



*Brougham
Owners
Association*



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Brougham Owners Association, Inc.

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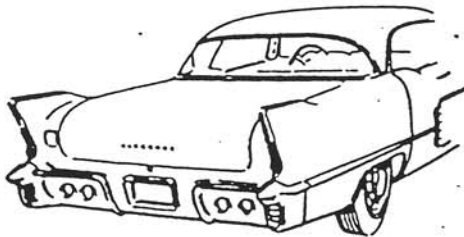
President's Message

Many thanks to all of you who renewed for year four of the B.O.A. It looks as though we will make it given the vote of confidence shown in the first batch of renewal requests. In fact, some renewed before getting a notice. However it would be a little better to wait for the notice. My bookkeeping system can't take too many shocks. Another batch will follow this newsletter and each subsequent issue.

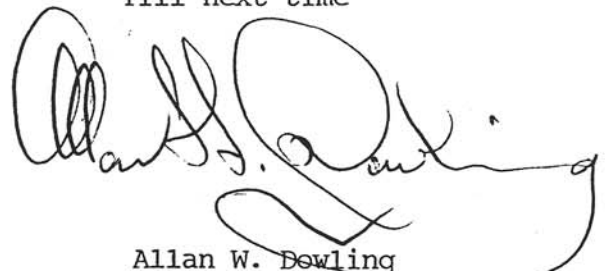
I hope many of you are planning on C.L.C. Nationals in June. If possible, let me know if you are going to be there. Perhaps this year we can be a little more organized and plan more formal B.O.A. meetings. I'm not going to be in the swap meet this year. That should leave a lot more time to get together for Brougham talk. Not that we will not want to be part of the great events Grand Canyon Region has in store. Note the enclosed schedule. We are looking forward to seeing as many Broughams as possible - Let's make class 21 the talk of the town. I beleive this year we can do it !

One thing we will need this year is a good photographer. I'd like to have a very special issue covering Nationals this year. If you have a good camera, and would be willing to donate a little time, your services will be greatly appreciated.

In closing, keep those contributions flowing. This issue has a lot of good material thanks to the mail we received. We need to hear from you. Take a moment to jot down a tip or interesting Brougham story. Need a part ? Have parts for sale ? Let us know. Hope you enjoy this issue - see you in Phoenix.



Till next time



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

On Our Cover

Our cover car this issue is #319 owned by Jerry and Nadene Schantz of Ormond Beach, Florida.

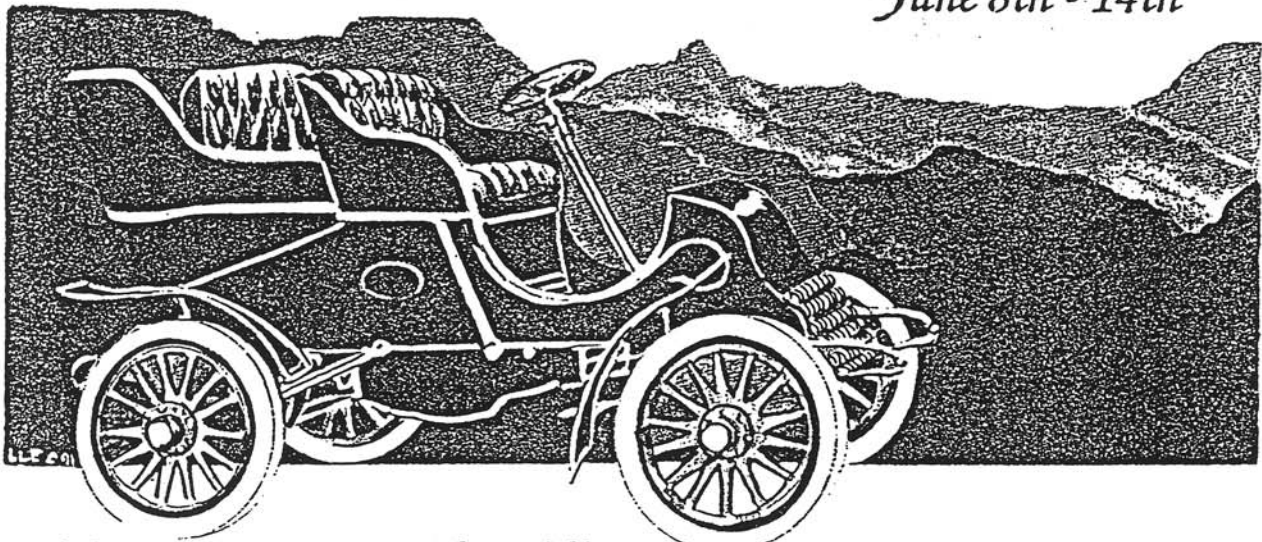
Make This Summer a Memorable One!

