



HAPPY HOLIDAYS



*Brougham  
Owners  
Association*



*Newsletter Vol. 4 No. 4*

# Brougham Owners Association, Inc.

B.O.A. Newsletter Vol. 4. No. 4. Winter 1992

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## President's Message

Next issue will mark our fifth anniversary and the coming year looks brighter than ever. B.O.A. membership continues to grow as does our exchange of knowledge and solutions to problems unique to the Brougham. Broughams are coming out of hiding around the world as our new member list in this issue proves. We are financially sound which will allow us to upgrade our newsletter and offer more services to our membership. We have come a long way from that initial issue. Solutions to problems continue to be refined as systems are looked at again and again by our talented members. There is still much knowledge to be shared. All it takes is a few moments to put that restoration or maintenance tip on paper and send it in to the B.O.A. you may have the answer another member is looking for. Make a New Year's resolution to send at least one item in this coming year. We have the "right stuff" because we have you to make it all happen.

Dues for the coming year will not be raised. We feel that if our membership grows, as it has in passed years, we can make ends meet as we did in 1992. We will be looking for advertisers and perhaps a few products to represent to remain profitable. The fact is, 1992 was the first year that saw a small surplus in the B.O.A. account.

Jean and I wish all of you the very best during this holiday season and hope that your New Year will be the best yet!



Till next year,  
*Charles D. Barnette*  
*Jean M. Dowling*

### On Our Cover

Enclosed is a picture taken this summer at a local car show in Texarkana, Arkansas. My car is #590 and its color is Kenya Beige. The car is featured in the June 1985 issue of The Self Starter put out by The National Cadillac-La Salle Car Club. The car appears in the enclosed photo after being repainted (and the bumpers being rechromed by Classic Chrome of Maywood, Illinois). The drawing displayed with the car was drawn by the one who painted the car, - Mr. Wayne Beel also of Texarkana. The car was originally owned by Mr. H. J. Hensley of Kansas City, Mo.

Charles D. Barnette  
Texarkana, Arkansas

## LETTERS

To the editor:

### Yanks crown Ken king of the Cadillacs

I have enclosed some newspaper articles of which we are very proud. Our own life president of the C.L.C. Australian region was presented the Henry M. Leland award at the recent National meeting in Phoenix, Az. We are so proud of Ken Moss he is the life blood of Cadillac owners in Australia. I am sure you will agree that even though Ken is not a Brougham owner - he deserves a mention. He is a big supporter of our Brougham.

Recently Ken gave us a kit model of a 1957 Brougham which he has had some 35 years. Incidentally available in Australia at present is a very good model kit of the "57" Brougham. These kits are "Gunze Sangyo" brand and made in Japan. They are very good replicas and are 1/32 scale. I am not sure if they are available in the U.S.A. if not, and anyone is interested they are \$22. Australian and the supplier here is "Sherrifs Mini Cars" 127 Church Street, Parramatta-2150, Sydney NSW, Australia or contact us.

Keep up the good work and we would be keen to correspond with any of your members - who are interested in anything Cadillac or Australian.

## US award for 'Mr Cadillac'

Australia's 'Mr Cadillac', Ken Moss, of Ryde, is in the US being honoured by the Cadillac La Salle Club.

Moss, 69, a self-confessed Cadillac nut, is the first non-American to win the club's prestigious Henry M. Leland Award.

It's presented annually to a nominated member who has actively preserved, maintained, researched and promoted automobiles manufactured by Cadillac and has performed other acts of great merit and service.

The owner of several vintage Cadillacs including 'Eliot', a 1927 model, and a co-founder of the 300 member Cadillac-La Salle Club of Australia, Ken says he's "tickled pink" at the trophy.

