

Brougham

Season's
Greetings

Owners

Association



Newsletter Vol. 3 No. 4

Brougham Owners Association

B.O.A. Newsletter Vol. 3. No. 4. Winter 1991

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President's Message

Happy New Year! We hope all of you had a joyous holiday season. Looking forward to "92", the big event for us is C.L.C. Nationals in Phoenix. June is not all that far off, so starting to plan now is a good idea. If you live in the Phoenix area you will not want to miss this one. There are a lot of Broughams in the west, and I'm confident that we can set a record for Broughams in attendance. How about it California members? You have the majority of Broughams. We are counting on you to round out the field with some of those California beauties. We plan on being a lot better organized this year to conduct meetings and seminars. We know some of the top Brougham experts will be there - we will be calling on you to "pick your brains" a bit. Read over pages 2 & 3 The Grand Canyon Region has a fantastic schedule planned. We will keep you updated as new information is received.

The B.O.A., with this issue, is entering its fourth year of operations. A lot of you will be receiving your renewal notices this month and will notice that dues have gone up to \$20.00 from \$18.00 per year. I hope you understand that this increase is needed to better our service to all members. Rest assured we can not continue without our faithful dues paying members - no club can nor does. We need all 140 of you to continue our mission. We are not the "55-57" Chevy Club with 91,000 members at \$39.00 each. So, we ask that you give this fact some thought and favor your club with a prompt response to the renewal notice. If we are not meeting your needs, please let us know what you would like to see us do. During the last quarter very little correspondence was received. Write or call - your thoughts both positive and negative will be appreciated and responded to.

On the lighter side, pick up the new January "92" issue of Connoisseur magazine. There is an excellent article on old cars including a color spread of the Brougham at the Cadillac Museum in Detroit. Let's hope we all prosper during this new year so we can keep the Brougham dream growing - again, from both of us - best wishes for the new year.

Till spring

Al & Jean Dowling

Al & Jean Dowling
Jean M. Dowling

On Our cover

Our cover car this issue is #230. The proud owner is Roger Zimmerman of Studen, Switzerland. P.S. to be on our cover send a sharp color 4 X 6 photo. How about a 59 or 60.

1992 Grand National

June 8 - 14

Phoenix, Arizona

The Grand Canyon region is excited to be hosting the Cadillac / LaSalle Club's 1992 Grand National meet. We will offering special tours before and during the Meet so your whole family can enjoy a weeks vacation in Arizona. They include: two Grand Canyon trips, the red rock country of Sedona, Old Tucson and it's famous western movie sets, Old Mexico, exclusive Scottsdale shopping areas, several of Arizona Auto collections, Western BBQ and shoot out at Rawhide a real treat for the whole family and our extra special tour of the General Motors Desert Proving Grounds, complete with driving demonstrations the GM dynamics track.

Our host Hotel will be the Crescent Hotel in Phoenix. The Crescent is located next to our major freeway with easy access from anywhere in the county. Within two miles of the Hotel you will find one of Arizona's Largest shopping centers, Metro Center, and over 35 Restaurants from fast food to gourmet. Once inside the Hotel's Garden walls you will be treated to an elegant Southwestern style hotel with all the amenities. The Crescent offers swimming or lounging by the pool, tennis, basketball, volleyball, squash, sauna, soothing whirlpool, health & fitness center, and golf is just minutes away by hotel limousine.

The Saturday Meet will be held in the Crescent's adjoining 8 level ramped parking structure. Extra lighting will be added to enhance the cars. The big swap meet will also be covered for it's 3 day run.

This will be a Grand National you can bring your whole family to and everyone will have something to do. So come and enjoy "FUN in the Sun" Arizona Style. Combine your family vacation & Cadillac / LaSalle Grand National. Something for everyone! Memories to last a lifetime! COME & ENJOY!!!!