The Grand Canyon Region is proud to host the 1992 Grand National. There is so much to see and do in Arizona. We have planned a group of tours so the whole family can enjoy a great vacation as well as the Grand National Meet. We are making it as easy as possible for you to attend, as you will be able to charge your tours and Grand National costs to your Visa, MasterCard or American Express account, thanks to our travel partners, Travel Express. If you need additional help with your travel arrangements, you may call Travel Express toll free at 1-800-562-3034. We will be staying at the beautiful Crescent Hotel in Phoenix. The meet on Saturday and the swap meet will be under cover thanks to the

Crescent Hotel's 700 car parking structure. All the cars will be stored in a secured area available all week. The hotel is walking distance from one of Arizona's largest shopping malls. There are 35 restaurants, from fast food to elegant dining, within 3 miles of the hotel. There will be plenty to do as you can see by the following tour list or you might want to explore Arizona on your own or play a round of golf on one of our world famous courses or maybe just lie by the pool in the warm, dry Arizona sun. This summer bring the family to Arizona for a Grand National that has something for everyone. For your convenience a babysitting service will be available at the hotel upon request.
Come and Enjoy!

Cadillac - LaSalle Club's **1992 Grand National**

June 8th - 14th



Celebrating 90 Years of Cadillac 1902-1992

SCHEDULE OF EVENTS

MON	JUNE 8	7:00 AM - OVERNIGHT 7:00 AM - 7:30 PM	Grand Canyon & Northern Arizona 2-Day Tour (Meals on your own) Tour to Prescott, Jermone & Sedona (Meals on your own)
TUE	JUNE 9	OVERNIGHT - 9:00 PM 5:30 AM - 9:30 PM	Grand Canyon & Northern Arizona Tour returns Grand Canyon 1-Day Turnaround Tour (Meals on your own)
WED	JUNE 10	6:00 AM - 5:30 PM 11:00 AM - 5:00 PM 12:00 PM - 5:00 PM 6:00 PM - 10:00 PM 8:00 PM - 10:00 PM	Nogales, Mexico Shopping Tour (Meals on your own) Registration, Canyon Room III Swap Meet, Parking Garage 1st level Welcome Party, Crescent Ballroom "A" (Cash Bar) Registration, Canyon Room III
THU	JUNE 11	9:00 AM - 3:00 PM 9:00 AM - 5:00 PM 9:00 AM - 5:00 PM 5:30 PM - 10:30 PM 8:00 PM - 10:00 PM	City Tour & Shopping (Meals on your own) Registration, Canyon Room III Swap Meet, Parking Garage 1st level Western Barbecue & Hayride at Rawhide (Cash Bar) Registration, Canyon Room III
FRI	JUNE 12	9:00 AM - 2:00 PM 9:00 AM - 5:00 PM 10:00 AM - 4:00 PM 9:00 AM - 5:00 PM 6:00 PM - 7:30 PM 7:30 PM - 10:00 PM 8:00 PM - 10:00 PM	GM Proving Grounds Tour (Includes Box Lunch) Registration, Canyon Room III Scottsdale Shops & Galleries Tour (Meals on your own) Swap Meet, Parking Garage 1st level Cocktails, Phoenix Garden Patio (Cash Bar) Cadillac Appreciation Dinner, Phoenix Ballroom, Special Guest Speaker Registration, Canyon Room III
SAT	JUNE 13	7:00 AM - 12:00 PM 8:00 AM - 10:00 AM 9:00 AM - 5:00 PM 10:00 AM - 5:00 PM 6:00 PM - 7:30 PM 7:30 PM - 10:00 PM	Desert Jeep Tour (Includes Breakfast) Registration, Canyon Room III Swap Meet, Parking Garage 1st level Grand National Meet - Hotel Garage - All Levels Cocktail Party, Crescent Pre-Function Area (Cash Bar) Awards Banquet, Crescent Ballroom
SUN	JUNE 14	8:00 AM - 10:00 AM 10:00 AM - 12:00 PM	Picture Opportunities Farewells and Departures

For General Information - call (602) 979-1100.

Members are required to carry liability and property damage insurance on any automobile involved in the 1992 Grand National Meet and must be a member of the Cadillac-LaSalle Club to show or have your car judged. To be judged, you must have a fire extinguisher in your car.

The Grand Canyon Region of the Cadillac-LaSalle Club is not responsible for any property loss or damage while attending this meet.



Another variation of the perfume bottle is shown on the left. This type sprays in the upright position unlike the correct Brougham atomizer that sprays in the upside down position. Note the siphon tube extending into the perfume.