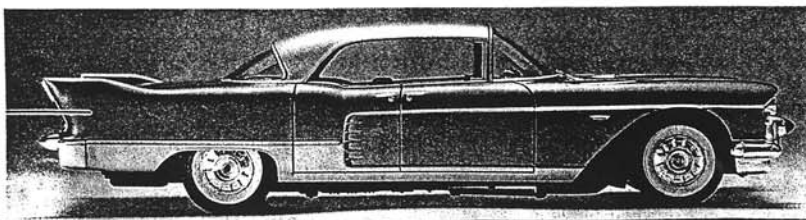
Fond regards,

Lorraine & Michael Morris  
41 Loftus Road  
Pennant Hills 2120  
Sydney, Australia

Those of us who were at C.L.C.Nationals in Phoenix, and heard the biography of Ken Moss, remain in awe of his contribution to our hobby. Australia is indeed fortunate to have such a dynamic leader championing Cadillac history with his unique personal touch. The B.O.A. is adding Ken to its mailing list to honor-in our own small way-"Mr. Cadillac!"

### MODEL REVIEW

Yes, the Gunze Sangyo Brougham model is available in the U.S. from Miniatures Of The World at \$14.95 + shipping. Call for exact price. It is a bit small; but, if you use some of the tricks in Vol.3, No.2 it can be quite stunning. I have done two so far. A.W.D.



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# RESTORATION & MAINTENANCE

## **SUGGESTIONS & SOLUTIONS**

**FROM: ROGER ZIMMERMAN**

Roger A. Zimmermann  
Mattenweg 15  
CH-2557 STUDEN  
Switzerland

October 12, 1992

Brougham Owners Assoc.  
19, Manning Drive  
BEREA, Ohio 44017  
USA

Dear Allan,

As usual, it was a pleasure to read your latest Newsletter. It appears that I'm very fortunate to own an atomizer from Lanvin! I have only the gold labelled bottle and the atomizer, without box.

In the "suggestions & solutions", Dr. Zeiger seems to have difficulties with the correct trunk seal. I had the same trouble, thinking that the indications from Lynn Steele were reliable. Unfortunately, Lynn Steele's C-0896 or C-0650 do fit only 1954 to 1956 Cadillac cars. As I'm dealing with other Cadillacs, I soon discovered that the kit C-0773 for '57 to '72 standard Cadillac models fits perfectly our Broughams, at least the '57 & '58. I wrote to that company to let them correct their catalog, without result. I assume that, as Americans, they know Cadillacs better than an obscure European...

