

*Brougham
Owners
Association*



Newsletter Vol. 4 No. 3

Brougham Owners Association, Inc.

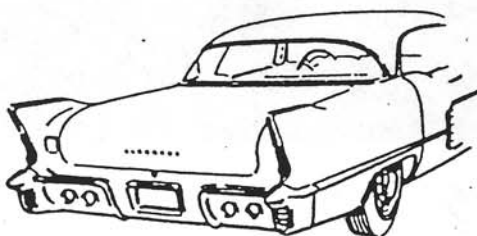
B.O.A. Newsletter Vol. 4. No. 3. Fall 1992

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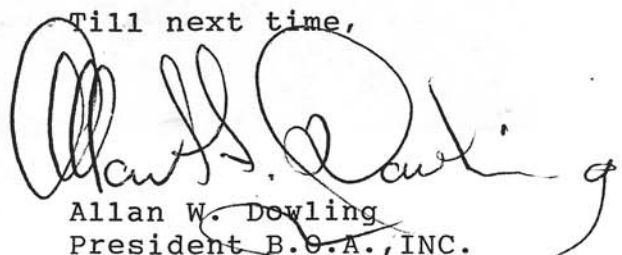
President's Message

On our cover is the first spray Arpege found after a worldwide search of nearly three years. Hardly a day passed during that time that Jean and I did not do something to secure this treasure. Just a little about the bottle: As you can see the label and atomizer are gold. The atomizer screws to the base of the box which keeps it in place when not in use. Although the bottle appears to be identical to the standard, the threads are not the same, the bottom is flat and inscribed "Lanvin France, Net Content 1 FL.oz., Lanvin Parfums, N.Y. Importers!" In short, the bottle and atomizer are a matched set. The gold atomizer is inscribed on the bottom with "Made in France, U.S.A. Pat. 2551544, Step Paris!" The top of the atomizer button has an engraving of Jeanne Lanvin & daughter - the company logo. The entire unit is quite intricate. To duplicate it would be a monumental task. One disappointing fact - that Cy Strickler pointed out - is that, unlike the standard box, the atomizer box does not fit the armrest compartment. This is a giveaway to the fact that the Arpege atomizer was not designed with the Brougham in mind. Hence the possibility that there are more to be found. We will keep searching.

As you can see from our list of new members and the letters to the editor there is considerable interest in the Brougham overseas. Two "60" Broughams are on their way to Australia as I write having been purchased by Mike Guastalegname of Altona North. Mike was in the U.S. to purchase 57-60 Broughams. During the last few months I have had contact with owners in Spain, Holland, and have learned of cars in Venezuela and Cuba. Inevitably the subject of value comes up since a lot of overseas buyers are looking a benchmark to go by as did Mike. To this end, and to enlighten the authors of "Price Guides" I will be turning to you to help solve this dilemma. What do you value your Brougham at? What do you think a Brougham should sell for? Are you satisfied with the "Price Guide" values? Next issue I will enclose a questionnaire - I hope you will respond. Once I have a consensus we may be able to be heard. My personal feeling is that the guides are an embarrassment to all of us. How do you feel?



Till next time,


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

LETTERS

To the editor:

Please forgive me for not replying to your invite to join the B.O.A. As you may remember I rang you about two months ago stating how I would love to own a 57 or 58 Brougham.

You said that to buy a good one would cost approx. \$40,000 U.S. This amount of money did not scare me, however the total cost of the car to put it in my garage at home did. This would be between \$60,000 to \$70,000 (AUST.).

So I started to look for a 57 or 58 in Australia. The following are the cars I have found that exist here.

1. Horsham, Victoria-----This car is R.H.D. and is in poor condition.
2. Gold Cost, Queensland-----Car was in Victoria for many years until recently. L.H.D. and in good condition.
3. Sydney N.S.W.-----Owned by Mr. & Mrs. Morris whom I'm sure you know.
4. Kangaroo Ground, Vic.-----This car is in good condition R.H.D. and is for sale at \$90,000 (AUST.).
5. Darwin N.T.-----Details not known.

As you can see there are not many in this country and the only one available is way out of my price range.

I have quickly come to realize that I have fallen in love with a car I can never afford to own.

I thank you for taking the time to talk to me and sending me your newsletter with that beautiful 57 on the front page, (I believe it's Jerry Schantz's) - how many has he got?

I know that when I next take a trip to the U.S.A. I will get in contact with you so that I could attend some of the events held by B.O.A. or C.L.C.

Tom Kunek
Victoria, Australia

Coming Next Issue

In our next issue, and for many to come, we are going to take the Brougham apart piece by piece, from top to bottom, bumper to bumper, to tell you what works and what does not. We will leave no detail overlooked. What interchanges? What standard parts can be modified to work? Our goal will be to save you time, money, and much frustration. I call on all of you to "fill in the blanks" and share your knowledge. This can be the most valuable contribution we can make to the future of the Brougham and to those who will take over where we leave off.

LETTERS

To the editor:

Just thought I would write and give you some thoughts on my mind about the Eldorado Brougham.