AIRFARES - AMERICAN AIRLINES

American Airlines is offering to all attendees a five percent (5%) discount off of the lowest published fare or a forty percent (40%) discount off of the full coach fare. Discounts are applicable from any city serviced by American Airlines for attendance to the 1992 Grand National Meet. Reservations may be made by contacting R. Lee's TRAVEL EXPRESS at 1-800-526-3034 or American Airlines at 1-800-433-1790.

CAR RENTALS - BUDGET RENT A CAR

All attendees who travel to the 1992 Grand National Meet with American Airlines are eligible to receive the corporate discount with Budget Rent a Car. The discount applies to all car categories & daily or weekly rentals. The amount of the discount will be made available approximately six months prior to the meet.

GRAND NATIONAL TENTATIVE ITINERARY

- Monday, June 8, 1992
Special tours available
- Tuesday, June 9, 1992
Special tours available
- Wednesday, June 10, 1992
Grand National Meet registration.
Special tours available
Evening welcome party & dinner.
- Thursday, June 11, 1992
National board meeting
Special tours available
swap meet
Evening dinner at 1880's Western town.
- Friday, June 12, 1992
Special tours available
Tour of General Motors Proving Grounds
Swap meet
Evening cocktail party & Cadillac appreciation dinner.
- Saturday, June 13, 1992
C L C National Meet
swap meet
Special tours available
Awards Banquet.
- Sunday, June 14, 1992
Photo opportunities
Farewells & get away day

Extensions for your stay may be easily arranged. Arizona has so much to offer & the area resorts have wonderful savings for summer stays. Your extension may be added at the beginning or end of the meet. Don't forget -- Las Vegas & Disneyland are only a few hours away.

TOURS & LOCAL SIGHTSEEING

Phoenix / Valley of the Sun Tour (approximately 5 hours), Sedona / Oak Creek Canyon (approximately 9 hours), Apache Trail / Steamboat Cruise (approximately 7 hours), Nogales, Mexico (approximately 9 hours), Historic Tucson (approximately 11 hours), Grand Canyon Express (approximately 15 hours) and Grand Canyon Overnight (2 days). Tours range in price from \$20.00 to \$119.00 per person. All may be arranged in advance & will be offered on the 1992 Grand National Meet Registration Form. Many other tours & attractions are offered. Call R. Lee's TRAVEL EXPRESS for additional information. R. Lee's TRAVEL EXPRESS has a FAX number (602-940-1518) & a toll-free number (800-562-3034) for all participants throughout the U.S. for reservations & assistance. TRAVEL EXPRESS guarantees the lowest available airfares at the time of booking - plus the ease of one call service to reserve airlines reservations, car rentals & optional sightseeing with tickets & documents delivered to your door. Office hours - Monday through Friday, 8:30 am to 6:00 pm and Saturday 9:00 am to 1:00 pm, PST. So come and enjoy

"FUN in the SUN"
Arizona Style



**For More
Information
Call**

Travel & Tours

**Travel Express
(800) 562-3034**

Hotel Information

**The Crescent Hotel
(800) 423-4126**

Grand National General Information

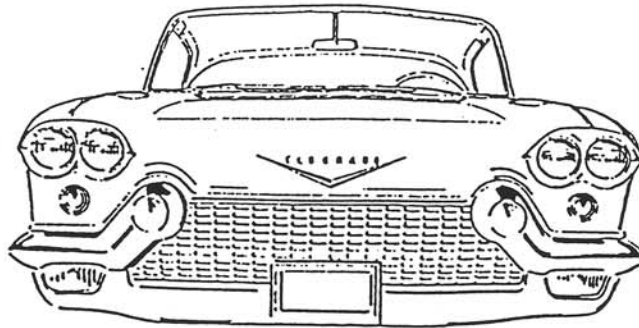
**Bill Carr
(602) 979-1100**



Mr. Peter M. Dorey
Bridgton, Maine 04009-9550

Nov. 12, 1991

Mr. Allen W. Dowling
19 Manning Dr.
Berea, Ohio 44017



Dear Mr. Dowling:

Re: Brougham Owners Association, I own a 57 and 58 Brougham.