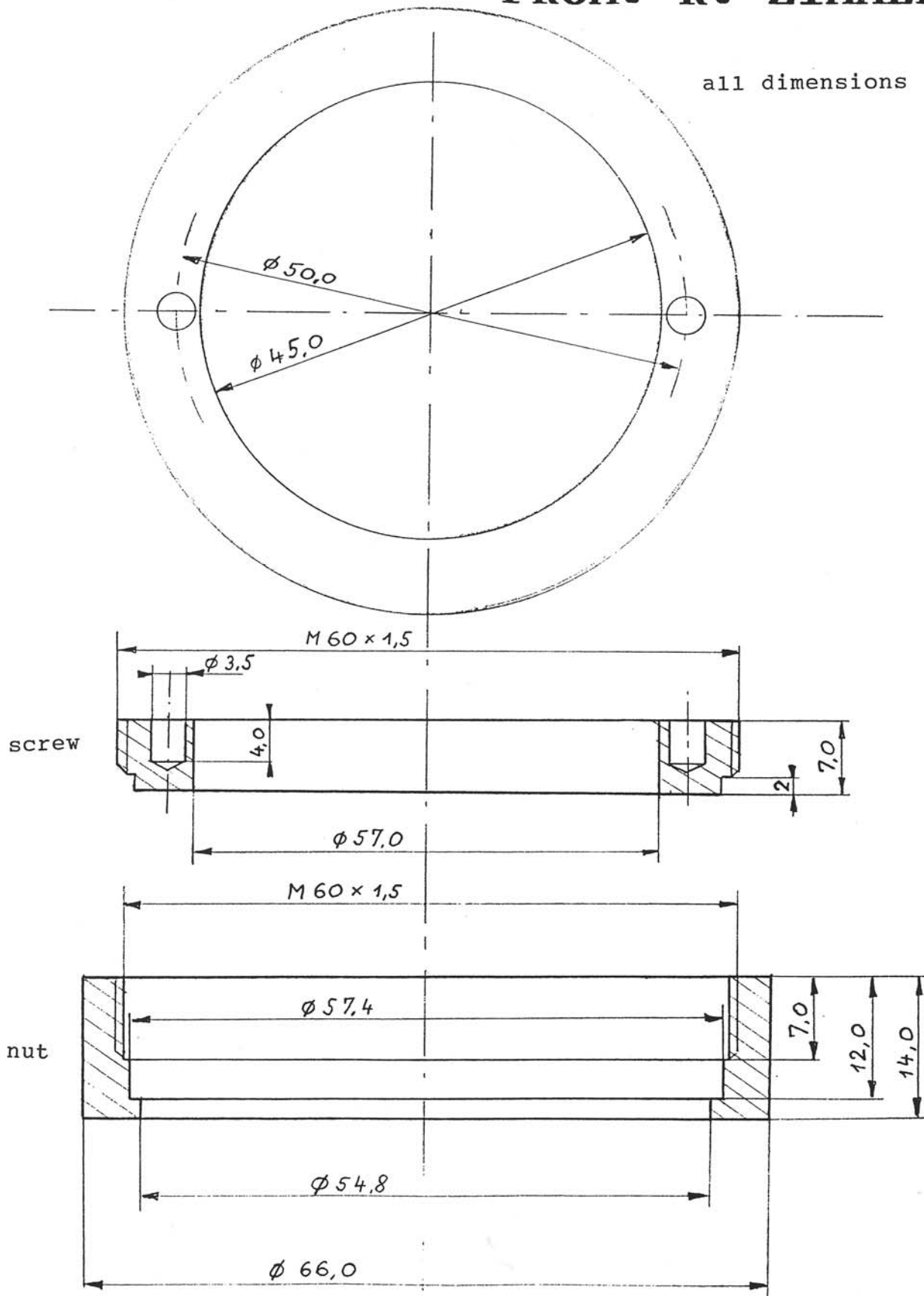
The repair procedure from David Barclay for the oil gage sender is an easy and cheap one. Roger Eickmeier repaired my own sender with a similar method, but it failed. The reason was a wrong material for the diaphragm and inconsistent clamp force between screws. I found proper material for the diaphragm in Switzerland (we are not only manufacturing chocolate and cheese!) and developed an other clamp method. I let machine two pieces out of steel to hold all pieces in one operation. It looks more professional and does not require to install a bended pipe for clearance. A unscaled drawing with metric dimensions is enclosed.

Dr. Zeiger gave me an interesting method to activate the fuel pump to reduce the starting time. I have another method to suggest if the pump does not run by putting the gear selector in DRIVE and holding the key to the start position: open the hood, put the selector in DRIVE, turn the key to ON. With a piece of electrical wire, touch both screws of the fuel pump switch which is located at the LH front of the engine. You will see the fuel flowing through the fuel filter. This method prevent to modify an electrical circuit which is complicated enough!

# SUGGESTIONS & SOLUTIONS

FROM: R. ZIMMERMAN

all dimensions in mm



# RESTORATION & MAINTENANCE

## **SUGGESTIONS & SOLUTIONS**

**From: Dr. Eickmeier**

My car had an unusual ( I think ) defect, present when I bought it in 1971. Even though a new exhaust system was installed, I still heard an annoying gurgle that said "low quality". My frustration grew over the years until the gurgle became a distinct "snap". At last I was able to pass a hose around the engine, listening through the hose for the elusive noise. I found it - a thin spot in the exhaust cross-over on the intake manifold. Once the spot was brazed shut, I had a Brougham as quiet as a person could ask for. If anyone out there has one of these pesky gurgles, give a listen under that intake manifold !

Dr. Roger Eickmeier

## **DIAPHRAGM PROJECT UPDATE**

I am pleased to report that my suspension diaphragm project has reached a state of refinement which has yielded strong ( 1000 p.s.i. burst ) leak-proof rubber. All the reinforcing fabric is in the outer 10% of the rubber. Air leakage from wicking ( the seepage of air through the fabric ) is eliminated.

By the way, the Brougham air suspension rides on just 67 p.s.i., not the 100 or more p.s.i. that most owners think. That should mean that 1000 p.s.i. air diaphragms will last a long time or so I must assume in the absence of lab tests!

While it is unfortunate that the factory charges so much for the diaphragms, at least they are available to Brougham owners, and they are tight! I have a few front diaphragms left and I am wondering if anyone out there is interested in rear diaphragms. If you want any, please contact me, since the factory requires runs of at least ten units each time. I'd like to make another run of rears and/ or front diaphragms in late winter. Please call!

