



*Brougham  
Owners  
Association*



*Newsletter Vol. 5 No. 3*

# Brougham Owners Association, Inc.

B.O.A. Newsletter Vol.5. No.3. Fall 1993

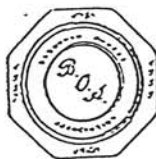
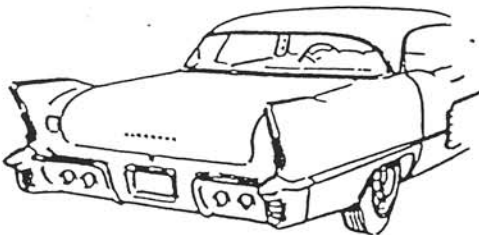
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## President's Message

The highlight of the annual C.L.C. Nationals, for Jean and I, is the opportunity to meet B.O.A. members that we only know by letter or phone conversations. Our 1993 Honor Roll of B.O.A. members who ventured to Lancaster included: Gary Anderson, Lee Barthel, Ed Dauer, Gil Dobbins, Mr. & Mrs. Tony Ficco, Myles Grossman, Mr. & Mrs. Roger Hicks, Larry Muckey, Tom Murphy, Bill Pozzi, Mr. & Mrs. Jerry Schantz, Mr. & Mrs. Ken Ward. needless to say, I hope we are not missing any members; but, things were a bit hectic at the B.O.A. table. We did our best to mark down all names as we met you. Our great disappointment was the total lack of Broughams at this year's meet. No, not one showed up. Maybe next year. Since C.L.C. Nationals are to be held in Seattle in 1994, we are looking into the possibility of a B.O.A. National in the Los Angeles area perhaps the weekend before C.L.C. Nationals. I'm quite sure we can gather a few Broughams in the L.A. area. Let me know if you have any interest in this event.

We hope to have our value survey completed by next issue or no later than Vol.6, No.1. It all depends on how fast the next batch of renewals is returned. Our "94" roster should be completed about the same time. Your patience is appreciated. We believe you will find both of these items helpful and enjoyable. Please fill in all spaces on the value survey, your opinion will add validity to our survey. If only 10% respond to what a #1 car is worth, the value of the survey will suffer.

With the bad weather almost upon a lot of us in the east, I hope you will take a little time to send in some tips. We look forward to hearing from you.



1994

Till next time,

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

August 10 - 13    **GRAND NATIONAL MEET**    Seattle, Washington

## ON OUR COVER

Our cover car this issue is from Germany. Owner, Gustav Meckenstock, gives us a bit of its history on page five.

# BROUGHAM HISTORY

Dear Al,

I am sending you my copy of the May 1956 issue of Motor Trend in order for you to duplicate the article inside on the Eldorado Brougham Town car. Please see page 42 and 43. I have never seen a copy of this article in our newsletter. The pictures at the bottom of page 42 seem to be however the same pictures in the Cy Strickler article that was in our ( I believe ) second newsletter but without the captions. I never realized, for example, that there was a phone "to master's quarters" located in the front seat as a console. At any rate, it is fascinating to see it (the Town car) compared to the 1924 Lincoln and the Rolls.

Although this section of the magazine is continued on page 44, there is nothing more on the Town car. However if you will note the last paragraph on page 44, you will find some interesting information about the Continental Mark II (the rival, if any to the Eldorado Brougham). If Cadillac read this article, it is a wonder our beloved Eldorado Broughams made it into existence, since the handwriting was already on the wall as early as May of 1956 regarding the "super luxury cars" and what the market would bear.

Thanks,  
Charles D. Barnette  
Texarkana, Ark.

I hope to be able to bring you up to date on the status of the Town Car next issue. Gary Anderson showed me photos of the restoration thus far while we were in Lancaster. A lot had been done to the date of the photos. Restoration has stopped due to the illness of the owner. Needless to say we hope the restoration is completed.

## FRANKLIN MINT BROUGHAM DUE

If your like me, you probably have more than a few Cadillac models in your collection of memorabilia. You have probably wondered when the next package from The Franklin Mint would feature the Brougham. Enough: 57 Chevys, 59 Cadillacs, and Corvettes. Well, it is rumored that The Franklin Mint is working with the Cadillac Museum and with Alan Haas on a Brougham model using Al's car to "get it right" We will keep you updated on the progress of this project as information becomes available.

