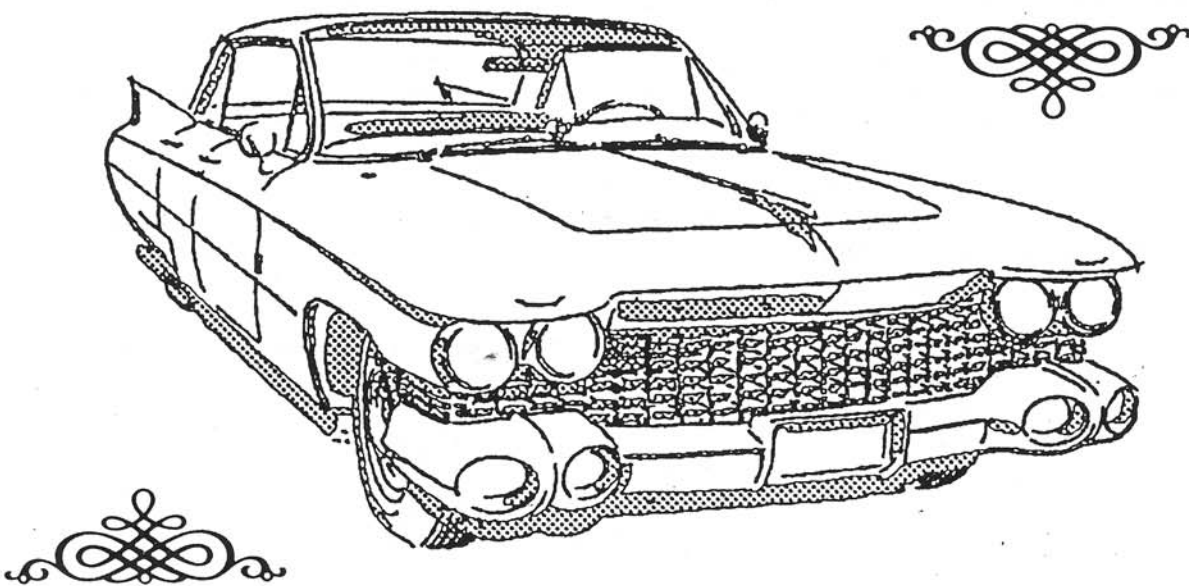


*Brougham
Owners
Association*



Newsletter Vol. 5 No. 2

Brougham Owners Association, Inc.

B.O.A. Newsletter Vol.5. No.2. Summer 1993

Published quarterly by the Brougham Owners Association, Inc.
19 Manning Drive, Berea, Ohio 44017. Membership dues are \$20.00 per year and are not prorated or reduced at any time. Renewals are due upon receipt of your fourth issue. Back issues are \$4.00 each. All rights reserved by BOA, Inc. Reproduction of any part without written permission of BOA, Inc. is strictly prohibited.

President's Message

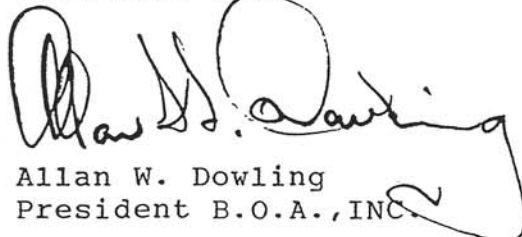
Lancaster Pennsylvania will be Brougham headquarters July 28 - July 31'st. As in past years we will be combining our annual activities with the Cadillac La-Salle Club. We have secured a swap meet space to offer parts, literature, and new products for our members. For example, Jerry Schantz will be bringing the re-pro. cast wheels for your inspection. Perfume bottles, back issues of B.O.A. newsletters, and, I hope, many more parts will be available to you - our members. What can you bring? Well, I hope a Brougham; if not, any parts or literature you can spare will add to our collection of specialty items. As you can see from our "Parts for Sale" ads, we need anything you can spare. Read over the parts wanted section. Do you have some of these parts? Even if you can not be at the meet, you can send them, U.P.S., to Lancaster for sale at the B.O.A. booth. Give me a call at (216) 243-0726 for information on how to do this. Can't bring a Brougham? Can't bring parts? Then bring yourself! The highlight of all these events is meeting folks you have only heard of or know from the newsletter. Put a face with a name and a whole new point of view about the Brougham, the club, and the hobby - in general - will result. Needless to say, you also enjoy the cars and people of C.L.C.