Dr. Roger Eickmeier  
Ontario, N0k-1N0  
1-(519) 345-2578

## **FILM REVIEW**

Ever wonder what happend to the factory films of the Brougham ? Well, their back -on video tape. The video covers 57-62 Cadillacs and includes about three minutes of the 54 @ 57 Brougham with flashes of the 57-60 Brougham shown to the sales people before introduction. Price is \$34.95 including shipping. N.J. customers add 7% tax.

The tape is titled "Standard Of The World". Please mention the B.O.A. if you order.

**SEND CHECK OR MONEY ORDER TO:**

HISTORIC VIDEO ARCHIVES  
P.O. Box 189  
Cedar Knolls, NJ 07927

## Questions & Answers

**Q:** Can I be sent any back issues of the B.O.A. Newsletter dealing with retro fitting the air suspension system on my "58" Brougham which was converted to coil springs? Are reconversion kits sold??

William K. Stokel  
Barcelona, Spain

**A:** There is no complete "kit" available. If enough parts were saved - domes, valves - they could be combined with the parts listed below to form a complete system. An ambitious project; but, it can be done.

### Air Suspension

57&8 Eldo. Brougham Air Ride Compressor Oil Return Line (exact re-production).	45.00	1958-60 Air Ride Compressor Rebuild Kit. Includes piston rings die stamped gaskets, bushings, seals, etc.	350.00
57&8 Eldo. Brougham Air Ride Compressor to Inlet Core Support "T" Rubber High Pressure Hose with Correct Formed Ends.	125.00	1958-60 Air Ride Compressor to Reservoir Tank Air Pressure Line.	45.00
57&8 Eldo. Brougham Air Ride Compressor Internal Cooling Fan.	85.00	1959-60 Leveling Valves Rebuilt Exchange (concours detail and zinc plated). 1 Year Warranty.	400.00
57&8 Eldo. Brougham Air Ride Compressor Rebuild Kit. Complete with Shut Off Switch Diaphragm, Special Tapered Piston Rings, Seals, Grommets, End Washers, Motor Brushes, Etc.	350.00	1958-60 Air Ride Compressor Rebuilt Exchange (concours detail). 1 Year Warranty.	600.00
57&8 Eldo. Brougham Air Ride Compressor Shut Off Switch Diaphragm.	165.00	1958-60 Air Reservoir Tank Check Valves Rebuilt, Cleaned Pressure Tested (concours detail). 1 Year Warranty.	250.00
57&8 Eldo. Brougham Complete 16 Piece Copper Air Line Set Swedged with Exact Flared Ends Like Original.	1100.00	1958-60 Air Ride Lift Valve Rebuilt, Tested and Zinc Plated (concours detail). One Year Warranty.	400.00
57&8 Eldo. Brougham Rebuilt Lock Out Solenoid (exchange, concours detailed and bench tested). One Year Warranty.	300.00	1959-60 Air Ride Component Hardware Mounting Kit. All Correct Nuts, Bolts, Clamps, Etc. A-Z (most parts stainless steel).	60.00
57&8 Eldo. Brougham Rebuilt Leveling Valves (exchange, concours detailed and bench tested). One Year Warranty.	600.00		
57&8 Eldo. Brougham Rebuilt Air Ride Compressor with Pre-adjusted Pressure Switch (exchange). Concours Detailed and Bench Tested. One Year Warranty.	700.00	1959-60 Leveling Valve Rebuild Kit. Includes all Seals Die Cut Gaskets, Needle Valves, Etc.	176.00
57&8 Eldo. Brougham Front Air Domes Sealed and Bench Tested (concours detail) Air Bags Not Included.	200.00	1959-60 Lift Valve Rebuild Kit. Includes all Seals, Die Cut Gaskets and Pressure Regulator Diaphragm, Etc.	250.00
57&8 Eldo. Brougham Rear Air Domes Sealed and Bench Tested (concours detail) Air Bags Not Included.	200.00	1959-60 Air Reservoir Tank Check Valve and Pressure Relief Valve Rebuild Kit.	75.00
57&8 Eldo. Brougham Correct Stainless Steel Hardware Mounting Kit (all correct air ride component bolts, nuts, clamps, etc.)	145.00	1959-60 Air Line Seals (30 piece set).	75.00
57&8 Eldo. Brougham Front Air Dome Rubber Head Bolt. (mounts piston to "A" frame)	60.00	1958-60 Air Ride Compressor Oil Inlet Line.	45.00
57&8 Eldo. Brougham Front Air Dome Piston Steel Collar.	60.00	1958-60 Air Ride Compressor Oil Return Line.	45.00
Retains Rubber O Ring and Rubber Head Bolt. Replaces Commonly Crushed Parts.		1958-60 Air Ride Complete Rebuild Kit From A-Z. Includes Pt. #'s 59ZB01-001, 002, 003, 004, 005, 011, 012, 013, 014, 015, 016, 017, 06(58) No Lev. Valve Pts., Exchange Valves Only.	2250.00
57&8 Eldo. Brougham Lockout Solenoid Rebuild Kit (all die cut gaskets and seals with filter material).	165.00	1958-60 Air Ride Front or Rear Dome Sealing and Bench Testing (concours detailed).	100.00
1957 Eldo. Brougham Air Ride Compressor, Steel Oil Feed Line with All Correct Bends.	60.00	1958-60 Plastic Air Ride Suspension Line to Rear Frame Crossover Re-taining Clip, 2 piece set.	22.00
1957 & 58 Brougham Air Ride Level Valve Adjustment Link Rod Stop Nut Rubber Bushing & Washer Kit (33 pieces).	65.00		
1958 Eldo. Brougham Air Ride Compressor, Steel Oil Feed Line with All Correct Bends.	60.00		
1958-60 Front Air Bag.	125.00		
1958-60 Rear Air Bag.	125.00		
1958-60 Plastic Air Ride Line Set (8 pieces).	225.00		
1958-60 Copper Air Ride Line Set with Correct Swedges Ends (6 piece set).	375.00		