I recently learned from Chester Barrows of Cranston, R.I. that you are the current BOA President. In 1965, I was a member of the Los Angeles BOA (President, Crofton Jones). Due to the needs of the service (Coast Guard) I have strayed from the BOA for many years. After 32 years of shipboard and aviation service, trained as an electrician's mate, electronics technician and aviation electronics technician, I retired in 1983. I am now 58 years old.

I retired to my spawning grounds, purchasing a home built on the site of an old gristmill, purchasing its water power, and mill privileges. My intentions are to develop its micro hydro power (24KW) for power independence and a little inflation proof income. From an engineering point of view this hydro project is a piece of cake. However, I am having many problems with Maine's Department of Environmental Protection and legal problems with the 34 camp owners on its 141 acre reservoir. They don't want me to use the reservoir, (deeded to me) and are using concerns for its environment as a smokescreen to prevent my use of it.

My first Brougham (Ser. # 58P068889, body # 666) was purchased in 1959 from the original selling dealer, Southern Motors of Memphis, Tenn.. This was a present to myself, after graduating from a year of advance avionics training at NATTC. I was very fortunate, the car was less than a year old and complete with "all" glove box and rear arm rest equipment, immaculate and everything worked. The rear bumpers had been tarnished by the exhaust fumes. New ones had been installed, and the exhaust system re-directed to protect the new bumpers. The purchase also included its maintenance records, including the pre-delivery wash job to its original owner! (I have kept all maintenance records since.) The only short coming was its tires, the original 8:40 low profiles had been replaced with 8:20 x 15's except for the spare, the 8:20 wouldn't fit into the trunk.

After purchasing the car I made one short trip home to Maine in January of 1960, (salt on the roads), then drove to my new duty station in San Diego. When I arrived, its under-carriage was completely flushed with fresh water and steam cleaned. I also replaced the 8:20 tires with a new set of the original "Brougham tires" 8:40 x 15's. Shortly after I put them on, I learned that I had apparently purchased the last set in the country. I promptly removed them (5) setting them aside for show purposes.

As all Brougham owner's have found, most Cadillac dealers had/have difficulty (nightmares) in maintaining its sophisticated systems, particularly if they didn't sell a new Brougham. One Cadillac mechanic wanted my hide. He didn't turn the ignition key all the way "off", before he dove into the fan belts. Just as he got his hands in there, the engine commenced to turn over. "He wasn't happy!" He accused me of altering the car's wiring. I informed him that its "automatic re-start system" was working as designed by Cadillac. Eventually, I gave up on Cadillac maintenance for all systems except for the engine, transmission, and body, taking on the air suspension and electrical systems myself. Fortunately, my electrical, electronics, and aviation (pneumatics etc.) background made my maintenance task more palatable. Armed with the Cadillac and Brougham Service manuals, a complete set of all the applicable "Cadillac Serviceman", and the Brougham Parts, book I was able to keep it up. (pun intended)

In the case of the test stand for the air suspension, I made my own in our Air Station machine shop. Cadillac's test stand, test the air spring assembly in its "static" mode only. In its "static" position, a slight air leak in the rubber diaphragm might "self seal", and appear ok on the bench. When installed on the car the diaphragm naturally flexes under normal driving conditions, and may expose a hidden leak. When the car is at rest, the leak disappears, very frustrating! On my improved test set, I am able to cycle the piston up and down on the bench, (with the use of a leveling valve) simulating the suspension's full range of travel, exposing any potential leaks on the bench, - before installing on the car. This also allows me to test and repair the leveling valves on the bench.

One perplexing problem I had, was with the clutch of the rear deck control arm. The lid would close and the clutch would not release, - holding the trunk closed. Naturally, you couldn't get to the battery in the trunk to disconnect it! Solution found, without ripping the *#&%! deck from the car.