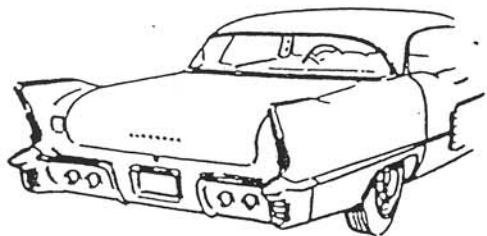
Believe it or not, we did not have a suitable color photo for our cover this issue. We need 4 X 6 good sharp photos that will color Xerox well. I would love to see some of the rare colors represented like greens that are so seldom seen. Get your camera out and show us what you have. Interior shots are also welcome. Have a "59" or "60"? How about some photos? We are not ignoring you, we just need some input from you.

In closing, I hope you will make an effort to get to Lancaster- we want to meet you! Keep those articles coming so we can make Vol. 3. a record issue.

See you in Lancaster

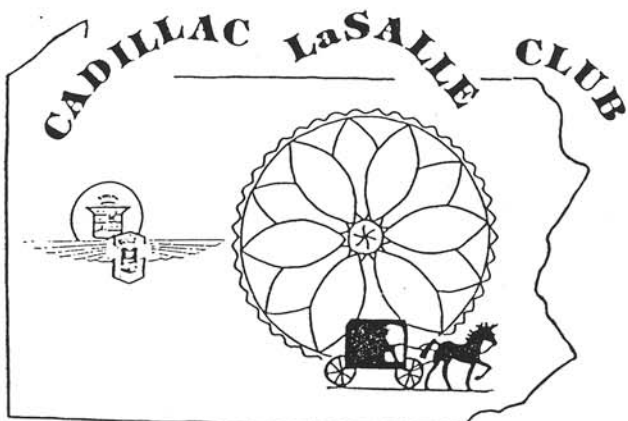
Till next time,


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



On Our Cover

1959 ELDORADO BROUGHAM



GRAND NATIONAL LANCASTER, PA JULY 28-31, 1993

The Valley Forge Region is excited to host the 1993 Grand National Meet in Lancaster. The Pennsylvania Dutch country will provide a scenic setting for a memorable meet. Days will be filled with automobile oriented seminars and casual, self-paced visits to local attractions. Riding our free circuit buses, you can visit the Gast Classic Motor Cars Exhibit, the Strasburg Steam Railroad, the Pennsylvania Railroad Museum, the Toy Train Museum, Rockvale Square (home to over 90 retail outlets) or just ride through the rolling countryside. Optional tours will visit Gettysburg, the site of the battle that marked the turning point in the War between the States; Chadds Ford, Andrew Wyeth's backyard, stopping at the Brandywine River Museum and Longwood Gardens, a horticulturist's delight; and Hershey, the chocolate town amidst Amish farmland. Lancaster County is also included in this tour.

The Lancaster Host Resort will be meet headquarters and site of the car show, flea market and seminars. A popular destination resort, Host boasts indoor and outdoor pools and tennis, recreation trails and 27 holes of championship golf. Since late July is the peak of the tourist season, Host suggests early reservations. Please deal directly with them using the form on the reverse side.

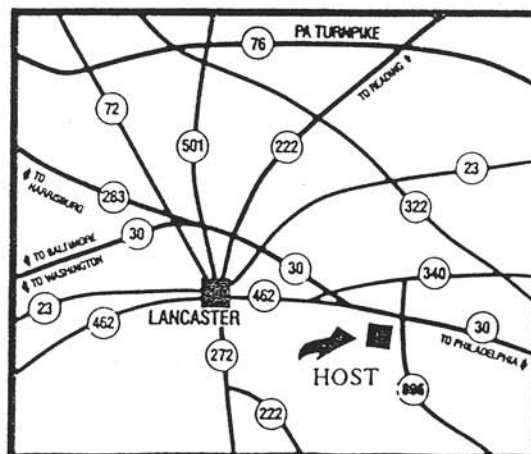
The resort is located on US Route 30 just east of the city and not far from the Pennsylvania Turnpike. Fliers will find the Harrisburg

Airport convenient and shuttle service from the airport to the resort is available upon prior arrangement with the hotel. Alternatively, the Philadelphia Airport is only 90 minutes away.

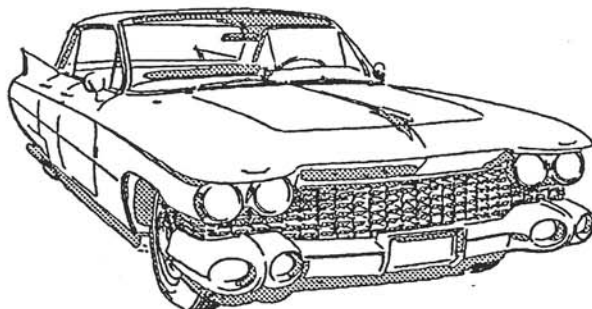
When you come, remember summers in South Central Pennsylvania are generally hot and humid and rain would not be unexpected. Casual dress is appropriate for most activities.