## NEW

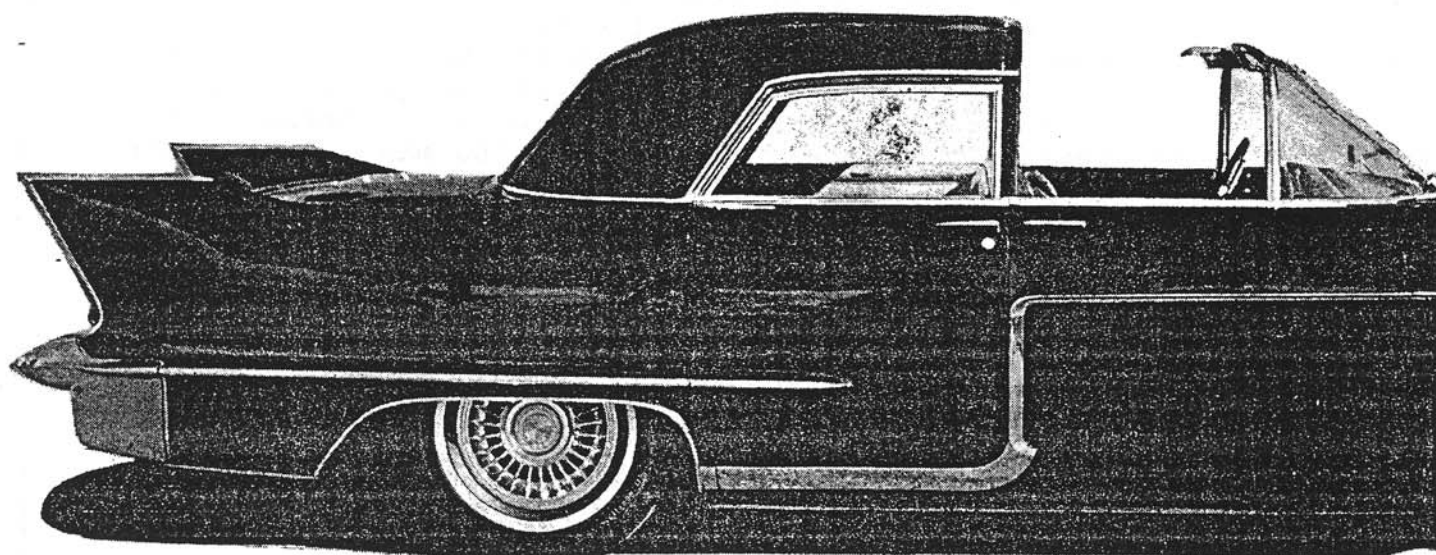
## PRODUCTS

## EXHAUST SYSTEM REPRODUCED

57/58 Eldorado Brougham exhaust pipes with original pipes as the models I have made copies using aluminized steel. Much better life then galvanized, easier to work with and less expensive then stainless. Total of ten pieces, \$260.00 plus shipping. Contact Duke Gercke (419) 588-2661.