Last weekend while driving my Brougham in a parade in Naples, TX. I heard among the parade watchers this comment in conversation: (Son), "Dad, did Cadillac make a car with suicide doors in the fifties? Eagerly asked after viewing my car #590. (Dad), "Yes, but Cadillac did not make enough of them to say that they did! I thought to myself how true this statement is since Cadillac only put out one add on the Eldorado Brougham and pretty much wanted the public to forget about the Eldorado Brougham, since it flopped in the market place as foreshadowed by the Continental Mark II by Ford.

Also in talking with Ed Alfred of Penn., he told me that he is the original owner of his #99 having bought it off the showroom floor. Ed is 70 years old. I'll bet there is no other original Brougham owner around still with his Brougham. Further Ed owns #704 green in color - the last Eldorado Brougham made. Ed says that it is not in show condition right now since he has the fins off but, nevertheless this would be good material for a future article in our newsletter. By the way where is #1?

As always I am still interested in knowing about the fate of the Eldorado Brougham town car. I'm still hoping Cadillac can get it for their museum.

Charles D. Barnette
Texarkana, Ark.

I have admired the Brougham for many years and would like to purchase one in the next year or two.

I am perplexed in how to determine a price for one. I am looking for one in, #2 condition. I understand that #1 is a "perfect show car" #2 is a very fine original or just a little less than a "perfect show car"

The reason is that I want to enjoy the car, not hide it away in some garage to never see the light of day again. I want to have fun with it, you know, take it out on nice Sundays around our little town, and on occasional local car show, ect.

In the B.O.A. newsletter I see them advertised for up to \$80,000. This seems high. On page 17 of the "Old Car Weekly News & Marketplace" issue July 23, 1992, Bridgeport Classic Vintage Motor Car Co. had an ad for a "58 Brougham, mint original condition" "everything works" ect., ect., 41,000 miles for only \$24,900. or reasonable offer. It also had a big SOLD across the ad. This seems like a good price for such an exceptional car, don't you think?

The Old Car Price Guide has #1 in the mid \$30's, and a #2 in the low \$20's. I know that guide are not that reliable, but I appreciate your honest and candid thoughts on this. I tend to hold onto things for a long time so I don't want to make a mistake.

John D. Kost
Upper Arlington, Ohio

P.S. I've already framed the Brougham Ad - it looks terrific !

BROUGHAM HISTORY

Paul C. Bedford.

30/7/92

67 Ferrybridge Road,
Castleford,
West Yorkshire,
WF 10 4 JW,
England.

Dear Sir or Madam,

I am very interested in joining the B.O.A. and while I do not own one of the 57 to 60 models my interest in them is considerable. I have been a Cadillac fan from being just fourteen years old and in May 90 and August 91 I made two fabulous trips to Cadillac in Detroit.

I do however own a 1969 Fleetwood Brougham and my interest in all things Brougham extends to being involved in restoration of Brougham Hall here in England. It was this Hall that was the family home of the Brougham family and from them that the Brougham name found its way on to a carriage and then on to the motor car.

I have enclosed a couple of Dollar bills to pay for any postage needed. I will look forward to hearing from you.

Paul C. Bedford.

27/8/92

67 Ferrybridge Road,
Castleford,
West Yorkshire,
WF 10 4 JW,
England.

Dear Allan,

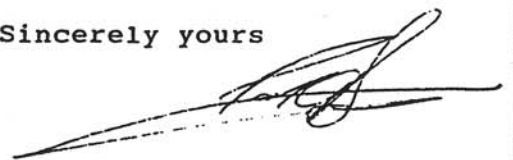
Many thanks for a most interesting conversation over the telephone the other day. I must say, your Eldorado Brougham is superb and I look forward to meeting you one day in the future.

I have enclosed the application form along with the dollars and will enjoy being a part of your club very much. In due course I will send you one or two articles about the Brougham family, Brougham Hall and the Brougham carriages. Wouldn't it be nice for the Brougham Hall project and the B.O.A. to share our interests, like a bridge across the atlantic.

Please by all means print my letter to yourself, I am pleased that you found it interesting.

I will look forward to hearing from you.