Mastermind Creations, inc.

Michael P. Rizzuto  
29710 Goetz Rd. Quail Valley, CA 92380  
714-244-0460



# Nightmare Brougham is collector's dream

*Finders/Keepers is an occasional feature that profiles people whose collections of art, artifacts and memorabilia range from the valueless to the priceless.*

By KAREN SANDSTROM

PLAIN DEALER REPORTER

**B**EREA John Wayne owned one. So did Frank Sinatra, Bob Hope and Joan Crawford. Howard Hughes sent his back to the factory to have the fins lowered by half an inch.

Celebrities had the money when Cadillac unsheathed its sexy little Eldorado Brougham. Unusual standard features — like a bottle of pricey French perfume — afforded the Brougham its "dream car" status. The sticker seemed pretty unreal, too. At \$13,500, this was the most expensive car on the market in 1957.

But the Brougham led its owners into a high-maintenance nightmare. The dream fizzled and the price plummeted. That worked to the benefit of Allan Dowling.

"I loved these things from the day I saw them," said Dowling, who was 11 when he first laid eyes on the Brougham at Central Cadillac in Cleveland.

In the 35 years that have passed, Dowling has watched the Brougham go from dream car to mass-marketing disaster to collectors item. He has owned

three himself, the latest of which he continues to torture to a state of near-perfection. And he has rejuvenated a dormant club called the Brougham Owners Association, which helps collectors of the estimated 300 remaining Broughams find parts and camaraderie.

It all started in the mid-1950s, when Cadillac design king Harley Earl set about creating what was supposed to be a retort to Lincoln's plans for reviving the Continental. The Brougham was smaller than the usual Caddy, a four-door beauty with chrome-plated bullet front bumpers and a sloping, textured stainless steel roof.

"Every part of that car is sculptured into it," Dowling says. "If you take anything off the car, it looks terrible. If you add anything to it, it's a disaster."

It came in standard shades ranging from "Laurentian Green" to "Maharani Maroon," but nearly a third were sold in black and another big batch in white. The car also had luxury features such as power-operated brakes, steering, windows, trunk lid, transmission and door locks.

But most important to the car's fate, perhaps, was that engineers had figured a way to introduce air suspension in place of metal springs on all four wheels. It made for a smooth ride — when it worked.