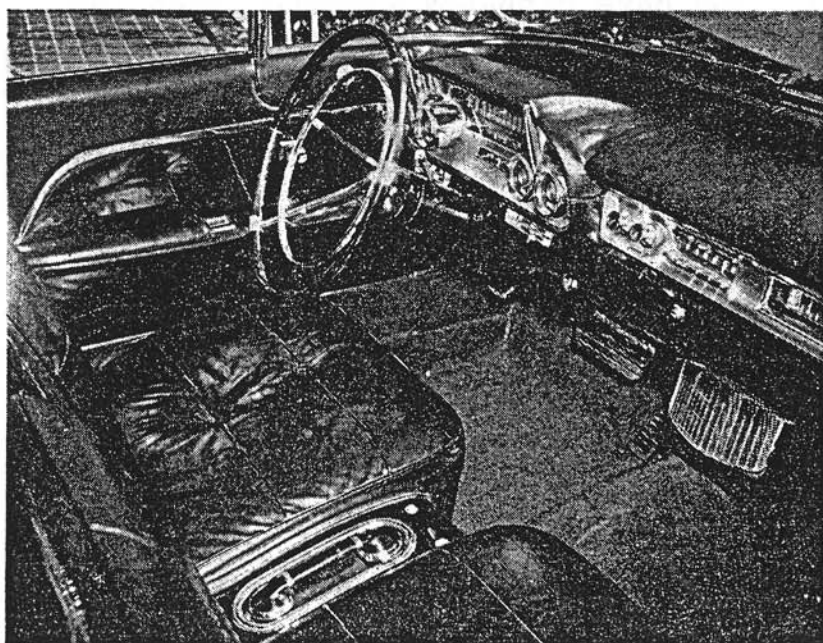
# THE RETURN OF THE



Cadillac Eldorado Brougham Town Car

IT'S HARD TO IMAGINE that the unlovely Lincoln town car opposite once surrounded its concealed owner with the ultimate in prestige. The Rolls is easier for us to understand, especially when compared with the Cadillac Eldorado version from this year's Motorama. Both are quietly flamboyant (we'd like to see the Cad with a little of that crazy canework) and both use a huge chassis to transport a minute and secluded passenger compartment. The 220-inch Eldorado bristles with gilded-cage goodies from its quad headlights to the beige privacy of the

rear. Here a bar, cigar humidor, radio-telephone, vanity case and air conditioning are kept secure with a complex locking system. You press a microswitch to make the door swing open, but if the transmission is in DRIVE you have to override the electronic lock mechanically (what a strain!). Once you're out, you can seal all doors and windows with a key inserted in one rear door lock. And, if you're the driver, an automatic button releases when you arise from your sable-hued seat to prevent the embarrassment of locking yourself—and your boss—out.



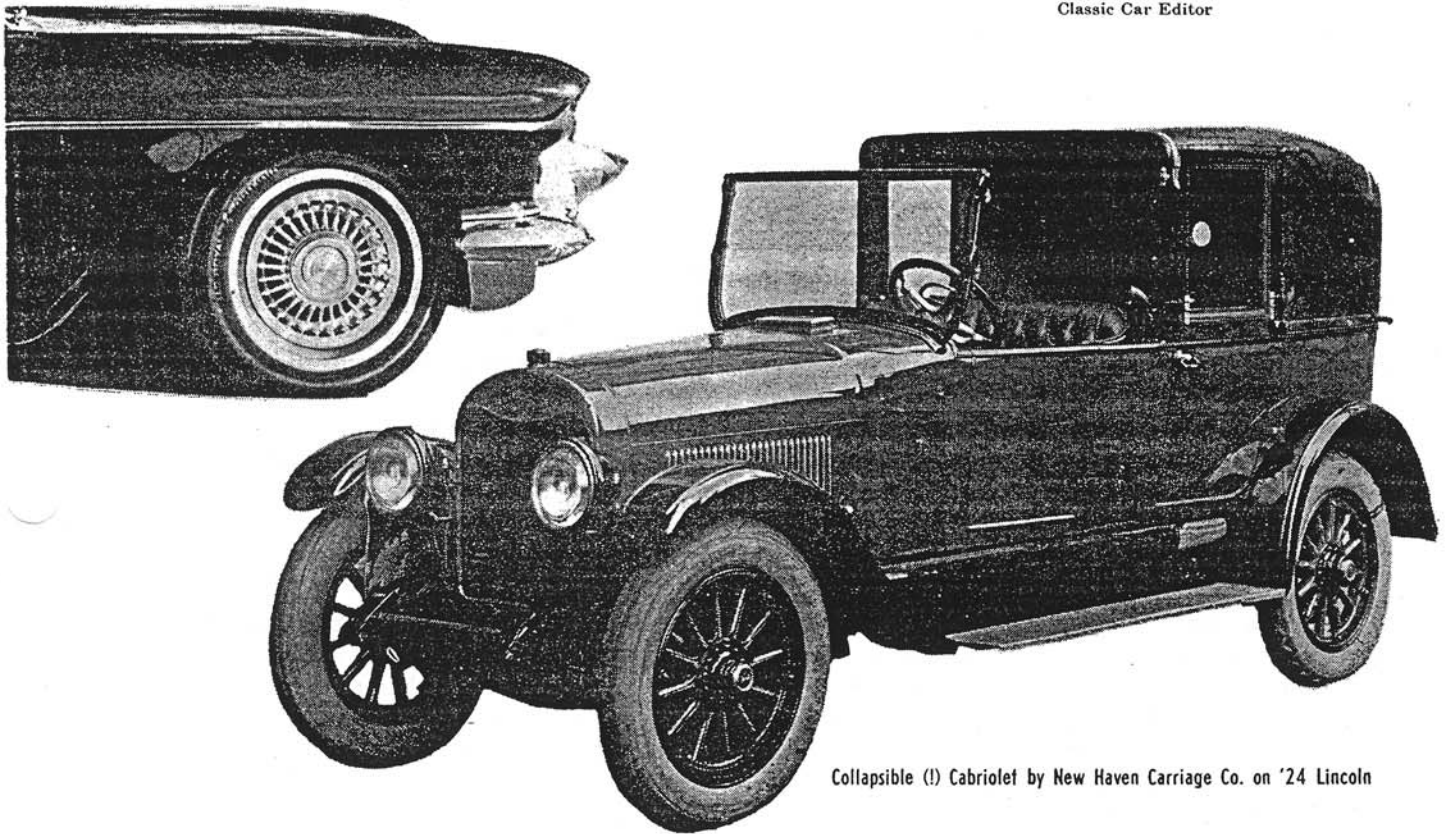
Black leather and Fiberglas, phone to master's quarters, sunken-hub wheel are for chauffeur