The Valley Forge Region looks forward to a great meet, an outstanding car show and seeing you again.

Bill Edmunds
Grand National Meet Chairman
(215) 688-7747



STEPHEN C CHANDLER



COLLECTOR, 1959 ELDORADO

April 26, 1993

B.O.A., Inc.
Box 254
Berea, Ohio 44017

Dear Brougham Owner's Association,

I was very interested to see your ad in Hemmings as I'd heard the "Brougham Society" was starting again. I am the proud owner of two 1959 Broughams (believe they may be the only ones in England) and would like to own more. Also very interested in sharing information, literature, parts etc. If you need a U.K. area representative, I'd also be glad to do this. I enclose an addressed envelope, together with a reply coupon which I think is good for airmail.

Best wishes

Teddington, Middlesex TW11 ODR, England



Great to know there are two more 59's in existence. It seems the longer we are in this business the more Broughams we find - including 59's and 60's. We hope that those of you who have the rarer of the Brougham series will take a few moments to jot down a story, tips, or send photos for inclusion in the newsletter as there is so little information on these great cars. Many 57/58 owners have never encountered a 59/60. We need your input.

A.W.D.

Dear Allan,

To begin with I hope my letter finds you and your in good health. I have been enjoying the BOC Newsletters very much and in particular, the last one. The pictures in the 50th Anniversary issue were really good because when you don't have an Eldorado Brougham on hand to look at you tend to forget just how superb all those accessories are.

You may remember when we spoke on the telephone that I have an interest in the restoration of Brougham Hall in England. I had wondered if you would like an article about the history of the Brougham name along with brief details of the Brougham family. The article comes with one or two interesting pictures, these are, a colour picture of the Queen's Brougham carriage outside St James' Palace in London, a couple of colour pictures of a Brougham carriage at Castle Howard (the scene of Brideshead Revisted) and a pencil drawing of Brougham Hall in the 1850s. I have re-written the article a number of times and have tried to make it of interest to the Cadillac Brougham owner. I should point out that the pictures will have to carry the correct credits, which I can supply to you. I have written permission from Buckingham Palace and Castle Howard to use these pictures with my article.

The only other club that I will be offering the story to is the Rolls Royce Enthusiasts Club here in England. I am, of course, more than happy for both of you to print the article.

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

My very best regards



Paul C. Bedford.

14/4/93

BROUGHAM HISTORY

We will be most grateful for this story. As you can see by the lack of a "Brougham History" section in this issue, an unusual story of this type would add to our knowledge. Hope we have this article for Vol. 3.

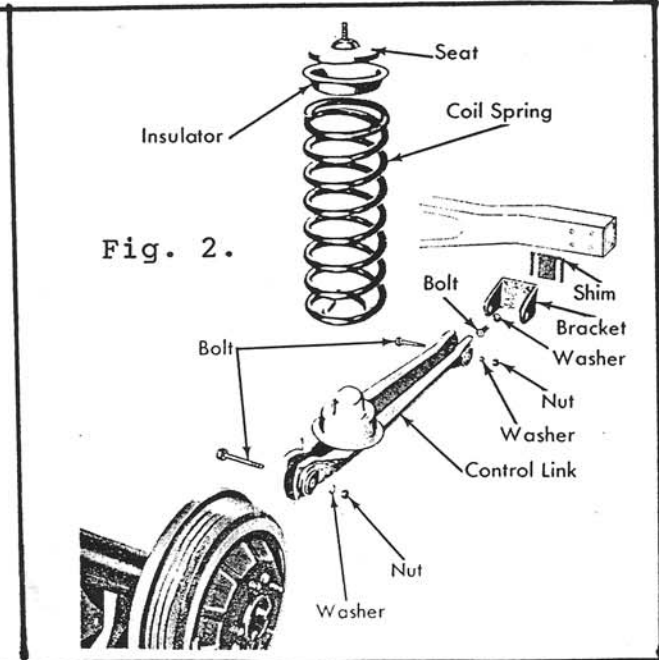
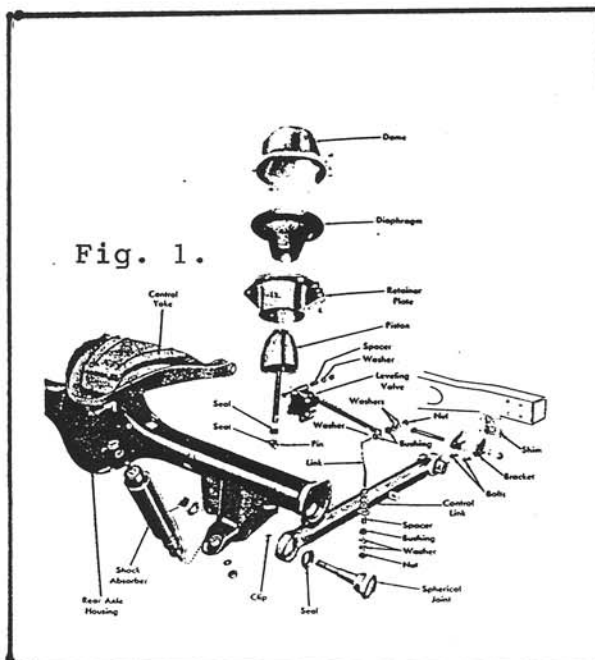
A.W.D.