If the car was left sitting for a couple of days, the suspension system could lose air and the car would sag. A celebrity wanting to motor off to a Hollywood soiree had to turn on the engine and wait for sufficient pressure to lift the car back onto its cushion.

Dowling's uncle worked as a painter at Central in the days of the Brougham, and car-lover Dowling used to hang out there. "I saw a lot of Broughams come in for service," he said.

Although Cadillac originally had planned to produce 4,000 Broughams, gripes mounted so quickly that the company wanted to halt production immediately. The company still hasn't quite gotten over it, Dowling says.

"Cadillac kind of likes to forget the car was ever built," he says.

Four hundred of the cars were

Dowling bought his first Brougham in 1966, but sold it to go to college. His second was purchased in 1974, but he quickly realized the high cost of restoring it and sold that one, too.

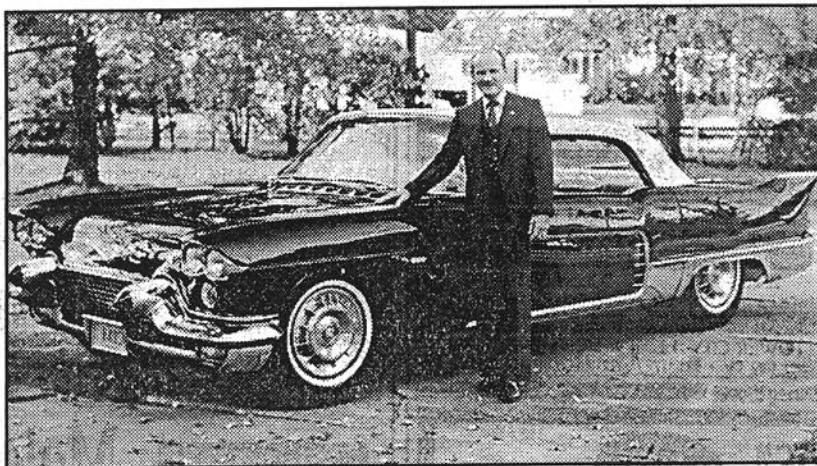
He bought his current Brougham in 1985 from a collector in Detroit.

Dowling knows that the car — number 466 off the assembly line — was originally sold in Los Angeles, and at one time was owned by a shiek living in California. So far, he's been unable to figure out who the original owner was.

Dowling is an engineer at ITT Lester, an aluminum die cast manufacturer. He has done much of the restoration himself. Certain work required such specialization that he had to send it out, and this is the hard lesson learned by many a Brougham owner.

"If they don't know what they bought, the first thing they get into is the chrome plating on the bumper," says Dowling, who spent \$8,000 to have his sculptured bumpers replated by hand. His wife, Jean, remembers the day the bumpers returned from the man who labored on them for more than four years.

"We just put them on the floor (in the living room) and admired them like a piece of jewelry," says Jean, who cut the dyed lambskin rug for the car's interior.



Allan Dowling stands with the 1958 Cadillac Brougham, number 466 off the assembly line, which he has restored.

made in 1957, Dowling said. The 304 made in 1958 fulfilled previous orders, after which Cadillac virtually broke the mold. (A car with the same name and a few of the same features but dramatically different styling was produced in '59 and '60).

All in good time. Dowling figures he'll hang on to this Brougham. After three, he realizes he isn't comfortable without owning the most ill-fated gem Cadillac ever divined.

"It's a piece of history. It's a piece of art," Dowling said. "And it'll never happen again."