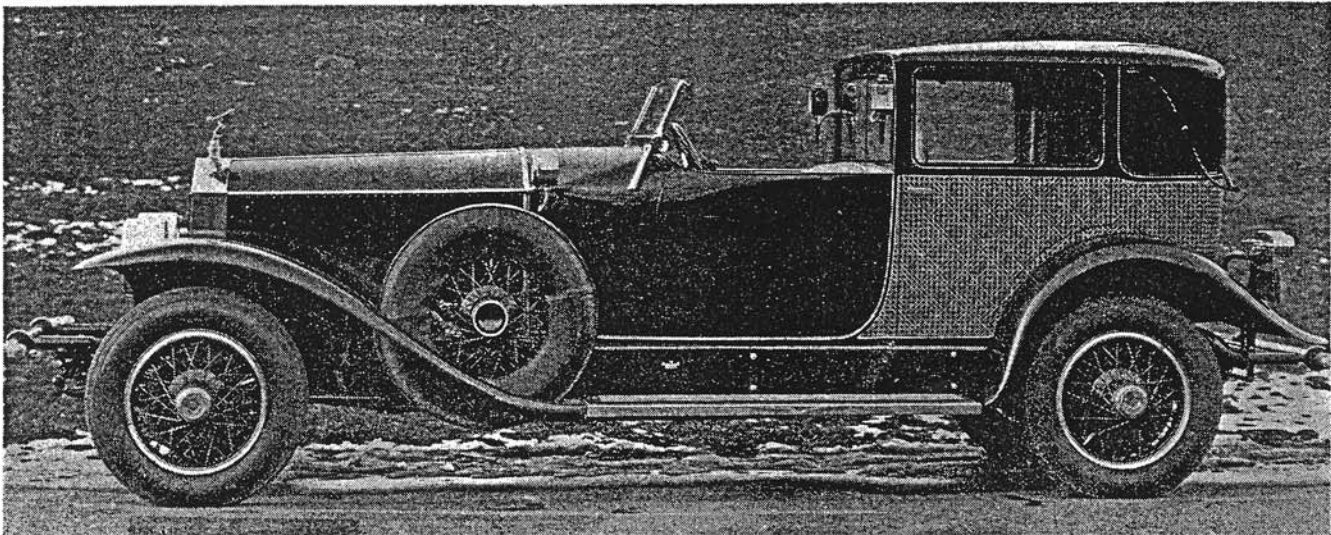
Beige leather and broadcloth garnish this electronic portal

# Town Car

by Robert J. Gottlieb  
Classic Car Editor



Collapsible (!) Cabriolet by New Haven Carriage Co. on '24 Lincoln



COURTESY AUTOMOBILE MANUFACTURERS ASSN.