Sincerely yours



RESTORATION & MAINTENANCE

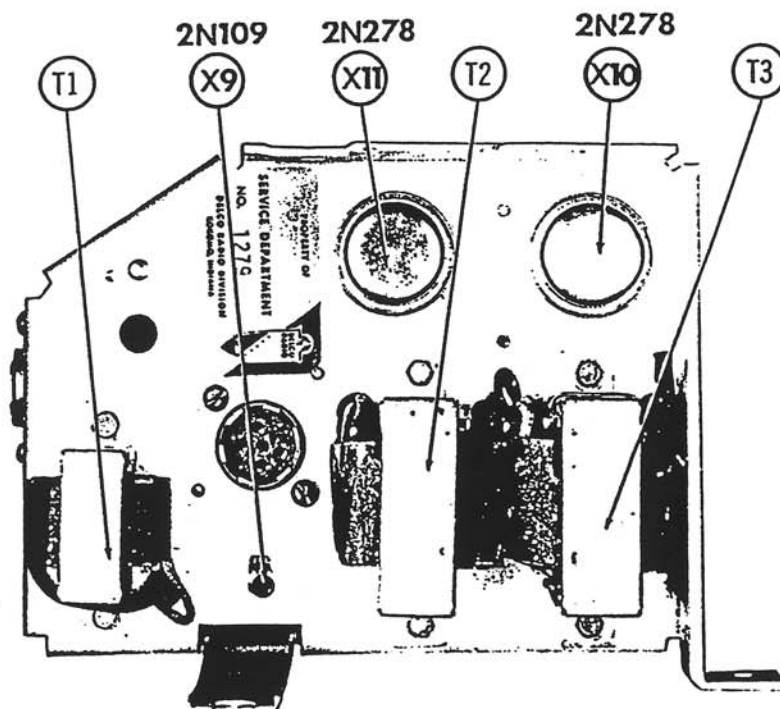
PART II

PHOTOFACT* Folder

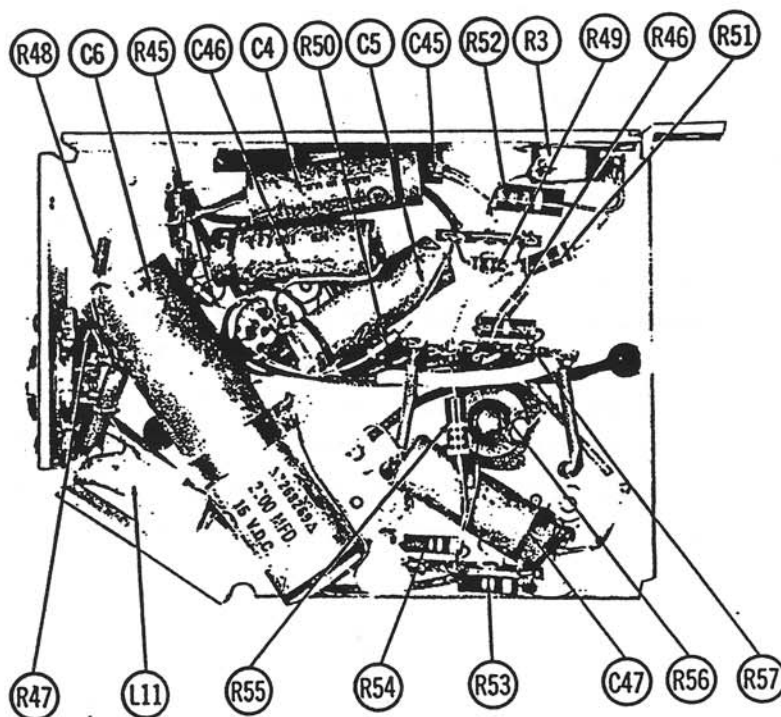


CADILLAC
MODEL 7268085

OUTPUT CHASSIS - TOP VIEW



OUTPUT CHASSIS - BOTTOM VIEW



PARTS LIST AND DESCRIPTIONS TRANSISTORS

ITEM No.	ORIG. TYPE	USE	REPLACEMENT DATA			NOTES
			CBS PART No.	BAYTHEON PART No.	SYLVANIA PART No.	
X1	2N149-R33	RF Amplifier	2N440			A 2N150-R34 may be used in some versions.
X2	2N149-R33	Mixer	2N439			
X3	2N149-R33	Oscillator	2N439			
X4	2N149-R33	1st IF Amplifier	2N439			
X5	2N149-R33	2nd IF Amplifier	2N439			
X6	R-63	3rd IF Amplifier				
X7	R-63	Detector				
X8	R-64	AGC Amplifier				
X9	2N109	AF Amplifier	2N190	2N390		
X10	2N109	Output				
X11	2N109	Output				
X12	2N109	Trigger Amplifier	2N439			
X13	2N109	Relay Control	2N190	2N390		

ELECTROLYTIC CAPACITORS

ITEM No.	RATING CAP.	VOLT.	REPLACEMENT DATA					SPRAGUE PART No.
			DELCO PART No.	AEROVOX PART No.	CORNELL-DUBILIER PART No.	FRAMID PART No.	SANGAMO PART No.	
C1	100	10	7289784	PR312V100	BBR100-15	TP-100-15	MTE-1210	TYA-1130
C2	100	10	7289784	PR312V100	BBR100-15	TP-100-15	MTE-1210	TYA-1130
C3	100	10	7289784	PR312V100	BBR100-15	TP-100-15	MTE-1210	TYA-1130
C4	100	25	7289784	PR312V100	BBR100-25	TP-100-25	MTE-2510	TYA-1207
C5	100	25	7289784	PR312V100	BBR100-25	TP-100-25	MTE-2510	TYA-1207
C6	2000	15	7289789	PR312V100	BBR1000	TP-1000-15	MTE-1000-15	RE525

* Non Catalog Item

FIXED CAPACITORS

Capacity values given in the rating column are in mfd. for Paper Capacitors, and in mmfd. for Mica and Ceramic Capacitors.