ON THE ROAD

WITH



Peter M. Dorey

As most Brougham owner's, I have several Brougham anecdotes to relate, some funny - others not, most costly:

My initiation to the frustrations, and masochistic pleasures of Brougham ownership began in December of 1960.

#1

Following my father's footsteps, I enlisted in the U.S. Coast Guard in 1952. By 1960 I had advanced to Petty Officer First Class (Electronics Technician) and was completing a year long course in advanced avionics at the U.S. Navy's Aviation Training Center in Millington, TN. (Just outside Memphis, TN.) This training qualified me to move from the seagoing Coast Guard into its aviation branch, flying as a fixed wing and helicopter aircrewman. I acquiring about 10,000 flight hours in my 32 year career.

At the time, (Nov. 1960) I had just made the last payment on my 1957 Cadillac Coupe, and was having Southern Motors (Cadillac) prepare it for a cross country trip to my new duty station; Coast Guard Air Station, in San Diego, CA. While I was waiting, I noticed two Broughams in their used car lot, one black, one blue. The asking price for the blue one was only 5,695 dollars! Basically, like most people, I knew "very" little of the Broughams, but I did know that it was very rare and sold for more than 14,000 dollars only two years ago. The Cadillac mechanic working on my car, told me that I shouldn't even consider a trade for "that car". The blue Brougham was in mint condition, all vanity items (front and rear) and the owner's manual. The original rear bumpers had been damaged by the exhaust gasses passing through them, the dealer had replaced them; re-routed the exhaust tail pipes to protect the new bumpers. A test drive by me showed that everything apparently worked well.

I was just a young buck "sailor" of 26 at the time. Unlike most American male youth, I was very naive about all automobiles and their engines, and knew absolutely nothing about the Brougham's hidden sophisticated engineering systems. At that time, I was not qualified to test drive any automobile, much less a Brougham. Although well trained in the engineering fields of electricity and electronics, I had no idea of the challenges this automobile was to present to me. Like many youth, I disregarded the counsel of the older and skilled mechanic and traded my 57 Cadillac Coupe for the Brougham.

Two weeks later, I headed west, (without reading the operators manual in the glove box) with everything in the world (including 2 double tank aqua lungs) I owned within 14 feet of me, (and no savings or checking accounts) bursting with pride in my sleek blue Brougham. Two days of luxurious westward travel had elapsed, uneventful, except for the admiring glances and comments of other travelers. Around 1400 hours of the third day I found myself all alone on Interstate 8 in the wide open desert. I was cruising along with the air conditioner on, indicating a ground speed in excess of 120 MPH, when, with a gut

wrenching alarm, I watched the needle on the oil pressure gauge slowly fall to zero! I had enough engineering experience to know that I had to stop the engine immediately, quickly scanning the engine temperature gauge, I found it to be normal. I turned the engine off and shifted the transmission to neutral. In a state of panic, I slowed down, pulling to the side of the highway, I scanned highway behind me in the rear view mirror for signs of spilled oil, none. I turned the air conditioner off and opened the windows. If I lost oil pressure as indicated, I reasoned, the engine should be emitting unusual sounds and, or be overheating, everything, except the oil pressure appeared normal. As I said above, (then) I was very naive about automobiles. When I exited the car, I closely examined the highway behind me for any telltale signs of oil, none were found. I popped the hood and checked the oil level, it was normal (but very hot, of course). I knelt down and peered beneath the car looking dripping oil, all systems were dry. I was about 45 miles east of Gila Bend, (nowheresville) Arizona.

Would I have to leave my beautiful and treasured Brougham out here in the desert, at the mercy of the highway scavengers to pick at, while I abandoned it, and all I owned - to seek help? Adding to my anxiety was the fact that I had very little money (anywhere) and a limited credit card.

I also realized that to shut down a very hot engine was not a good practice either. With a pain in my gut; my ears straining to hear any unusual sounds from the engine; my eyes intently fixed on the gauges, I started the engine. As it came to life, the needle of the temperature gauge immediately swung fully clockwise to "hot"! No oil pressure indicated! I was about to shut the engine off, when, with some relief, I noticed the temperature needle slowly begin to fall within the normal range. With the engine at idle, I stood outside, watching the engine for any adverse conditions. After idling for 5 minutes, all appeared well, except for the lack of oil pressure! The dipstick showed a correct oil level. I was both distressed and puzzled. Could the oil pump be malfunctioning?

I slowly drove toward Gila Bend with all windows open, listening for any unusual sounds from the engine; monitoring the temperature gauge for any sign of increasing engine temperatures (indicating a lack of lubrication). I stopped at 5 mile intervals, popping the hood scanning for abnormalities. Finding none, I stopped the engine to re-check the oil level, it remained normal, in this fashion I fearfully continued toward Gila Bend.