Rolls-Royce with 2-Passenger Town Brougham Body by Brewster

# GUSTAV MECKENSTOCK

Malmedyweg 20 A  
45481 Mülheim an der Ruhr  
Telefon 0208 / 48 24 17  
Telefax 0208 / 48 15 94  
Telefon Garage  
0208 / 80 73 22

Brougham Owners Association Inc.  
Mr. Allan W. Dowling  
19 Manning Drive  
Berea, Ohio 44017

18/7/1993

U S A

Dear Allan,

Now that I have finished the restoration of my car, I am very happy to send you the first photo of it. My first trip was very exciting - nobody knows this car here in Germany and people were excited and surprised to see a Brougham. I have a lot of classic cars but never had such a fantastic reaction from the public as I drove by in my Brougham. After six months of working on my car, looking for spare parts world wide, it is a great satisfaction to know, that my car is a rare object of common interest.

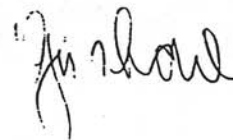
My friends in the German Classic Car Club were very surprised about the really unexpected success of getting all the necessary parts. Nobody believed I would be able to find the parts needed to restore the car. Mr. Zimmerman, in Suisse, was very helpful by giving me addresses, and materials, to help me locate some spare parts - it is very good to be a member of an owners club with so many very friendly people.

When I completely finish my restoration ( I think in about one or two months ) I will start to search for the vanity items. I don't know how many vanity items there are, would you please send me a list and some photos if possible. If you would like to use the picture of my Brougham, feel free to do so.

I still can not find the chassis no. of my car. Do you have another idea where it might be situated ?

We have enclosed a copy of the Brougham list by body #. Look on left cowl for your body #. Your Chassis number is the engine No. as listed. We have also enclosed Vol. 2, No. 2 which contains photos of all the vanity items. Good luck. Hope the Literature helps you complete the great work you are doing.

Kindest regards



A.W.D.

BANKVERBINDUNG: Sparkasse Oberhausen (BLZ 365 500 00) 117 697



## WHEEL PROJECT ROLLING ALONG

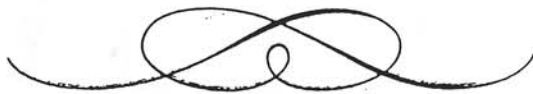
We had hoped to show the new wheels at this year Grand National but are still modifying production techniques. Our aluminum alloy was recommended by a commercial wheel manufacturer who's switching from magnesium to aluminum. His castings like the original Brougham wheels are made in matched surface metal or resin molds. In these molds the aluminum cools quickly on the surface forming a skin. Because of the cost we are using sand castings and do not get the skin effect. Our parts are uniform throughout but originally had "grain" which made plating more difficult. Working with a foundry and their consultant we have found a catalyst which effectively tightens the grain to the point it is not noticeable. Given today's improved foundry techniques we have a wheel uniform throughout, free of porosity, and we believe better than the original.

Since we are supplying both the finned and ring portions of the wheel, we can control the tolerance of the fit between them. The original wheels vary from fin to fin and our objective is to lessen this difference. Easier said than done though since both machining and plating effect the end result. Through trial and error we have developed special tools, fixtures, and techniques and should now be able to produce quantities of interchangeable parts.

Plating is the most apparent feature of the wheels and we will not compromise in this area. In order to appear the same color as the originals hexavalent chrome must be used. Because of environmental control and ease of application many platers have switched to trivalent chrome. Trivalent chrome does "throw" better into hard to reach areas but it has a very noticeable dark color. This darker color does not match the other chrome and stainless on the car, so as long as it is available hexavalent is the only choice. In order to use the hexavalent chrome we have had custom plating anodes designed and built which effectively deposit the copper, nickel, and chrome in all areas of the wheel.