While stationed in Mobile, Al. I purchased my second Brougham Ser. # 5770120151 (body 122 ?). It was and is in very sad shape (non-drivable) and will be used as part, of my parts department. As I replace components on the 58, I retained the old, as they can be re-built. I have some new parts, never installed: air compressor, electric fuel pump, fuel tank, various pieces of chrome, Tail lights, driver's door panel, front & rear air suspension diaphragms, front and rear air domes and pistons, lambskin rug (from Cadillac) etc. 1/2 of a new windshield (a very sad story).

I drove my 58 from 1959 to 1973. Unfortunately, while I serving on an icebreaker in Antarctica for seven months (as a helicopter aircrewman), I had the local (Mobile, Al.) Cadillac dealer put a paint job on it (not really needed). When I returned stateside, I was transferred to Brooklyn, NY.. Hauling both cars on a trailer and placing them in dead storage. Sadly, a year later, the new (Mobile, Al.) paint began to graze etc. on the 58. There is very little rust on the car, but now it needs to be de-chromed (no easy task) and completely stripped of all paint and built up again. Both cars are garaged. However, I have no suitable place to perform needed maintenance. In a few years I hope to have a 4 stall, heated, fireproof "Brougham Hangar" of my own.

At this time, (as my Broughams sit idle, on blocks) my gristmill hydro project takes all my time, talents, and money (legal battle over water rights).

In a recent phone conversation with Cy W. Strickler III. he told me that he lost interest in the Broughams because the cars had passed among many owners, each not fully aware of its engineering challenge, until they were owners. They became frustrated, and lost interest, as apparently Cy did.

As I traveled around in the service, I would look up other "masochist" (Brougham owners). One, is Sonny Daout of Chesapeake, Va., supposedly his Brougham was owned by William Randolph Hearst, Hearst had a sun roof installed in its top. Sonny also had a 59 or 60 Brougham.

I would appreciate it if you would acquaint me with your BOA. Do you know if the Los Angeles, Atlanta, and Berea (more?) BOA's were conceived individually and are they still active?

Although my time is limited, I will offer what little I have to prevent the extinction of this unique vehicle. Should I prevail with my hydro aspirations, I would like to devote the rest of my life to the Broughams.

Sincerely,

Peter M. Dorey
Peter M. Dorey

Not long after we received the above from Mr. Dorey an additional nine pages of fascinating material arrived. For example: Does anyone have any information on the Brougham in the following old 1964 ad?

Old (1964) ad clipped from unknown source:

Cadillac 1958 Brougham. Custom bit(?) for one of the worlds famous names. Cost \$17,000. "Durham Fabric top" special color Lar(?), all doeskin Int. New Supreme tires. Only 17,500 miles and in unbelievable showroom condition condition. "Truly the most beautiful Cadillac ever built". See and compare with 1964 model costing \$7,800 and note this terrific sac at \$6,750. Owner 914 WO 1-2171

I can't imagine what is ment by a fabric top on a 57-58 Brougham!

We will be publishing all of Pete's contributions in coming issues.



Questions & Answers

Q: Were the perfume bottles, made by Lanvin, designed for the Brougham only?

A: No. In fact, the bottles came in many sizes any styles over the years. I have seen them in sizes ranging from a tiny ½ oz. to a large 4oz. type. Early bottles have a silver label, a gold braided wrapped neck and stopper type plastic top in black. Bottles of the fifties era have a gold label and a screw on plastic (black) top with a gold metal neck piece. Newer bottles (still produced I'm told) have a dark blue label. I have yet to find one of these in the proper 1oz. size; However, they may be available. During the past year I have found 5 or 6 perfumes of the above styles and sizes. In general these show up at antique shows, shops, flea markets or garage sales. None found so far have the atomizer top. This style was designed to be used with a purse and continues to be most elusive. Given enough time and travel they are sure to turn up. Starting your own search? Be sure to take Vol. 2. No. 2. with you to be sure of the size. You want the 1oz. gold label bottle with screw on top; Of course, the atomizer top is the ultimate. Good luck and happy hunting.