ITEM No.	RATING CAP.	VOLT.	REPLACEMENT DATA					NOTES
			DELCO PART No.	AEROVOX PART No.	CORNELL-DUBILIER PART No.	FRAMID PART No.	SANGAMO PART No.	
C7	7-64	100	7289786	468-000039	D6-390	5W5Q29	OP-39	UC-5439
C8	.1	100	7289778	P288N-001	D6-102	CUB2D1	GP-1000	UC-521
C9	.1	100	7289778	468-000022	D6-320	5W5Q22	GP-22	UC-5422
C10	.1	100	7289778	468-000012	D6-121	5W5T12	OP-120	UC-541
C11	.1	100	7289778	468-000001	TCZ-30	2NRSQ1	TCO-30	2T-541
C12	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C13	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C14	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C15	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C16	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C17	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C18	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C19	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C20	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C21	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C22	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C23	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C24	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C25	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C26	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C27	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C28	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C29	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C30	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C31	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C32	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C33	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C34	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C35	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C36	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C37	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C38	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555
C39	.1	100	7289778	468-000008	TCZ-487	2NRSV8	TCO-8	2T-555

PARTS LIST AND DESCRIPTIONS (Continued) CAPACITORS (cont)

ITEM No.	RATING CAP.	VOLT.	REPLACEMENT DATA					SPRAGUE PART No.
			DELCO PART No.	AEROVOX PART No.	CORNELL-DUBILIER PART No.	FRAMID PART No.	SANGAMO PART No.	
C40	.1	100	7289778	P288N-47	CUB2P47			TC-P10
C41	.05	100	7289778	P288N-47	CUB2P47			TC-P10
C42	.47	100	7289778	P288N-47	CUB2P47			TC-P10
C43	.47	100	7289778	P288N-47	CUB2P47			TC-P10
C44	.47	100	7289778	P288N-47	CUB2P47			TC-P10
C45	.47	100	7289778	P288N-47	CUB2P47			TC-P10
C46	.47	100	7289778	P288N-47	CUB2P47			TC-P10
C47	.47	100	7289778	P288N-47	CUB2P47			TC-P10
C48	.47	100	7289778	P288N-47	CUB2P47			TC-P10
C49	.47	100	7289778	P288N-47	CUB2P47			TC-P10
C50	.47	100	7289778	P288N-47	CUB2P47			TC-P10

CONTROLS

ITEM No.	RATING RESIST.	WATTS	REPLACEMENT DATA			INSTALLATION NOTES
			DELCO PART No.	CENTRALAB PART No.	CLAROSTAT PART No.	
R1A	Switch	1	7289483			Tone Volume
R1B	Switch	2	7289483			Power On-Off
R1C	Switch	2	7289483			Speaker Fader (Wirewound)
R2	3000Ω	2	7289743		39-3000	Knitter Bias (Wirewound)

RESISTORS

All wattages 1/2 watt, or less, unless otherwise listed.

ITEM No.	RATING OHMS	WATT	REPLACEMENT DATA		NOTES
			DELCO PART No.	DELCO PART No.	
R3	470Ω	1	1097		Note 3
R4	3000Ω	1	1097		
R5	470Ω	1	1097		
R6	1000Ω	1	1097		
R7	220Ω	1	1097		
R8	2700Ω	1	1097		
R9	2700Ω	1	1097		
R10	2700Ω	1	1097		
R11	2700Ω	1	1097		
R12	2700Ω	1	1097		
R13	2700Ω	1	1097		
R14	2700Ω	1	1097		
R15	2700Ω	1	1097		
R16	2700Ω	1	1097		
R17	2700Ω	1	1097		
R18	2700Ω	1	1097		
R19	2700Ω	1	1097		
R20	2700Ω	1	1097		
R21	2700Ω	1	1097		
R22	2700Ω	1	1097		
R23	2700Ω	1	1097		
R24	2700Ω	1	1097		
R25	2700Ω	1	1097		
R26	2700Ω	1	1097		
R27	2700Ω	1	1097		
R28	2700Ω	1	1097		
R29	2700Ω	1	1097		
R30	2700Ω	1	1097		
R31	2700Ω	1	1097		
R32	2700Ω	1	1097		
R33	2700Ω	1	1097		
R34	2700Ω	1	1097		
R35	2700Ω	1	1097		
R36	2700Ω	1	1097		
R37	2700Ω	1	1097		
R38	2700Ω	1	1097		

Note 1. Some versions may use 3000Ω 5% in this application (Part #7289773).

Note 2. Not used in some versions.

Note 3. Some versions may use 100Ω in this application (Part #117).

Note 4. Some versions may use 100Ω in this application (Part #113).

Note 5. Versions after serial #1480 use two .56Ω resistors in parallel in this application (Part #7270331).

Note 6. Versions after serial #1480 use 39Ω in this application (Part #110).

Note 7. Temperature compensating mill.

Note 8. Part of sensitivity switch (M10).