WHAT WORKS

BY: ALLAN DOWLING

The general configuration of the rear suspension of the 57/58 Brougham is totally unique to the model. 59/60's share the basic 60 S chassis and thus the owner can remain on air or convert with relative ease. For that reason I will concentrate on the 57/58 set up. Being a totally unique system, the 57/58 shares only internal rear end gears, axles, and wheel bearings of the Eldorado series of the given year 57 - 2 X 4's, 58 - 3 X 2's. Shocks are again special if your car is on air-again, the best bet is to have them rebuilt instead of endlessly searching for N.O.S. parts. The spherical joint is of particular interest and to the best of my knowledge is not being reproduced nor has anyone found a way to rebuild them. If you know how to work on these please drop us a line. If you remain on air it is essential that these joints remain as well as function per design. A leaf spring conversion seems to be the only way around this potential problem. We still need a good article on leaf conversion. The coil conversion is also possible, and as I am more familiar with it, I will outline how this is done drawing upon my knowledge of how Rudy Stahl did my #466. Number one - Do Not Use "58" Springs in your conversion. The secret to a successful job is to use 1962 Sedan coils. Having secured the right springs, mounting is the next hurdle to overcome. Provided your rear domes are solid the problem of an upper spring retainer is solved. Once the diaphragm, retainer plate, and piston are removed you will see that a spring will fit-well, almost. Some modification to the dome is needed. That modification is to torch out the flat side of the dome for spring clearance. Once this is done the coil will seat on the inside top of the dome. Rubber should be placed between the coil and the dome to avoid metal to metal contact. This grommet will also serve as your height adjustment although not a whole lot of adjustment should be needed using "62" coils. The upper part of the conversion is now complete.

Continued on pg. 10.



CONVERTING TO COILS BY: Paul Lauricella

I thank you for printing my letter, I got a real charge seeing my name in big block letters. Now that club members know who I am (I don't know if that is good or bad) I think they should hear more from me. I liked the "What Works" article and I prize all information from the B.O.A. I am very happy to see what works on coil spring conversion; although, I couldn't see how lower A arms could be used without ruining them. I would like to offer -step by step- to B.O.A. members in laymens terms, how I converted my 1957 Brougham to coil springs so anyone with the ambition can do it himself or have a mechanic do it for him. It will save hours and money for the Brougham owner.

This is how I did it. If anyone out there can see something that can be avoided, please correct me. This was my first conversion on a Brougham and it was an honor. Step (1), locate a 57 Cadillac parts car. Either buy the whole thing or, at the salvage yard, remove the lower suspension arms, the coil springs, (as Al mentioned new springs will make the Brougham sit too high and stiff and are very hard and dangerous to put in) you will also need spring towers. The Brougham has none. These towers are riveted in at the factory. They have to be torched off. Carefully torch off the rivet heads flush to the frame and drive the rivets through. The tower will fall out. Mark them left and right and you now have the parts needed to convert. Your best bet is to remove the front clip right off the parts car. You will also need to remove upper A arms. Please be sure you have the car blocked up securely and have plenty of water when torching. Safety is the key and we want to live long enough to see people's tongues hanging out as we drive around in our Broughams. Replace shafts and ball joints at this time. With that done, it is time to attack the Brougham. You do not need to remove the front clip from the Brougham to complete your conversion.

Chances are your Brougham is sitting down low on all 4's - thats o.k. First things first. Here we go. Raise the hood - that's easy enough. Unbolt the air conditioning compressor and move it out of the way. Take out the washer jar and bracket. Now look straight down, there is the upper A arm. You will notice there is a bracket with a hole in it for a shock absorber. Put your bolts in a can and mark them A/C compressor. Now go to the driver's side, unhook wires from air ride compressor - remove lines - one is steel the other is rubber. The rubber one is probably rotten and will tear off. Remove generator and and put it to one side. Put bolts in a can and mark them. Look down and you'll see the same as the other side. Now the fun part, raising the car with no air in the suspension. Its very unstable. Be very careful. It is best to have a helper with you. With a floor jack and pad try to get under on corner of the front bumper. Slowly jack the corner up. Once the wheel is barely touching the ground take some small blocks of wood and put them between the lower A arm and the frame. Be sure they are in good and solid shape.