Q: Why are the 8:40-15 tires so hard or impossible to come by?

A: I heard an interesting story from a friend of a former service manager of a Cadillac agency on this subject. It seems that when a Brougham needed tires, the original owner, or the agency - armed with a serial number - contacted U.S. Royal to place on order for one or a full set of tires. If this report is true, it explains why U.S. Royal - after a few years - stopped producing the 8:40-15 1" w/w for the Brougham. No orders - no production. This leaves all of us in a bind as the replacement 8:20 will not fit in the trunk and are a real pain to install on the rear. I know, I'm riding on 8:20-15's 1" w/w B.F. Goodrich st'd. treads. I'm told the 8:00-15's fit; But, don't come in 1" w/w. Sounds like another project! Any additions or solutions?

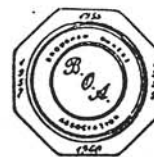
FROM HEMMINGS "92" ALMANAC

Brougham Owners Association
PO Box 254
Berea, OH 44017
216/243-0726



Founded in 1988. 140 members. Mail order only. Devoted to the preservation, restoration and maintenance of the 1957-1960 Eldorado Brougham. Quarterly B.O.A. Newsletter, 15-25 pages of historical dates, restoration tips, parts and maintenance. Subscription: \$18. Dues: \$18/year.

With the enclosed "News Releases" you now have the complete set from "57" promotion folder. More on the photos and the folder itself in the spring issue.



Editorial

50% RESTORED

What does it mean - 50% restored? This is a term we in the auto hobby hear frequently but we don't really know what it means. How do you know when a restoration is half finished? I was never a good enough judge of the relative amount of work and time involved in the various phases of restoration - mechanical, body and paint, interior ect. to know when I was half done.

Does 50% restored mean half the work is done or half the money is spent? Does it mean the owner has done all he has the skill to do and the remainder has to be farmed out to professionals? Maybe the remaining work requires all the parts the owner has been searching for for seven years and can't find. Could 50% restored mean: two tires have been replaced: the radiator has been half cleaned, or half the radiator has been completely cleaned: half the chrome has been redone: 3 of the 6 cylinders have been reringed: 3 coats of a 6 coat paint job have been applied; one rear spring has been rebuilt; and two windows of the four that are broken have been replaced?

Possibly 50% restored means: the front (or rear) half is completely done; the right (or left) side is completely finished; or is it the top or bottom half? I should note that it is difficult to divide the car in half horizontally - where does the top end and the bottom start? Or where does the bottom end and the top start?

Back when I was more active in persuing elusive Hudsons I often found 50% restored meant: It had been painted with a mop using a non-Hudson color (enamel, yet!), part of the upholstery had been replaced with incorrect material, white to the road white-walls had been installed on a 1954 Hornet, the engine had been steam cleaned, the rust had been steel-wooled off the chrome, the glove box cleaned out. (Seller kept the mint owner's manual) and the trunk had been swept out and a jack from a late model Chevy added in place of the original Hudson one.

I have seen 50% completed cars that had been in work so long that the first work done had deteriorated to an old restoration while the owner was still working on the car. Then there is the "instant restoration" for contrast. Years ago we had a member in HET who would buy a basket case and a month later show up at a meet with the car completely finished. Of course some details still needed attending to - such as replacing half the bolts that hold things together. Damn, he was fast though! Not neat, but fast! Actually "half-fast" might be the better term.

I bet one of our members thinks 50% restored, in the case of a Railton, means it is half way across the Atlantic and headed his way!

I am hoping one of our deep thinking wits will reply to this article to enlighten me as to what the term 50% restored really means.

EEM

This amusing piece was taken from the "WASP" - a Hudson Club publication. Submitted by member Fred Carson. Sound familiar?