PARTS LIST AND DESCRIPTIONS (Continued)

TRANSFORMER (INTERSTAGE)

ITEM No.	REPLACEMENT DATA				NOTES
	DELCO PART No.	Healdson PART No.	Meritt PART No.	Thordorson PART No.	
T1	7209336				

TRANSFORMER (DRIVER)

ITEM No.	REPLACEMENT DATA				NOTES
	DELCO PART No.	Healdson PART No.	Meritt PART No.	Thordorson PART No.	
T2	7209339				

TRANSFORMER (AUDIO OUTPUT)

ITEM No.	REPLACEMENT DATA				NOTES
	DELCO PART No.	Healdson PART No.	Meritt PART No.	Thordorson PART No.	
T3	7208893				Ⓛ Versions above serial #HD80 use Part #7270327

SPEAKER

ITEM No.	REPLACEMENT DATA			NOTES
	DELCO PART No.	QUAM PART No.		
SP1	7209010	09A325.0		

COILS (RF-IF)

ITEM No.	USE	REPLACEMENT DATA				NOTES
		DELCO PART No.	MEISSNER PART No.	MERITT PART No.	MILLER PART No.	
L1	Antenna Coil	7208738	19-1004	DC-508	400	6 Microhenries
L2	1st Trana.	123105				
L3	RF Coil	123105				
L4	Org. Coil	123104				
L5	1st IF PFL	123103				
L6	1st IF Sec.	123103				
L7	2nd IF Trana.	123108				
L8	3rd IF Trana.	123107				
L9	4th IF PFL	123109				
L10	4th IF Sec.	123101				
L11	"A" Supply Choke	7208642	19-1001	DC-502	4004	187 Microhenries
L12	Spkr. Lead Choke	1237948	19-1001	DC-502	4004	1.4 Microhenry
L13	Spkr. Lead Choke	1237948	19-1001	DC-502	4004	1.4 Microhenry
L14	"A" Lead Choke	7208654				

PARTS LIST AND DESCRIPTIONS (Continued)

CRYSTAL DIODES

ITEM No.	ORIG. TYPE	REPLACEMENT DATA			NOTES
		DELCO PART No.	QIS PART No.	SYLVANIA PART No.	
M1	1N235	7208748	1N60	1N34A	AGC Delay
M2	1N235	7208748	1N60	1N34A	AM Detector
M3	1N235	7208748	1N60	1N34A	AGC Rectifier
M4	1N235	7208748	1N60	1N34A	Relay Control Clamper

MISCELLANEOUS

ITEM No.	PART NAME	DELCO PART No.	NOTES
M5	Pilot Light	274020	#1952 (Not used in some versions)
M6	Tuner	1220308	
M7	Spark Plate	7208030	Power Solenoid
M8	Switch	7208030	Treadle Solenoid
M9	Switch	7208755	Sensitivity
M10	Switch	1220983	Station Selector
M11	Switch	1220983	Antenna Override
M12	Relay	7208471	4 Section
M13	Relay	7208258	Gear Train Control
M14	Solenoid	7208040	Power
M15	Solenoid	7208030	Treadle

CABINETS & CABINET PARTS

(When Ordering Cabinets & Cabinet Parts, Specify Model, Chassis & Color)

NAME	PART NO.	DESCRIPTION
Dial Glass	7208448	
Seutchcon Knob	7208758	ON-OFF-Volume, Tuning
Knob	1460058	Tone, Speaker Fader
Dial Spinner	1220998	
Pushbutton	1220974	Set of Five (includes front bearing plate)

WIRING DATA

General-use Unshielded Hook-up Wire Use BELDEN No. 8530 (Solid) Available in Ten Colors
 Shielded Hook-up Wire Use BELDEN No. 8885
 Bonding Strap Use BELDEN No. 8661

With Part II. you now have all information needed to repair or maintain the original Brougham radio. If you are partial to the tube style radio, it will fit the Brougham. Some claim the sound is better. F.M. conversions are another way to go. Perhaps, down the road, I'll tell you how to hide a (5) speaker A.M./F.M. Stereo w/CD player in the Brougham. It can be done.

SUGGESTIONS & SOLUTIONS From Dr. Zeiger

A common problem we encounter is difficulty in starting the Brougham after it sets a long time. Generally after time the gasoline in the carbs evaporates. The fuel pump runs whenever the key is in the start position and or when there is adequate oil pressure to activate the oil pressure switch. Some cars are wired such that it is possible to activate the fuel pump by putting the gear selector in DRIVE and holding the key to the start position. If you do this for about 30.45 sec., the car won't start but the fuel pump will have the time to fill the carbs. After this procedure return gear selector to PARK and start in the usual manner. This saves lots of wear and tear on the starter and saves precious battery power and reserve. If the above procedure doesn't apply to your car, I suggest the following. It is easy to install a flat intermittent "on" switch below the drivers carpet to activate the fuel pump by simple depressing the concealed switch with your foot. Current to power the fuel pump can be obtained either at the fuel pump relay (left side in fender) or directly to the harness in the trunk. It is important that if this modification be done that the override switch get switched power only, that being, this should only work when the key is in the on position. This system was designed with safety in mind. In the event of an accident the fuel pump could run out of control possibly causing a fire. If you wish to check to see if the fuel pump is running, put your ear to the trunk floor, you'll hear it whir.

The little angle piece that attaches to the lower fender moldings to front panel molding can be very problematic. These are designed (poorly) to snap into position without any structurally sound fastener. I suggest silver soldering a small threaded rod to the back side. Drill a slightly larger hole thru the fender were it attaches. It is difficult to get a nut on this so I suggest sliding a small piece of vacuum hose over the end thru the fender to secure this in place. (Ref.# 10.0110 at both ends of crossover panel trim.)