Eventually I arrived in Gila Bend, finding only one General Motors dealer, a Chevrolet dealer. I related my experiences with the oil pressure problem to him. He had never seen a Brougham and suggested that we call the Cadillac dealer in Phoenix. Good thinking! They suggested that I had one of two problems, either the oil pressure transmitter on the engine or the receiving gauge unit in the dash had failed. It could also have been a wiring failure. They also pointed out that the Broughams also have a redundant oil pressure indicator, a "low oil pressure" indicator light in the shape of a small Cadillac crest, located behind the word "oil" on the oil pressure gauge. I had never noticed it. This was very reassuring information.

All American men (and many women) know that most (American) cars do not have oil pressure gauges, they rely solely on the "low oil pressure" (idiot) light. This American idiot did not know that the Brougham had this redundant back up system.

As directed by the Phoenix Cadillac dealer, I looked for the momentary low oil pressure light, as I started the engine. With much relief, I saw the small Cadillac crest in the oil pressure gauge light up "red" momentarily. It was working! I had oil pressure! My stomach cramps returned to near normal, and I proceeded uneventfully to San Diego. Marvin K. Brown Cadillac, Inc. of San Diego determined that the diaphragm in the oil pressure transmitter had ruptured, preventing it from sensing the engine's oil pressure; sending it on to the oil pressure gauge in the dash. Of course, today, I know that a loss of oil will cause the hydraulic valve lifters to chatter loudly, announcing their desperate need. I purchased the 1957-58 Cadillac manual and the Brougham supplement and began to educate myself on its engineering marvels. This beast was not going to put me through this kind of a trauma again!

#2

I had just graduated from a short (month) specilized service school on our new helicopter's avionics equipment. This training was at our Coast Guard Aviation Training Center in Elizabeth City, N.C. I had the Brougham packed and ready to drive back cross country, returning to the Coast Guard Air Station in Los Angeles. In the morning, when I went out to the Brougham its left rear was "down" on the shock, and refused to raise. I slowly drove into the nearby (very rural) Cadillac dealer, and explained my dilemma.

I was reasonably certain that they had no experience with the Broughams. The service manager confirmed this. I was in a tight spot, I had military orders to be at the west coast by a definite date, I wasn't about to leave the "B" on the east coast. I told them that I had some knowledge of its air suspension system and could "probably" fix it, if I had a decent work site. I had all my own tools and maintenance manuals in the trunk, (All "experienced" Brougham owners travel this way!) all I needed was a clean, warm, dry place to work, with air pressure and a lift (or jack). I suggested two options, they could do the work, (?) or they could allow me to rent their service facilities to effect repairs. They opted for the latter.

As the problem was only with the "left rear" it was pretty well isolated to either the left rear diaphragm or its leveling valve. In relatively short order, I found the leveling valve to be the culprit. I removed the valve assembly (old type) from the car and bench checked it. The supply and exhaust "schrader" valves operated normally, leaving the "dash pot" as suspect. The viscous material of the dash pot had either become contaminated or evaporated, preventing the supply "schrader" valve from opening; supplying the needed air to the diaphragm. After thoroughly, cleaning the dash pot plates; installing

clean "fresh" silicone between its them, the dash pot and leveling valve assembly operated normally. With my overhauled leveling valve assembly on the car, my camel was now riding well, I departed for the west coast. The Cadillac dealer did not charge for my 5 hours use of his facilities! Maybe he had a side bet with his mechanics!

RESTORATION & MAINTENANCE

From Our Members

Here is an update on the air suspension diaphragm project.

The replacement diaphragms now being produced have at last reached a plateau of perfection we will not exceed. After some small problems with the initial run of front units we now have re-engineered rubber which differs from Cadillac originals in two respects.

First, the reinforcing fabric is placed in the outer ten per-cent of the rubber. This means that no air seepage through the fabric can occur. Nearly one-eighth of an inch of rubber stands guard against the pressurized air. The fabric is stamped out from a single piece of 1000 psi material, unlike originals, which had their fabric laid in strips.

Second, the rubber is sealed positively by the sealing ring in the air dome. It is possible to make the Brougham suspension as tight as a well installed tire on a rim.

I will be placing an order for a production run of front diaphragms in another month. If anyone is interested in front diaphragms, please contact me immediately.

After some problems with the first run of rear diaphragms I am pleased to announce that they are now available with the same 1000 psi fabric and fabric placement as the front units. Some members contacted me to replace their original production rear units. Those who ignored the letter I sent are still free to obtain replacement rear diaphragms at one-half the original production cost, or \$99.00 each.

Please call or write for these units - I have eight of them left.