Lower the jack. It should be sitting up nicely now. Do the same to the other side. With the front up, slide the jack down as far as you can to the rear of the car and jack it up. Measure between the rear axle housing and the frame and cut a block of wood that size.

On the end that rests on the axle cut a notch with a jig saw so it will not slip out. Carefully lower the car. Once your confident it is in there do the same to the other side. The Brougham now sits looking mean. Now go around to the front and jack the car up from the K-member which is now easy to get under. Raise the car high enough so when you disconnect the lower A-arms they hang almost straight down. This is so when you put your coils in you have enough room to get your floor jack under the arm to compress it. Use a good pair of jack stands. Place them on the frame just behind the transmission cross member. Lower the car and block the rear wheels. Raise the jack so it just touches K-member and nudges the car a little. This is so you're sure it is secure. Having worked with cars since I was six years old, I've come close to death many times over the years, always be safe. Ok. Remove the wheels, get under the car, remove 9/16 nut that attaches air bag to lower A-arm. Remove stabilizer links. Remove leveling rod from left hand control arm. Remove shock absorbers and out board mounting brackets. Try not to ruin these shocks. Remove cotter pin from tie rod end. Take off nut - 3/4 size. You need a big hammer and a tie rod pickle fork, a few good wacks and they pop right out. Now the only thing attached is the ball joint to the steering arm. Remove both brake drums. Remove the springs and keepers and take off the shoes. Now you will see two nuts. I believe they are 3/4, they are connected to two bolts that go from behind the backing plate through the knuckle. Take them off, tap them through and pull out toward you. The lower A-arm will drop right down. Get under the car with an impact wrench remove the four bolts that hold each lower A-arm to the frame. Next, disconnect brake hose from line. Raise upper control arm as far as possible. You can leave spindle attached. Block it or wire it up. Remove two bolts that attach upper A-arm to frame, lift up and pull out. Be sure to save alignment shims and bolts. Keep each side separate. The car should now be naked of all front suspension. Now go underneath and disconnect line that goes into air bag; I believe it is 3/8 wrench size. Remove four bolts that hold air bag to frame. Now mark everything you just took off, less the upper A-arm and spindle. You are going to put that back on. Tired yet? The funs just beginning. Ok, now back to where we started. With air compressor out of the way, look down at the top of frame where upper A-arm bolts on you will see two rivet heads. There are two straps that hold air ride lines to frame. Directly in front of those straps are the rivet heads. Take your torch and cut those rivet heads flush. If your not good with a torch, find someone who is. Now drive the rivets through. Now take your spring tower up through the bottom and semi-snuqly bolt in your spring tower. I used old caddy motor mount bolts, they are of good grade. Now go underneath and take a yellow grease pencil and stencil in on the underside where the other two holes are. Center punch it and drill a pilot hole and slowly progress to size of rivet hole. Put your bolts in and make sure all lines up. Now undo it and take it right out. Your Brougham is now ready to accept a coil spring on the passenger side. Repeat the process on the exact same rivets on the driver's side, using the same process above. So far we have done nothing to alter the Brougham other than removing a few rivets and punching a couple of small holes. I can not see how this can be done any other way, correct me if I'm wrong. Now comes the sacrilegious part-again correct me if Im wrong, but I can not see doing this any other way with out ruining the original lower A-arms. Shock absorber instal-

ation. Stock 57 Cads mount the shock in the lower A-arm up through the center of the coil spring; there is a hole cut out in the frame of a stock 57 Cad. There is no hole in the top of the Brougham frame; However, there is a provision to mount the top of the shock there. There-fore you have to provide the hole. Get out your compass and a piece of cardboard and draw a three inch circle. Cut it out. This is your template. Now look straight down where the shock hole is and center the template. Take your yellow grease pencil and draw right around the template. If you have access to a plasma cutter great, if all you have is a torch keep your hand as steady as possible and start cutting. Once it is cut out take a file and true it up. The worst is over, the deed is done. You are now ready to re-assemble. Bolt your towers in. put your upper A-arms back on. Put your lower A-arms on. A suggestion: Bolt the steering arm on to the ball joint and give it a good grease. Put coil spring into upper tower and raise lower A-arm up with the steering arm and attach it. As it comes up; slide bolts through back of backing plate. It is much easier than trying to compress spring up over A-arm that is attached to the backing plate, as ball joint has to go up over rather than up through. Now put every thing back together. Congratulations! You now have a suspension in the front of your car that won't let you down. I hope that this will help any Brougham owner who is thinking of converting his car to coil springs. If he or she can't do it themselves at least the person doing it will have his buddy Paul walking through it with him. I urge all mechanics who have worked on these cars to sit down and write a detailed "how to" whether it is coil or leaf conversions or changing a power vent motor. We can all save a lot of money and time if we share our experiences. A shop manual can only give us a idea. Personal experience can tell us. I wish you all well. B.O.A. is the best club I ever joined.