# WHAT WORKS

## BY: ALLAN DOWLING

This will be the first in a series of features designed to dispel some myths about the Brougham that I get a lot of calls about. Calls regarding parts interchangeability with the standard Cadillac. More than on member has called about such things as wheel bearings, light bulbs, brakes ect. With the idea in mind that there is something special about "every" part of the Brougham. A lot of this confusion stems from a reading of the parts lists now available. A lot of parts - carry a "special" part number that leads one to believe nothing else will work. In some cases you are paying more for the box than for the part needed. A good example is the transmission designated C.B. This designation only indicated that the Brougham transmission went through additional testing for smooth operation and the lowest noise level. Will a non-C.B. transmission work? You bet. Can you re-build a C.B. with a standard kit? Again yes. What about the trans. cooler-special? No. The only difference is the length of the inlet and outlet pipes. On the Brougham they are about  $\frac{1}{2}$ " shorter. This difference was enough for the engineer to assign a different part number - as well he should; However, the restorer - with fluid on the floor-can solve his problem with a standard part and a tube cutter. Why pay more for the part number on the box than the standard part box and all costs? There are cases when very close looking parts just will not work. Batwing air cleaners are a good example. You pay \$2,000.00 for a mint "57" unit only to find, once installed, the hood will not close. In this case, the look alike is not dished out to allow for the lower hood styling of the Brougham. The correct part is needed. These are the kind of items this series will address.

One basic principle that "58" owners can almost always count on is that the "57" part is the correct part. The standard "58" Cadillac may have changed in many substantial ways - but, not so the Brougham. The idler arm is a good example as is the brake booster. Your "58" requires a "57" unit and in both cases the standard units works. More on brakes in coming issues. You will also find that during the run changes were made to components that caused a slight part number change. The function of the unit did not change. Perhaps, engineering added stock to gain strength or reports from the field indicated an improvement was desirable. Articles from The Serviceman - in past B.O.A. issues-can be used to alert you to such changes. Changes such as these rarely obsolete parts in the field. I have outlined the above to stress that function is the first consideration in keeping a Brougham on the road. Much money and time can be saved by keeping function above all else in mind. N.O.S. "Brougham" parts are very rare and carry premium prices. Where possible, that standard Cadillac part can and should be used. In our next issue we will dissect the chassis and suspension. we may even use the "C" word on occasion-that is conversion-not to advocate it; but, to clarify the possibilities. Feel free to jump in on this series. Perhaps you have a favorite "what works" story to share.



**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  
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 retainers, 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 Epcot 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.

BROUGHAM PARTS FOR SALE: Left rear door lower chrome moulding, N.O.S. front bumper ends, N.O.S. rear bumper ends, plated rear bumper ends, stainless steel roof perfect, 100% perfect horn ring. Brougham upholstery cloth and many more Brougham parts. Also regular 59 & 60 upholstery cloth, reasonable prices. 1 (215) 667-2234 E. Alfred, 26 Old Lancaster Rd., Merion, Pa. 19066.

Two inserts for the emblem which are on the side of the front fenders. Precision work made in Switzerland, \$80.00 each. Roger Zimmermann, Mattenweg 15, CH-2557 STUDEN, Switzerland, or Phone: 011 41 32 525-273. Leave your number if you have to speak to the answering machine.

## 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

WANTED: 1 complete plastic cup retainer. A repro is welcome. Roger Zimmermann, Mattenweg 15, CH-2557 STUDEN, Switzerland.

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.

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

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

## 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.

**\*\*SHOW\*\*\*SHOW\*\*\*SHOW\*\*\*SHOW\*\*\*SHOW\*\***

## Hot off the press

If you live in California you don't want to miss this event. The B.O.A. membership is invited to attend the C.L.C.'s January 10th meeting and car show. Dr. Zeiger tells me ten+ Broughams are slated thus far. Mike Rizzuto of Mastermind Creations will be showing repro. parts. Knowledge of Broughams will abound as Dr. Zeiger, Mike and several experts promise to share years of experience with Broughams. In addition, an original owner is bringing his Brougham. This could be the biggest Brougham event since Indy. For information regarding time and place call Dr. Zeiger at (213) 275-8156.



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.

## NEW MEMBERS

Welcome aboard! Our growth is showing ...

Stephen L. Adams  
Neenah, Wisconsin 54956

Joe Harth  
Miami, Fla. 33102

Gunnar B. Johannessen  
Sandefjord, Norway

Eric C. Lorentzen  
Paradise Valley, Az. 85253

John F. Smith  
St. Vincent, Minn. 56755

William K. Stokel  
Barcelona, Spain 08009

Don Turkletop  
Oakland, Ca. 94602

Wendell B. Will  
Glendale, Ca. 91202

### 1993 Newsletter Deadlines:

Closing Date  
Spring 03/15/93



Mailing Date  
Spring 04/ 04/93