The intense aggravation of this project has left me a bit ragged, but a never-say-die attitude has finally yielded leak-proof quality replacement diaphragms for our Broughams !

Happy Motoring,
Dr. Roger Eickmeier
(519) 345-2578 Eves.
6:30 to 12:00 Eastern time

MAINTENANCE TIPS

A Tip From Jerry Schantz On Brougham Sun Visors:

Do as I say, not as I did ! While trying to adjust one of my sun visors that was quite snug, I ended up with half of it splitting off in my hand and the other half in the same original position as before. They are made of plastic and laminated at each of those little lines. After 35 years of aging they do become very brittle and will separate much too easily.

It is extremely important to keep the least amount of friction on the revolving up and down adjustment only snug enough to hold the visor at your favored position.

Sun visors are very scare as so many other Brougham parts !

Jerry Schantz

MAINTENANCE TIPS

Thanks to Jerry Schantz and Duke Gerke I received a complete set of the original B.O.A. Newsletters By Cy Strickler III. The following tips maybe of interest. I have added comments if new information is appropriate. A.W.D.

WINDSHIELD WIPERS

Brougham wiper motors CPS-1-2 and CPS-1-4 have been discontinued. Replacement motor CPS-1-6 is available from Trico for \$26.80. It has a very slightly different sweep but works. (I have one) Also, wiper arms 89285-ITM and 89286-ITM are available from Trico at \$7.70 each. (One came with bright and one with dull finish)
Write: Trico Products Corp.
817 Washington St.
Buffalo, N.Y. 14203

Submitted by: Don W. Johnson
Dearborn Hgts., Mich.
(Editor Note: Wiper arms are the same as standard 57-58 Cadillac and should be available from dealer, part #1467309 & 1467310)

HORNS

The horns on my car were in-operative and the trouble was rust under the horn ring which was easily removed with crocus cloth. The horn ring is removed by loosening two Allen set screws on either side of the hub. The screws are between the horn ring and the wheel spokes. Unless viewed from behind, the screws are invisible. Horn relay was also bad, and was obtained locally.

Submitted by: Michael R. Green
Duncan, Okla.
(Editor Note: Horn relay should be available from Cadillac dealer, part #1116920)

FRONT LEVELING VALVE

1957-58 front leveling valve can be replaced with G.M.C. truck leveling valve with very little alteration. Valve is G.M.C. part #4941117.

Submitted by: Don Johnson
Dearborn Hts., Mich.

RADIO ANTENNA

If the nylon cord is broken inside the antenna, disassemble the antenna section by section and use an electrical wire splice along with 1/8" nylon air line to make the repair. It may be necessary to grind or file off the splice a little so that it will slide through all the masts. If a mast is broken, there are antenna masts on the market that are the same diameter as the original, but may be a little too long. These can be cut and made to work by using a tubing cutter.

Submitted by: Larry Muckey
Muskegon, Mich.

PARTS TIP

The oil pressure gauge and the fuel gauge are interchangeable, they are both part No. 1518655.

AUTOMATIC TRUNK

One thing which might be of interest to you is the clutch on the automatic trunk. My trunk lid would go up (almost all of the time), but wouldn't go down unless I used the switch to rock it back and forth. I took the motor assembly out and found that there was a cork like clutch on the wheel which the electric solenoid pulls over against the wheel thereby pulling the trunk lid up and down. I cleaned the clutch wheel of all the old clutch material, and used special bonding glue (Perma-Bond) to glue the new circle of cork (which I had already cut out to match the size of the clutch wheel) onto the clutch wheel, and now the trunk lid works beautifully and I use it all the time.

Submitted by: Kent Kenney
Atascadero Colony, Cal.

MAINTENANCE TIPS

CARBURETOR KITS

Carburetor kits are available for all the Brougham carburetor set-up from the NAPA dealer in your area. The kits are made by Echlin and the part numbers are as follows:

- 1957 - 2-5002
- 1958 - center 2-5148
front & rear 2-5147
- 1959 - center 2-5148
front & rear 2-5151
- 1960 - center 2-5148
front & rear 2-5151

Also, Borg Warner makes a repair kit for the 58 carbs, part no. 10148-A.

These kits are universal kits and are listed for many different cars that used this same type of carburetor, but reported results are good. All of the original repair kits have been discontinued, but if you would like to try and find one, here are the numbers:

- 1957 - Carter Carburetors 2691-S
2692-S
Gasket assortment No. 295
Repair Package No. 1855
- 1958 - Rochester Carburetors
Overhaul kit (center) 7015838
Overhaul kit (fr. & r.)
7015837

Compiled by: Rudy Stahl
and
C.W. Stricker

HUB CAP MEDALLIONS

The Brougham hub cap medallion is the same as the medallion used in the standard 1957-58 Cadillac hub cap. The part number is 1466601, but they are no longer available.