WEATHERSTRIP

Windshield Gasket

C-0886 \$93.40

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

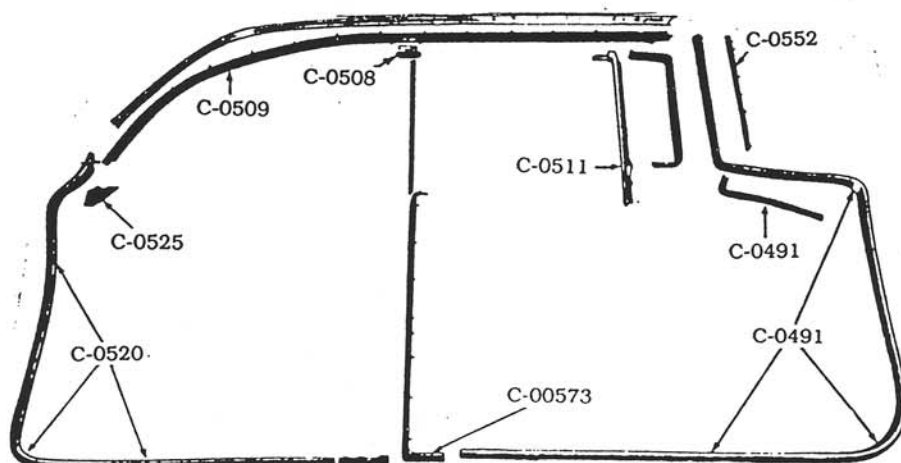
C-0509 \$123.60

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

Shipping & Handling

based on UPS Ground

US only 10%

Canada 20%

Top Quality Parts for your Brougham.

For nearly a quarter of a century we have been manufacturing top quality rubber restoration parts. Because we utilize long lasting rubber compounds along with careful workmanship in tooling and production, using Steele Rubber Products™ means you will be using the best rubber parts for your 1957-58 Eldorado Brougham.

In other words, parts that fit and last.

We manufacture top quality rubber parts for the restoration of your Brougham, as well as the rest of the Cadillac line, Buick, Pontiac, Olds, Chevrolet, Dodge, Plymouth, Chrysler, Packard, and many pre-war independent makes.

For more information on our extensive product line, or to order our illustrated 448 page catalog, call us toll free at 1-800-544-8665 between 8 & 5 EST.



Steele Rubber Products, Inc., Dept BOA-91, 1601 Hwy 150 East, Denver NC 28037.

(800)544-8665 • (704)483-9343 • Fax: (704)483-6650

Our 1991 catalog is available for \$2 (\$4 Canada). Various General Motors and Chrysler Motors Corp. trademarks mentioned.

Steele Rubber Products.™ The Best Parts.

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EEM

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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 Eldorado Brougham, all original car on air suspension, black with black and white leather, complete mechanical rebuild within last three years. New tires, all accessories work, older repaint OK. \$22,500.00 Dave Barclay, 169 County Road East, Colts Neck, N.J. 07722. (908) 544-9035.

(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.

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

TWO 1960 BROUGHAMS FOR SALE - Body #32, trim 1251, paint 52. This car is unrestored and needs total restoration. Some rust, some parts missing. Asking \$6,500.00 O.B.O.

ID.#60P012575 - body tag missing. This car has faded paint and vinyl interior very little rust, some parts missing. Please call for details. Asking \$7,500.00 O.B.O. Will to make package deal for both cars. Gene Asbury (805) 379-3418 Ca. call anytime.

Parts

FOR SALE - 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 housing) needs to be recorded \$45.00. Fuel gage dash unit \$35.00. Oil pres. dash unit \$35.00. Allan W. Dowling, 19 Manning Drive, Berea, Ohio 44017.

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

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.

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.

NEW MEMBERS

Welcome aboard! Our growth is showing ...



Gordon Chance
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1992 Newsletter Deadline:

Closing Date

Spring 03/15/92
Summer 06/15/92
Fall 09/15/92
Winter 12/15/92



Mailing Date

Spring 04/04/92
Summer 07/04/92
Fall 10/04/92
Winter 12/31/92