.70/pr.



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1936-66 Masticated sheet. 3/32" thick rubber sheet containing random milled cotton cord reinforcement, used for front end splash aprons, etc. You cut to required pattern. Available in approximately 42" X 60" sheets, sold by square foot in any rectangular size which is within these dimensions. Most models.

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1957-58 Weatherstrip, hood to cowl. Correct cross section extrusion cut 44" long. Replaces #4689677. Eldorado Brougham only (7059X).

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WEATHERSTRIP

Windshield Gasket

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Winshield Post

C-0552 \$27.00

Vent Window (main)

C-0038-BD . . . \$147.30

Vent Division Post

C-0511 \$57.30

Door Lock Pillar

C-0573 \$81.40

Front Door (sold by the foot)

C-0491 \$3.00

B Pillar Center Bumper

C-0508 \$29.40

Roof Rail

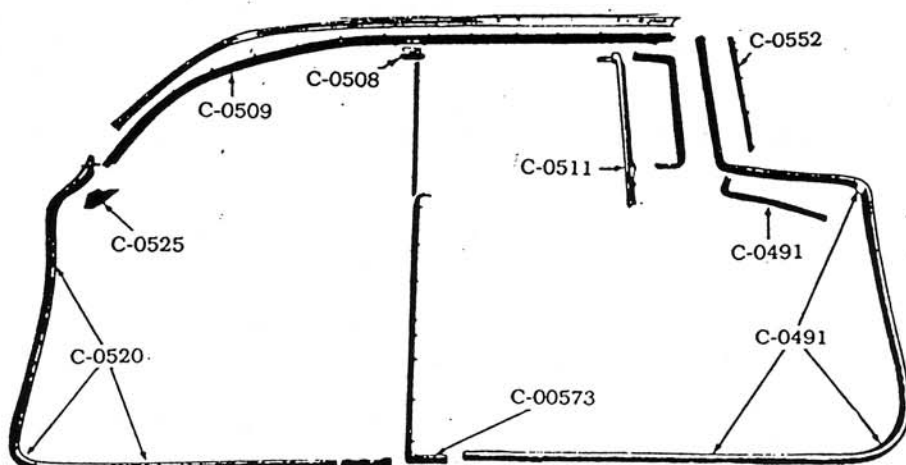
C-0509 \$123.60

C Pillar Filler

C-0525 \$19.75

Rear Door

C-0520 \$88.60



Trunk Lid

C-0896 \$58.30

Hood to Cowl

C-0908 \$52.10

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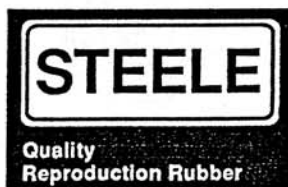
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LITERATURE

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. 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 W. Dowling, 19 Manning Dr., Berea, Ohio 44017.
3. Eldorado Brougham electrical circuit diagrams. (18) pages. Not in manual. \$12.00 to B.O.A. members, \$18.00 all others. Allan W. Dowling, 19 Manning Dr., Berea, Ohio 44017.
4. 57/58 Jack instructions \$12.00 ea. Gerald Schantz, 29 Rio Pinar Trail, Ormond Beach, Fla. 32174.
5. 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.
6. 1959 Brougham service supplement (15) pages \$15.00 to B.O.A. members, \$18.00 all others. Allan W. Dowling, 19 Manning Dr., Berea, Ohio 44017.
7. 1960 Brougham service supplement (5) pages \$5.00 to B.O.A. members, \$7.00 all others. Allan W. Dowling, 19 Manning Dr., Berea, Ohio 44017.

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