I have purchased three INCORRECT trunk seals from reliable suppliers. The seal is frequently advertised as correct,----not so. Recently I purchased one from Mike Rizzuto. It is an exact fit with an excellent seal. He also has the four bumpers for the lid. These are beautifully done. P.S. Do you know anyone looking for 3 trunk seals advertised to fit, but don't!!! I'd make you a good deal!

I replaced my front stabilizer kit assembly recently. Shortly after I noticed severe wear on my right brake flex hose. The problem was that if this kit is installed with the bolt head at the bottom the threaded portion at the top allows the flex hose to drag across it with each turn of the wheel. Solution-----put the bolt head at the top with the threaded portion down. Everything clears fine.



RESTORATION & MAINTENANCE

From **DAVID BARCLAY**

REPAIR PROCEDURE

BROUGHAM OIL GAGE SENDER

Every Brougham owner knows about troublesome oil and gas gages. I had tackled part of this problem a while back with the development of a replacement circuit board for the oil and gas senders. The operational principle of both are the same, namely sending regulated current to the three coils in the gage to generate a needle reading. Most of our gage problems can be traced to fouled up electrical resistance in the old circuit boards.

This is invariably the only problem with the gas senders but only part of the problem with the oil senders. Oil leakage past the diaphragm into the electrical section would also have to be corrected.

After much trial and error, I have perfected a repair which is quite satisfactory and will describe below.

MATERIALS REQUIRED

1. Diaphragm sheeting, BUNA-N or NEOPRENE (similar to that used in fuel pumps)-single ply, 1/16 in. thickness, max. or you can use two plies of thinner material, 2½ in. square
2. 8 - #6 screws & nuts X 1/2 to 3/4 in. length
3. 4 - #8 screws & nuts X 1 in.
4. 1 - Fiber washer, 1/32 in. thickness X 1/4 in. I.D. X 5/8 in. O.D
5. 1 - Steel washer, 2 3/16 in. I.D. X 2 3/4 in. O.D.
6. 1 - Steel washer, 1 1/16 in. I.D. X 2 3/4 in. O.D.
7. appropriate drills for screw sizes

1. Remove outer housing by grinding away lower crimped edge. Carefully grind around edge equally with a bench grinder and housing will lift off. After removal, be careful with the little electrical contact fingers! Do not bend them and clean contacts carefully.
2. Separate diaphragm housing from the base by grinding away outer edge of crimped retaining ring.
3. Remove old diaphragm by unscrewing diaphragm nut and screw.
4. Clean and inspect parts for damage, etc.
5. Drill eight(8) holes for #6 screws (no larger!) equidistantly around outer edge of the base and diaphragm housing.

RESTORATION & MAINTENANCE

DAVID BARCLAY

5. cont'd.

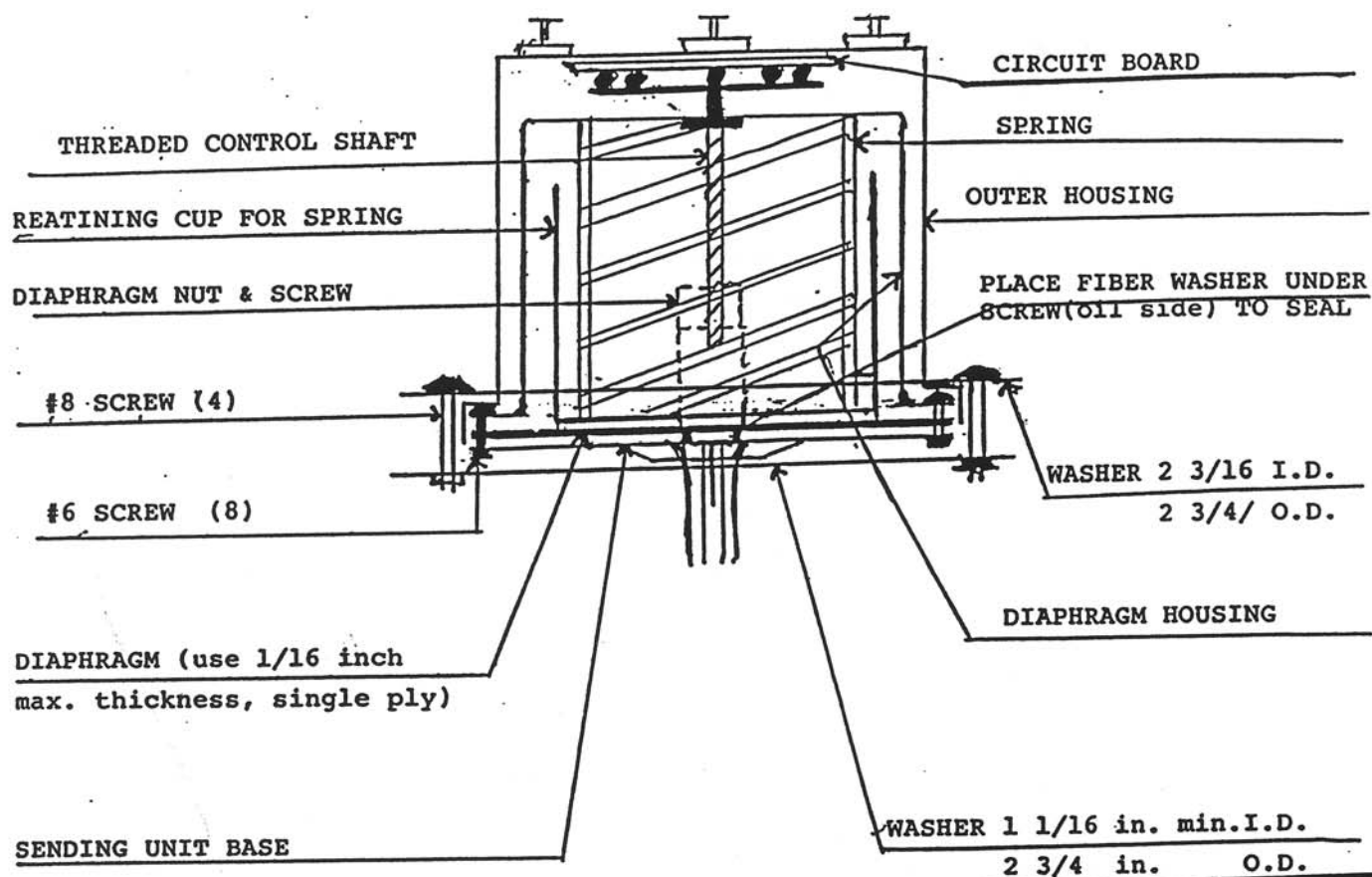
It is imperative:

- A. That the holes be as far but to the edge as possible to allow the maximum sealing surface for the diaphragm.
 - B. That the holes be no larger than needed to accomodate #6 screws
 - C. That the diaphragm housing and base be aligned and indexed before drilling (indexed because the holes are never perfectly equidistant and perfect alignment during assembly can only be achieved one way).
6. **DIAPHRAGM PREPARATION:** Leave the diaphragm sheet larger than needed. Do not cut down to size now. At the very center, make a 1/4 in. hole with a leather punch or similar tool. You need a nice clean, round hole. Do not drill or hole will be ragged. Place fiber washer under center screw (oil side), through diaphragm and into threaded upper part. Tighten securely making sure diaphragm is not distorted.
7. Place diaphragm assembly between base and housing. Do not stretch tight. Leave it loose or even slightly gathered inside which will allow the diaphragm to move when the unit operates. One by one, drill through the diaphragm and insert a screw each time to assure perfect alignment. Tighten all screws evenly and trim the diaphragm to outer edge of housing with razor blade.
- NOTE: I leak-tested my sender by installing in a reduced 1/2 inch pipe, upside down containing oil with 60 PSI applied. No leaks!
8. Install new circuit board in outer housing if required.
9. Outer housing retention with the two-washer arrangement works well because it's secure, can easily be disassembled and allows for simple calibration of the sender. Drill four(4) holes in the two washers, assemble as per illustration and lightly tighten.
10. Calibration: (before installing in car) Run jumper wires from your car connections to the sender. Red always to center terminal. You may have to reposition violet, green & brown if you lost track of where they go. To calibrate, simply turn outer housing on the base until the gage reads "zero".
11. Install a 1/8 in. pipe thread 45 degree Ell in oil filter housing so sender will clear the engine block.

Cross section

Eldorado Brougham Oil Sending Unit

Repair Procedure



Work on #294 is progressing nicely. Glass and doors all together. Wiring and engine compartment pretty much done. Quite a bit of trim on. Dash going together now.

I'm making another run of five sets of rear bumpers, four sets spoken for and a set for my car.

I recently got a beautiful set of mouton blue carpets for #294 from Mike Rizzuto.

So we're making forward strides!

Best regards to you.

Sincerely yours,

Dave

Dave Barclay



Michael P. Rizzuto
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"THIS IS THE ELDORADO BROUGHAM BY CADILLAC"

As promised two years earlier, Cadillac brought to limited production their Eldorado Brougham Motorama dream car. The realization of a life's long ambition for dream car designer 'Harley Earl', the hyper-luxurious Brougham was described by Cadillac management as the most advanced auto ever built and a mirror of things to come, the world's newest and most exclusive auto. It is still the most complex auto ever offered to the American public with features not yet found on today's cars. This hand built milestone, with its timeless styling left no doubt in the public's mind as to who was the king of the luxury car market.

The price for this car in 1957 was a staggering \$13,500 making it the most expensive American car ever. Even more staggering was the \$23,000 it cost Cadillac to build each one, resulting in much red ink for Cadillac. All this in the days when you could buy the top of the regular Cadillac line, Biarritz convertible for \$6,500 or a Rolls Royce Saloon for about \$9,000!

These chariots were typically owned by movie stars, wealthy industrialists, a gangster or two and the ultra wealthy. For your money you took delivery of the most opulently equipped car ever to come out of Detroit, complete with such items as a ladies compact, magnetized drinking cups, cigarette case, lipstick holder, beveled mirror, note pad, lambskin carpet and a perfume atomizer filled with Arpege de Lanvin, Paris. This was strictly for those privileged few who could afford the car of the future while living in the present.