All of this development has taken time and the prototypes are beginning to pile up. We think the new castings make a better wheel than a refinished original which has been ground down or coated with plastic or other fillers. We are not doing this project as a business and are trying to keep the price of the wheels reasonable. Hopefully there will be enough interest among Brougham owners to spread the cost and provide a like new look for those who want it. Call Duke Gercke (419) 588-2661 or Jerry Schantz (904) 677-4373.

### AT PRESS TIME



FOR SALE: Show winning 1960 Eldorado Brougham #79 of 101. 2000 miles since professional restoration. Dove grey interior, bordeaux exterior, all chrome redone. One of the finest 60's in existence. Asking \$40,000. Contact: David Fog (619) 324-9183.

# THE SUMMER OF "93"

GRAND NATIONAL  
LANCASTER, PA  
JULY 28-31, 1993



The B.O.A. "Hospitality Suite"



Larry Muckey



Bill Pozzi



Ed Dauer



Jerry Schantz & Ken Ward



Mr. & Mrs. Ficco

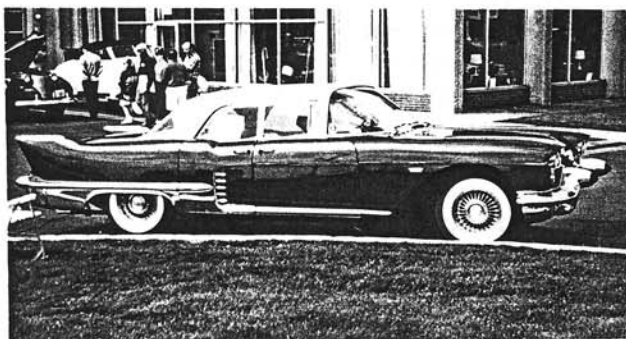


Mr. & Mrs. Hicks



**THE SUMMER OF "93"**

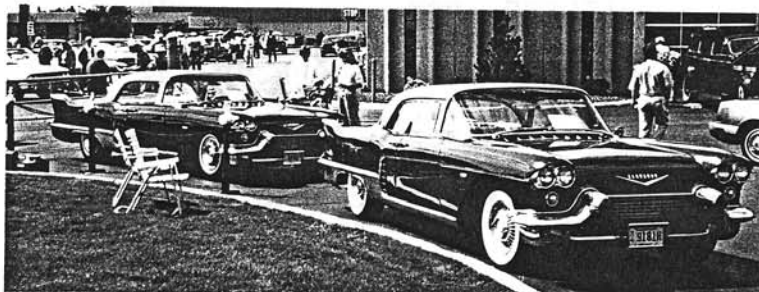
**Saturday May 15**  
*Cadillac-LaSalle Show*  
**CRESTMONT CADILLAC**



The Hicks' #425



The Dowling's #466

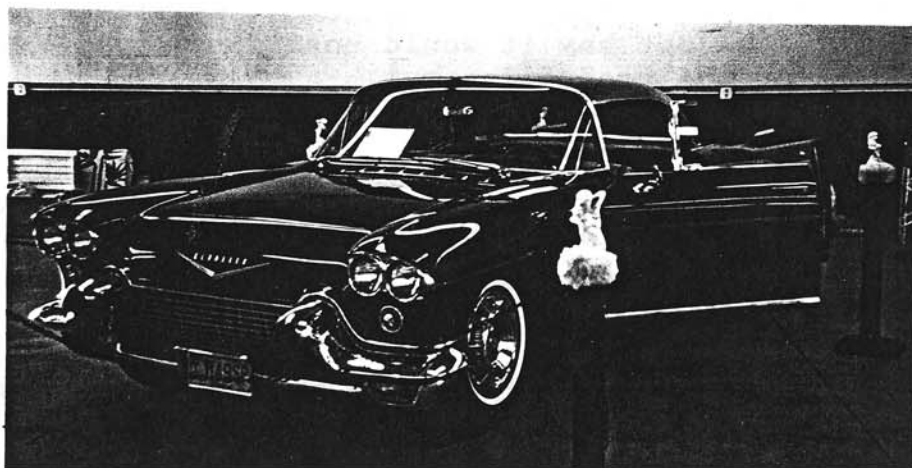


#425 & #466 Meet Again

**MOTOR MEET "93" BEREÀ, OHIO**



Al Dowling



#466 Competed in "Diamond Class" in "93!"  
495 points out of 500 were needed to be  
awarded a Diamond Award. Our trunk liner  
was not completed in time, so 1st place  
was awarded. We will be ready in "94!"