The repro. medallions available from Geo. McVey, Ed. Cholokian or Rudy Stahl are the best buy today. They are perfect in every detail. A.W.D.

DOME LIGHT LENS

The dome lights lens can be made from a standard 1957-58 Cadillac dome light lens. The pattern is the same, but the size has to be cut down in order to fit the Brougham.

Submitted by: Larry Muckey
Muskegon, Mich.

THREE WAY MIRROR

The three way mirror (part #1464717) which was standard on all Broughams was also standard on some other Cadillacs, which means that you might be able to find one in a local junk yard. The other cars that used this mirror are:
1956-58 All Eldorado series
1959-61 All Eldorado series
and Sixty Special

In addition, the three way mirror was offered as optional equipment on all Cadillacs from 1956 through 1961. Note that this applies only to the mirror itself and not the mirror mounting arm which is different on the Broughams.

AIR BAG REPAIR

I have had some success in repairing a front air bag that leaked badly by using Dow Corning SILASTIC 732 RTV sealant. The procedure I used was to coat the entire inside of the diaphragm with four thin coats, allowing one hour to dry between coats. Diaphragm was placed in air dome test fixture and left for eight days at 100 psi without any loss of pressure. Flexibility is quite good.

Submitted: Larry Muckey
Fruitport, Mich.

Rudy Stahl has found that a shot of Fix-A-Flat often will seal small leaks at the dome diaphragm mating point. A big advantage is using the valve on the dome to introduce the material. No disassembly needed. A.W.D.

From Our Members

Looking for more literature on the Brougham ? Member Glen Durmisevica of Rochester Hills, Mich. Has compiled the following list. Gives you an idea of what to look for at your next swap meet. Many thanks to Glen for sharing his list with us.

1957-1958 ELDORADO BROUGHAM ARTICLES

Motor Trend---April 1955

Exit:Dream Enter:Reality (Cover & pp16-20)
1955 Motorama Show Car and history of development.
Other Motorama Show Cars on pp 21-25.

Motor Life---September 1955

The Eldorado Brougham-A New Cadillac For 1956. (p 24)
1955 Motorama Car details.

Cadillac Craftsman---May 1956

Special Open House Edition
Color photo on cover of 1956 Show Car

Motor Sport---April 1956

Photo page 29

Popular Science---August 1956

Why Cars Are Going To Four Headlights (pp65-69)
Photos and reference to Brougham.

Popular Science---January 1957

New Eldorado Brougham Is Loaded With Luxuries (pp124-128)
Production car details and air suspension article.

Car Life---January 1957

Small article

Motor Trend---January 1957

Eldorado Brougham (pp58&59)
Article and photos.

Cadillac Serviceman---April 1957

Introducing The Eldorado Brougham By Cadillac (pp31-36)
Detailed information for the service man on the new Brougham

FOREIGN PUBLICATIONS

Motor Italia---Gennaio-Febbraio 1955
1955 Motorama Car (p.82)

Motor Review---Heft 16, 1955

Motor Italia---Ottobre-Dicembre 1955

ELDORADO BROUGHAM TOWN CAR

Motor Trend---March 1956

Photo and description (p.18)

Motor Trend---May 1956

The Return Of The Town Car (pp42-43)

Motor Review---Heft 20, 1956

Town Car photos at European auto show.

Motor Italia---#36 1956

Photo

EL MOROCCO (1957 Chevrolet)

Motor Trend---July 1957

El Morocco (pp38-39) Article and photos.

ELDORADO BROUGHAM RETROSPECTIVE ARTICLES

Special Interest Autos---#2 Nov./Dec. 1970

Mark 11 Meets Eldorado Brougham (pp30-35&54)

Comparison and chronology of Continental Mark 11 and Eldorado Brougham.

Special Interest Autos---#19

El Morocco (p49) 1957 Chevy conversion.

The Milestone Car---#9 Autumn 1974

Toward the Eldorado Brougham (pp2-9)

Complete history and photos by C.W.Strickler 111

Cadillac Craftsman---June 1977 .

75th Anniversary issue with reference to the Brougham and an insert with an illustration.

Motor Life---August 1957

The New Pattern For GM (pp42-43)
Detail photos of production Brougham.

Motor Trend---June 1957

Small article and photo

Motor Trend---July 1957

Riding On Air In '58 (pp18-21 and 68-69)
Article on air suspension with article and photos of production car on page 68.

Car Collector---March 1978

Eldorado Brougham: America's Greatest Milestone Car (pp21-26&44)
Article by C.W.Strickler and Gregory Wells featuring Strickers car(now owned by Al Haas)

Cars And Parts---February 1979

The Cover Car(pp10-15 & cover)Features Rudy Stahl's car.