Sincerely, "From the Left"
Paul and Sandy Lauricella #327
Lyndonville, N.Y.

LITERATURE REVIEW

Two musts for your Brougham library are the November 1992 issue of Motor Trend and the August 1993 copy of Collectible Automobile magazines. The Motor Trend issue features the magnificent "57" of member Glen Durmisevich and includes a road test of Glen's car. The Collectible Automobile issue covers 57-60 and features members: Dr. Zeiger, Ken Gimelli, Bob Hallada, and Bruce Samsone/ John Sobers including breath taking photos of their Broughams. A beautiful white Brougham is pictured owned by Robert S. Perez. The "59" featured is a black example owned by Bob Waldock. The Collectible Automobile issue also has information on the Brougham models, Brougham advertising, and Brougham values. Both articles are very accurate in content. Too bad neither one mentions the B.O.A. I guess I will have to fire off a couple of letters after this issue is mailed. At any rate, the Brougham is getting long overdue recognition. That's what is really important.

A.W.D.



8331 Cherry Lane, Laurel, Maryland 20707

(301) 317-4228

A Value Guide to
Cars of Particular Interest

April 28, 1993

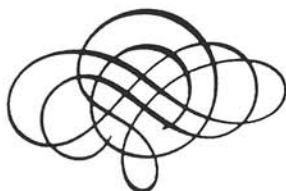
Dear Mr. Dowling,

Thank you for exchanging subscriptions with CPI. We will enter you in our computer until December 1999.

I am happy to see a organization dedicated to a beautiful automobile. I wish I owned one, maybe some day.

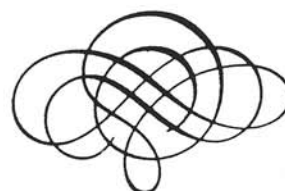
I am sure all members are concerned about the value of their Cadillac Broughams, therefore I received permission from my boss to allow you to print the 1957-60 Brougham prices from the CPI guide. The only stipulation is that you credit CPI and include our phone number incase anyone may have questions.

Good luck with the club, and feel free to call us any time.



Sincerely

Steve Hill



		LOW	HIGH	AVG
CADILLAC				
1956	ElDorado Coupe	7200	21000	13900
	ElDorado Convertible	16500	42800	25200
1956-58	Coupe de Ville	4000	16000	9250
	Sedan de Ville	3375	10800	6325
	Convertible	11300	32000	21400
	Fleetwood Sedan	3875	13500	8675
1957-58	ElDorado Coupe	7000	20000	13650
	ElDorado Convertible	16000	40000	24900
	Brougham Hardtop 4 Dr	15400	28300	21850
1959	Coupe de Ville	4800	18900	9900
	Sedan de Ville	3550	12550	7475
	Convertible	15400	54500	32000
	Fleetwood Sedan	4500	15000	9200
	ElDorado Hardtop 2 Dr	15200	26500	19000
1959-60	ElDorado Convertible	32500	81000	49000
	Brougham Hardtop 4 Dr.	11900	27400	19300

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Many thanks to Steve and C.P.I. for allowing us to print this information. Our survey will be ready by the end of the year. It will be interesting to see how our values compare. Should you wish to subscribe to the C.P.I. Value Guide, a form is being provided above.

PRODUCT NEWS

COMPACT FELT POUCH NOW AVAILABLE.

For the finishing touch to your glove box the pouch for the compact is now available. This reproduction is perfect in every respect from proper material to exact stitching. Order from Jerry Schantz (904) 677-4373 evenings till 11 p.m. Price \$37.50 each.

Compact Mirrors Available

We are pleased to be able to offer the correct replacement compact mirror. Made of the highest quality optical instrument mirror, Complete with proper polished bevel, we have about (11) left. We are offering these to B.O.A. members for \$37.50 ea. or (2) for \$70.00. Make checks payable to: B.O.A., Inc., 19 Manning Drive, Berea, Ohio 44017.

WHAT WORKS

BY: ALLAN DOWLING

Continued from pg. 5.

The lower spring perch is a fabrication job best left to an expert welder. The perch consists of a section of flat stock and tubing (thick wall). It will resemble the perch shown in Fig. 2; however, it will be welded to the piston mount so as to line up under the coil. I will give you a drawing and dimensions for this perch next issue. #466 is in for service and is not handy right now. By doing a coil conversion in this manner all components of the rear suspension remain in the car less the air spring and shocks. As I understand leaf conversion, it seems the entire differential housing must be swapped. If I'm wrong, please correct me. If you have converted to springs you have a wide choice of shocks. You may now use ST'D. shocks or even Monroe Gasmatics.