Al Dowling

# RESTORATION & MAINTENANCE

## THEY SAID IT COULDN'T BE DONE!

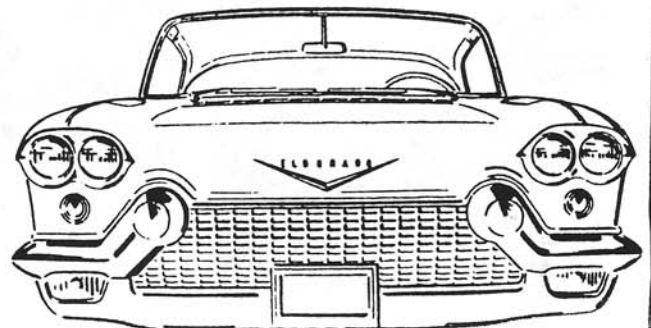
Rechroming the aluminum Brougham wheels was impossible! At least that is what I was told by most people who have tried it, or have seen it tried. That was almost 10 years ago, as you may expect approximately half dozen wheels were sacrificed in my attempts and thousands upon thousands of wasted dollars were flushed down the proverbial toilet. I began as most any body would, hand carrying them to every chrome shop in Los Angeles (of which there are many). The result of this was months on the road and much frustration. 99 out of 100 shops wouldn't even talk to me and the ones that would try it just managed to ruin another wheel by distorting the shape and leaving huge moon craters in the aluminum. I even took it to Christenson Bros. in Los Angeles which is world renown and the most expensive shop on the west coast. They are highly acclaimed for their work on big bucks mega classics, you typically cannot leave this shop without dropping 15-20K. I offered them carte blanche on bended knee. They threaten to call the police to have me forcibly removed and if that didn't work they would then phone up the local loonie bin and request a straight jacket. I left in great despair thinking if these people couldn't do it maybe it really was impossible!

Defeat was imminent! Thinking it couldn't be done my next step was to consider the reproduction of new wheels. I contacted the original manufacturers and was met with uproarious laughter at my request that they find 30 year old tooling and make a small production run of new wheels. It seems the tooling was destroyed for tax purposes while I was still a toddler, and to make new forging dies alone would cost well into the six figures. As if that wasn't bad enough I would need to commit to minimum run of several thousand wheels costing additional hundreds of thousand of dollars. Also the product liability ramifications of this, well lets just say it would cost more for lawyers and insurance than for the production run.

To die cast the wheels in one piece presented similar cost limitations, so the only cost effective, viable alternative became sand casting. This would be fairly inexpensive but present same legal problems and liability risk. In addition to

**MASTERMIND** T.M., inc.

Michael P. Rizzuto  
32155 Joshua Drive  
Lake Elsinore, CA 92530-9624  
909-674-0509



# RESTORATION & MAINTENANCE

this the thought of replacing those fantastic forged aluminum wheels with sand castings, well lets just say it would be like replacing the smooth microscopic surface of a billiards ball with that of the moon. The molecular structure and structural integrity of a forging is so far superior to that of a casting, especially a sand casting, it's like comparing apples and oranges. This of course brings me back to where I was already. Whether I had new wheels with porosity or old wheels with pits and porosity one could hardly justify this expenditure. Six of one, half dozen of the other, I still had the same plating problems! Of course being a stubborn italian and having been blessed with the biblical patience of Job I was determined to develop a way to restore those wheels, I just wasn't satisfied with replacing them with S/S wheels covers, as I was then, and continued to strive for 100 point restoration. If you've ever seen the rechromed wheels side by side with S/S hubcaps you would know what I mean! Maybe it's a carry over from my childhood when my Sicilian grandfather would call me "GABADOST" which in italian meant I had a head like a rock.