Car Exchange---March 1981

The Eldorado Brougham Designing Elegance (pp30-33)

The Self Starter---June 1985

My Pride And Joy A 1958 Eldorado Brougham Cadillac/LaSalle
Club publication, article and car owned by Charles Barnette.

Special Interest Autos---#46 August 1978

1959 & 1960 Eldorado Broughams (pp34-39) Article about the designing of the 1959 & 60 Broughams by Pierre Ollier.

Motor Trend---Sept. 1959

1959 Eldorado Brougham (pp. 44-45)

Car Collector---Nov. 1988

1957 Eldorado Brougham - By Dennis Adler. (pp. 8-11)

News

The Western Reserve Region of The Cadillac/ LaSalle club will be hosting a car show in Cleveland at Crestmont Cadillac/ Rolls Royce on Saturday May 16, 1992. Hours are 10:00 a.m. to 4:00 p.m. Crestmont Cadillac is located at 26000 Chagrin Blvd. Right at the I-271 Chagrin Blvd. exit. For more information contact: Roger Hicks, (216) 896-4079. Note - The show is open to Cadillacs and LaSalle's only.

NEW!
'92 Catalog

1957 & 58 Cadillac Eldorado Brougham

The following is a listing of the of restoration parts we offer for 1957 & 58 Cadillac Eldorado Broughams.

FRONT BUMPER

Caps, front bumper guard.
Replaces #1466583. Rubber with molded in plate and bolt. A beautiful reproduction of this vital part.
C-0500 . . . \$111.30/pr.

ENGINE MOUNTS

Cushion, engine support, rear on transmission to crossmember. Replaces #3631552. New rubber vulcanized to your old steel core. Inner core needed only; this cushion was not vulcanized to outer box or case. Allow 3 weeks.
C-0674 . . . \$51.70/ea.

Motor mounts, insulating, front. Replaces #1467058. New mount, no exchange required or we will rebuild your old mounts.
C-0548-A . . . \$84.20/rebuild
C-0548-B . . . \$34.90/new

HOOD BUMPERS

Bumper, rubber, hood side to fender. Replaces #1456568. 4 per car. All Series.
C-0494 . . . \$4.00/ea.
Weatherstrip, hood to fender, exact copy of original profile. Approximately 36" long.
C-0540 . . . \$78.10/pr.
Bumpers, rubber, hood. 4 per car, 4 per set.
C-0501 . . . \$18.75/set

HOOD TO COWL

Strip, hood to cowl. Correct crosssection.
C-0908 . . . \$55.00/ea.

WINDSHIELD GASKET

Gasket, vulcanized into ring like original.
C-0886 . . . \$98.50/ea.

TRUNK WEATHERSTRIP

Correct cross-section.
C-0896 . . . \$61.50/ea.

SUSPENSION

Bumper, rubber, rear spring to frame, 2 per car.
C-0502 . . . \$42.20/pr.

SIDE WINDOW

Pad, vent window frame, self-retaining, 1/2" diameter X 5/32" high, 3/16" hole.
C-0507 . . . \$3.40/ea.

FRONT VENT

Front door vent window rubber. Order C-0511 also.
C-0038-BD \$149.00/pr.
Vent window division bar seal. Order C-0038-BD also.
C-0511 . . . \$60.50/pr.

DOOR

WEATHERSTRIP

Pads, window stop, top center, made to slip over original steel core. Replaces #4694985.
C-0508 . . . \$31.00/pr.

Weatherstrip, roof rail, right and left, including steel insert at end. Replaces #4694711-2.
C-0509 . . . \$130.40/pr.

Weatherstrip set, rear door, bottom and rear side, right and left. Replaces #4689679-80. Set consists of molded sponge piece with steel core as original for top end and 54" strip of sponge weatherstrip for each door.
C-0520 . . . \$93.50/set

Weatherstrip, rear door hinge pillar at beltline. Replaces #4734198. 2 per car. 2 piece set. Eldorado Brougham only.
C-0525 . . . \$20.80/pr.

Weatherstrip, front door, auxiliary on body above beltline, 13-3/8" long with retaining clips. Replaces #4719299, #4689648.
C-0552 . . . \$27.00/pr.

Weatherstrip, front door, rear on door, snap-on type with clips. Replaces #4746666-7. Fits original retainer, right and left, with steel inserts at ends, silk textured facing.
C-0573 . . . \$85.90/pr.

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IMPORTANT NOTE

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

CARS FOR SALE

(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.