It should be pointed out, if not obvious, that the work outlined in this article, or Paul Lauricella's is not a job for the "shade tree mechanic". Don't proceed with any suspension work (air or springs) unless you really know what you are doing and have all the proper equipment. If your not sure, contact a person who has been through Brougham suspensions. There are many frame shops to turn to for this type of work. We have covered only two options in this issue - there are more. Don't forget you can stay on air. Dr. Eickmeier has reproduced diaphragms and Mike Rizzuto can supply the rest. The B.O.A. sees value in all points of view. So let us hear from you. We need to know about leaf conversions, spherical joint rebuilding, ST'D. air spring use, and non-standard air spring conversion.

Classified

IMPORTANT NOTE

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

CARS FOR SALE

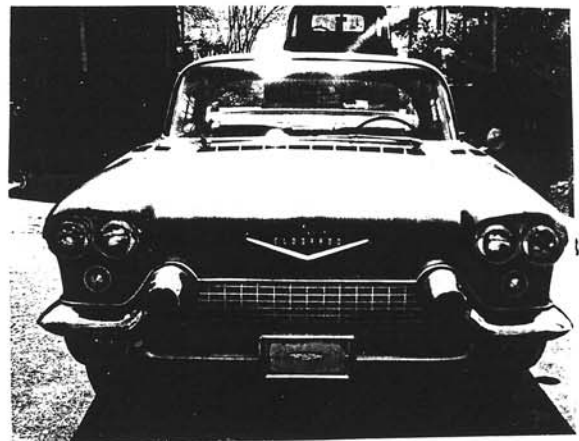
ACCEPTING OFFERS



1957 ELDORADO BROUGHAM

In my family for 28 years, my Dad bought in 1965 from original owner. He enjoyed it a few years & put into storage. I took it out of storage recently, had new tires put on, gas tank & radiator cleaned, got a tune-up and drove her home. Original mileage - 73,000. Body in excellent condition, never dented or scratched, paint is fine, only faded. One small rust spot above chrome skirt on rear quarter panel. Chrome is in excellent condition save rear exhaust vents where there is slight corrosion. Interior is in good condition, original light blue silk brocade still covered by factory installed seat covers. All electrics are in working order (windows, dimmer, trunk opener/closer, etc.) Car completely original & intact, save one cigarette lighter, one windshield wiper arm, and the vanity items from glove compartment. On springs, not air suspension.

Call Theresa or Chuck at (601) 854-8067
after 6:00 p.m. CST and anytime weekends



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.



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.

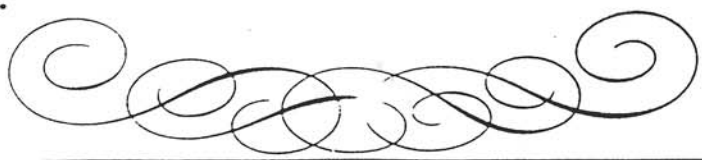
1957 Brougham - #250 of 400 built. Desirable factory color combo. Blue metallic exterior, full white leather, black sheepskin carpets and dash. Drivable car on coil spring suspension. Need restoration; but, very decent beginnings 98% complete. Reasonably priced at \$14,500.00. Michael Rizzuto, (714)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

1958 Brougham - #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.

1958 Brougham - Rebuilt engine with four barrel, new original paint color, (white) interior black and white, earlier saber wheels, on coil springs, tri-power available, correct wheels available, no rust, all windows working except vent windows, good windshield, not a show car but will make good driver. Calif. pink but no current registration. \$17,000.00 contact: George Garvey, 108 Canada Street, Ojai, CA. 93023. Call (805) 646-7736 or (805) 646-8714.

1958 Brougham - #525, 80,000 miles, white with leather interior. Original Vouge tires 8.40's, all vanities, mint chrome and body, air ride, stored since 1979. \$35,000.00 firm. Contact: Duncan Emmons, P.O.Box 381, Rancho Mirage, CA. 92270. Call (619) 346-1904 or (619) 328-5555.

1958 Brougham - All black, 42,000 miles, California beauty, some vanities, on springs, \$22,000.00 firm. Contact: Charles Marshall, (415) 854-7460.



Parts

PARTS FOR SALE - 57/58 Eldorado Brougham: Skirts, seat door switch, speedometer, inside knobs and handles, smalls clips for front molding, horn grill, exhaust louvers, backup and round stop lens, air cleaner knobs, antenna bezel, rear door outside spears, inside trunk switch, head lamp switch. Contact: Duncan Emmons, P.O. Box 381, Rancho Mirage, CA. 92270. Call (619) 346-1904 or (619) 328-5555.