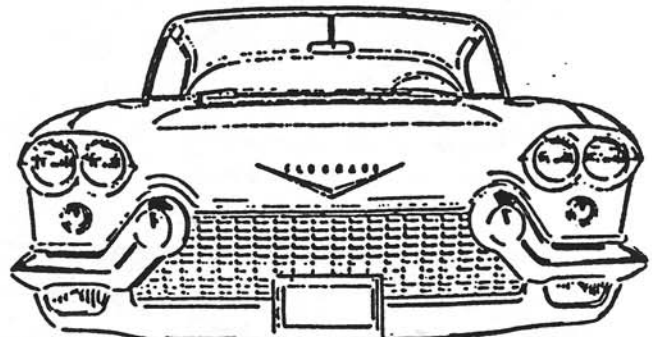
The Brougham marked industry firsts in all sorts of technological advances and luxury: air ride suspension, electronic memory seat position system, an automatic starting mechanism which will start the car without having to touch the key, automatic trunk opens, closes, locks and unlocks with a touch of a button in the glovebox and, of course, there were the usual full power assists with air conditioning. There were also many similar unusual features too numerous to list. The Brougham had no options, aside from colors, which came in a wide variety. Everything was standard equipment.

This was the first and only time a concept "DREAM" car from a major U.S. auto maker was available to the public. In 1957 and '58 only 704 stainless steel top Eldorado Broughams were produced. This was the height of decadance, the ultimate personal luxury car. Unsurpassed even today it still stands out as the best symbol of that exclusive dream in a world of mass produced fantasy!

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NEW!
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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
cross-section.
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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Classified

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 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 Brougham Parts Car - Good windshield and glass, it has most all of it's trim, interior complete, tri-power with air cleaner, air ride, relays, bumpers ect. If you are restoring one of these cars it would be in your best interest to have a parts car. Price \$6500.00. Paul or Sandy Lauricella (716) 765-9106.

1957 Brougham - easy restoration. Contact: Ken Gimelli, 239 Forrester Road, Los Gatos, Ca. 95032. Asking \$17,000.00.

1958 Brougham - #692 sandalwood with grey leather and cloth, 33,000 miles. Car is on springs, runs and drives excellent. Very strong #2. No vanities. You will not be disappointed \$37,500. Call Todd Todd, 61 Via Arroyo Dr., Corralitos, Ca. 95076 or call (408) 476-6260 (408) 728-5152.

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.

57/58 Brougham Parts for Sale: Fender skirts from NOS to poor. Dash pad, side chrome, front NOS bumper ends, good used front bumper ends, replated rear bumpers, front face bar, Brougham upholstery cloth. Hub caps, air ride parts, and much more, reasonably priced. Call or write Edwin Alfred, 26 Old Lancaster Rd., Merion, Pa. 19066 (215) 667-2234.

Original shop manuals (Brougham) 57. #1 very good \$50.00, #2 good but missing cover \$25.00. B.O.A., Inc., 19 Manning Dr., Berea, Ohio 44017.

Parts Wanted

WANTED: 1. Virgin front bumpers (not rechromed) used, but in good shape. 2. Cigarette case (glove box). 3. Mint fender grills (four) no pits. 4. Spare tire cover (for pattern) need not be mint. Contact: Al Dowling (216) 243-0726 after 6:00 p.m. E.S.T.

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 - 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.

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

(1) Batwing chrome nut. Steve Raskind (619) 458-5908.

WANTED FOR 58 BROUGHAM: (2) emblems for the side of the front fenders, an original positive battery cable, one right rear quarter support mount and brace for the fender skirts, body rear piece which screws on underneath the license plate. Any vanity items please call Marion Falat at (208) 381-4295.

WANTED: Lower half of plastic cup holder or complete holder. Contact Duke Gerke at (419) 588-2661.

Wanted

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

WANTED: 57 or 58 Brougham. Will trade nice 1949, 60 special and original 1948 Cadillac 62 series. #2 condition. Write to Larry Muckey, 4588 Sheridan, Muskegon, Mi. 49444 or call (616) 777-1849.

LEAD

I was in Sarasota, Fl. last week - went to Bellm Auto Museum and about a mile away was a classic car lot. What a surprise to find a nice "58" (on air) and a even nicer "57" (on springs), both for sale. Cars are #246 and #485. For more information call Paul S. Edenson, Sarasoto, Fl. (813) 365-1940.

Alan J. Lease
Atlanta, Georgia

Miscellaneous

WANTED - 1957/1958 Eldorado Biarritz or Seville any condition, also NOS parts, parade boots, batwings 2X4, 3X2. Please call Peter Krell at (800) 375-6421, finders fee gladly paid.

Classified ads are free to B.O.A. members and will appear in one issue unless requested to be continued. We assume you have sold or located a car, parts or literature unless otherwise notified.

The B.O.A., Inc. makes every reasonable effort to verify information published. However, The B.O.A., Inc. assumes no responsibility for validity of manufacturer claims or statements in news items, articles, selection charts and advertisements.

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.
8. Full color Xerox copy of FORTUNE ad. 10 X 13 suitable for framing. This was the only ad ever published. \$15.00 to B.O.A. members. B.O.A., Inc., 19 Manning Drive, Berea, Ohio 44017.
9. Complete list of all 57-60 Brougham by body no. gives completion no., engine no., trim and color no., & state delivered to. Free to B.O.A. members. Send S.A.S.E. to: 19 Manning Dr., Berea, Ohio 44017.

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