1957 Eldorado Brougham - Straight rust free car repainted Manilla (pale yellow) with a tan broadcloth interior. Some chrome work has been redone and much mechanically. The car has been converted to springs and is complete except for the vanity items. There is still some more to be done which is reflected in the asking price of \$13,500.00. A parts car can be available with the purchase of the above car. Gilbert Dobbins, 15 Laurence Place, Plymouth Meeting, Pa. 19462. (215) 825-9071 EVES.

1957 Brougham - #250 of 400 built. Desirable factory color combo. Blue metallic exterior, full white leather, black sheepskin carpets and dash. Drivable car on coil spring suspension. Need restoration; but, very decent beginnings 98% complete. Reasonably priced at \$14,500.00. Michael Rizzuto, (714) 244-0460.

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 accessories in good working order. \$23,000.00 call Lucie Sabella-Alessio (305) 782-9888 Fla.

CARS FOR SALE

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

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.

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 - 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 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.

PARTS WANTED - 57-58 Eldorado Brougham: 2 Tailight lenses, 2 rear and 1 front diaphragm for "58" Brougham. Will pay cash or trade for parts. Edwin Alfred, 26 Old Lancaster Rd., Merion, Pa. 19066 (215) 667-2234

Parts Wanted

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

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.

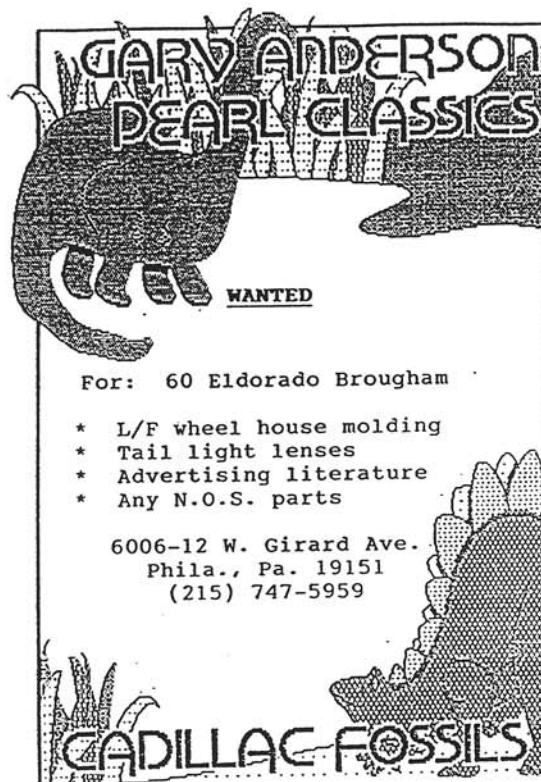
PARTS WANTED - 57-58 Brougham: L & R front door lower stainless mouldings. Right rear door moulding (in good shape). Eldorado lettering front and deck lid. Call: Nick Vermet (313) 886-8349.

BROUGHAM PARTS LIST

For those of you who have purchased the Brougham Parts List reprint, we would like to offer a few helpful hints. Remember that any part listed in the Brougham book is exclusive to the Brougham unless marked by a ●. This means that it will not appear in any standard Cadillac Parts Book and can be found only on another Brougham. If it is marked with a ● you can go to the standard Cadillac Parts Book and find what other model used that part.

If the part you are looking for was also used on the standard Cadillac, it will probably not appear in the Brougham Book, but there are some confusing situations. For example, the water pump heater outlet (part #1467290, page 87) was the same as standard Cadillac in 1957, but the Brougham remained the same for 1958 while the standard car was changed. The Brougham book lists this part only for a 58 model since the 57 was the same as standard. Like I said, it is a little confusing, but once you learn to use your Brougham Parts List, it is invaluable.

Submitted by: C. W. Strickler III
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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., INC., 19 Manning Drive, Berea, Ohio 44017.
2. Eldorado Brougham electrical system and compressor lubrication improvements. Oct. 4, 1957 to all dealers (6) pages. Not in manual. \$8.00 to B.O.A. members. B.O.A., INC., 19 Manning Drive, Berea, Ohio 44017.
3. Eldorado Brougham electrical circuit diagrams. (18) pages. Not in manual. \$15.00 to B.O.A. members. B.O.A., INC., 19 Manning Drive, 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., INC., 19 Manning Drive, Berea, Ohio 44017.
6. 1959 Brougham service supplement (15) pages \$18.00 to B.O.A. members. B.O.A., INC., 19 Manning Drive, Berea, Ohio 44017.
7. 1960 Brougham service supplement (5) pages \$8.00 to B.O.A. members. B.O.A., INC., 19 Manning Drive, Berea, Ohio 44017.

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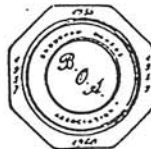
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