PARTS FOR SALE 57/58 Eldorado Brougham: Vent window transmissions and motors, power window regulators and motors, relays, new and used engine mounts. Sheet metal; doors, trunk lid, rear quarters, front clip, ect. Rear window glass. (2) good rubber bumper bullets, (1) stainless steel top. Washer sets for gas and oil sending units \$10.00 pr., under hood I.D. cards \$10.00 ea., jack instruction cards \$12.00 ea. Call Jerry Schantz (904) 677-4373 evenings till 11 p.m.

PARTS FOR SALE - 57/58 Eldorado Brougham: Rear bumper ends N.O.S. as perfect as possible-the only pair in existence!!! Also re-plated rear bumper ends. Trades considered. N.O.S. mint fender skirts. Horn ring N.O.S. quality. Mint steering wheel. Mint side chrome, stainless steel roof. Rear window, N.O.S. gas tank. upholstery fabric many more parts, reasonable prices. Phone E. Alfred, (215) 667-2234, 26 Old Lancaster Rd., Merion, Pa.19066.

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

PARTS FOR SALE - 57/58 Eldorado Brougham: Brougham water pumps in stock. Rebuilt and tested. \$95.00 with core. Contact: Rudy Stahl (419) 729-4785.

PARTS FOR SALE - 57/58 Eldorado Brougham: 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 call 011 41 32 525-273. Leave your number, if you have to speak to the answering machine.

Parts Wanted

PARTS WANTED - 58 Eldorado Brougham: (2) emblems for the front fenders. A set of front and rear, air diaphragms. Body piece which screws on below the rear license plate. One oil filter support mount. Correct cigarette case (glove box). Tire jack assembly. Mount and brace for right rear fender skirt, vanity items. Please call Marion Falat, (708) 381-4295, Barrington, Illinois 60010.

Wanted

PARTS WANTED - 57/58 Eldorado Brougham: Desperately need the letter "E", also vertical tailite lenses, and N.O.S. air bellows. Call E. Alfred, (215) 667-2234, 26 Old Lancaster Rd., Merion, Pa. 19066.

PARTS WANTED - 57 Eldorado Brougham: 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) Tailights 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 Eldorado Brougham: 1 complete plastic cup holder. A repro is welcome. Roger Zimmermann, Mattenweg 15, CH-2557 STUDEN, Switzerland.

PARTS WANTED - 57/58 Eldorado Brougham: Lower half of plastic cup holder or complete holder. Contact: Duke Gerke at (419) 588-2661.

PARTS WANTED - 57/58 Eldorado Brougham: One original stainless steel drinking cup, Dr. Zeiger (310) 275-8156.

Wanted

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

WANTED: 57 or 58 Brougham. Will trade "51" Cadillac 61 Cpe, 82,000 miles (#3) car and a "63" Chevy SS, 283, PG, (#3) for "57/58" Brougham. Contact: Steve Adams, 537 East Wisconsin Ave., Neenah, WI. 54956-2966 or call (414) 725-0918.

Miscellaneous

1957 standard set of (4) hubcaps. Good condition-----\$50.00. Al Dowling (216) 243-0726 after six p.m. E.S.T.

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.

FREE 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. 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

LITERATURE

3. Eldorado Brougham electrical system and compressor lubrication improvements. October 4, 1957 to all dealers (6) pages. Not in manual. \$8.00 to B.O.A. members.
4. Eldorado Brougham electrical circuit diagrams. (18) pages. Not in the manual. \$15.00 to B.O.A. members.
5. 1959 Brougham service supplement (15) pages \$18.00 to B.O.A. members.
6. 1960 Brougham service supplement (5) pages \$8.00 to B.O.A. members.
7. 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.
8. Set of (6) 8 X 10 glossy photos from the originals at G.M. Tech. Center. (3) of the Towncar. \$35.00 a set to B.O.A. members.
9. Color copy of U.S. Steel advertising material featuring "56" prototype. \$10.00 to B.O.A. members.
10. Rare 10" X 12" factory rendering of "56" Towncar. Includes descriptive material on features ect. B/W Xerox copy \$10.00 to B.O.A. members.

Make all checks payable to: B.O.A., Inc.

NEW MEMBERS

Meet Your New Colleagues...

John W. Covan
Simi Valley, CA. 93065

Bill Harris
Fremont, CA. 94538

Lee Mercy
Branchburg, N.J. 08876

Estes-Wigg-Blomberg Foundation
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1993 Newsletter Deadline:

Closing Date

Fall 09/15/93

Mailing Date

Fall 10/04/93