After three years of much research and aggravation, trial and error, thousands of miles on the freeway, (wore out two sets of tires, I think) and much agonizing effort, we finally developed tooling, fixtures, riveting jigs, chrome plating anodes( to throw chrome into the deep recesses eliminating unsightly nickel shadow) etc. allowing us to restore the original forging to 100 point quality standards, suitable for Pebble Beach Concours. We've taken wheels that looked like they had been used as boat anchors, whose surface looked more like the lunar landscape than the moon itself and turned them into virtually works of art, leaving not even the tiniest pits or flaws, keeping all it's original detail intact with no distortion of shape. It is a very time consuming and tedious affair but I'm happy to report it is possible after all!

We now have nearly 10 years experience in this. Having continuously improving our process and efficiency over the years to the point now where we can deliver a wheel that actually looks better than a brand new one in a box from cadillac! We have wheels that were done over five years ago and still look like they were finished yesterday!

So it seems having a hard head has some merits after all. I love when people tell me it can't be done!

Sincerely,

Michael Rizzuto, President  
Mastermind, Inc.

P.S. Good thing I was a young man when I started this. My head is softening with age!



## WHAT WORKS

BY: ALLAN DOWLING

Paul Lauricella and myself have spent considerable time writing on Brougham suspension and conversion. This was all done in sincere belief that Cadillac never designed a conversion kit for the Brougham as they did for the standard 58/60 Cads. I have just learned that this is just not so. Cadillac issued a conversion package to dealers in 1967. Dr. Zeiger has seen the package - complete with drawings and templates - and is going to endeavor to get this literature to us by the next issue. This just goes to prove that none of us has all the answers and why we need each other to maintain the Brougham. I don't believe there will be any radical departures from what we have seen thus far, but it will be comforting to know that the Cadillac engineers were involved in the conversion process and must have felt all safety concerns were addressed before issuing plans to local Cadillac dealers. It may also aid in judging as points have probably been lost due to the opinion that Cadillac had no part in conversions. This is not to say that an air sprung Brougham should not be given higher points if all other criteria are equal. A factory original car should win and will always command a better price than a conversion be it home grown or dealer installed.

Shown below in Fig. 1 is a method of lower spring support I saw on a recent visit to Duke Gercke's restoration shop. Note the use of the lower piston of the original air spring to support the coil. By the way, Duke is planning on returning the car to air ride. I could not tell the year of the coil used (seems to be St'd. 58 judging by the diameter) however, the support is of interest. Fig. 2 is the arrangement in my #466. A longer and larger diameter "62" rear spring completes this configuration. The attachment point is the same, that is the piston rod support is used to support the additional weldment. In both Fig. 1 and Fig. 2 the air dome is used to accept the top of the spring.

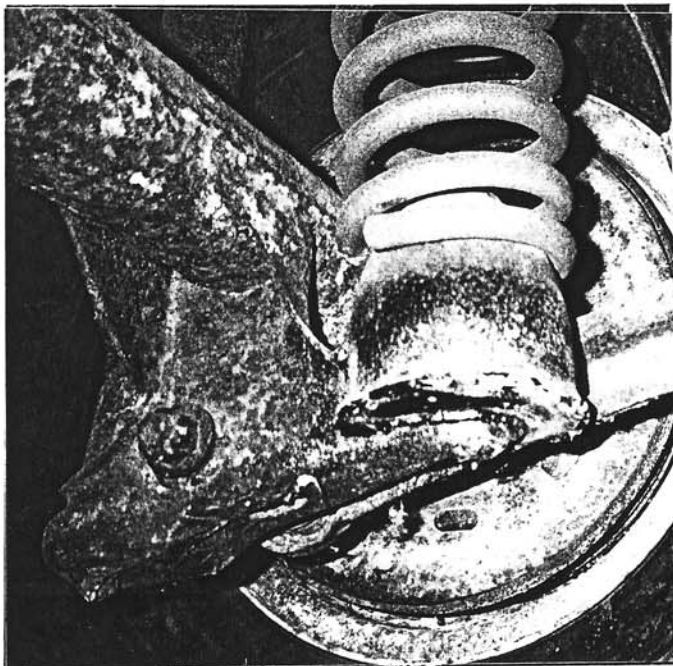


Fig. 1

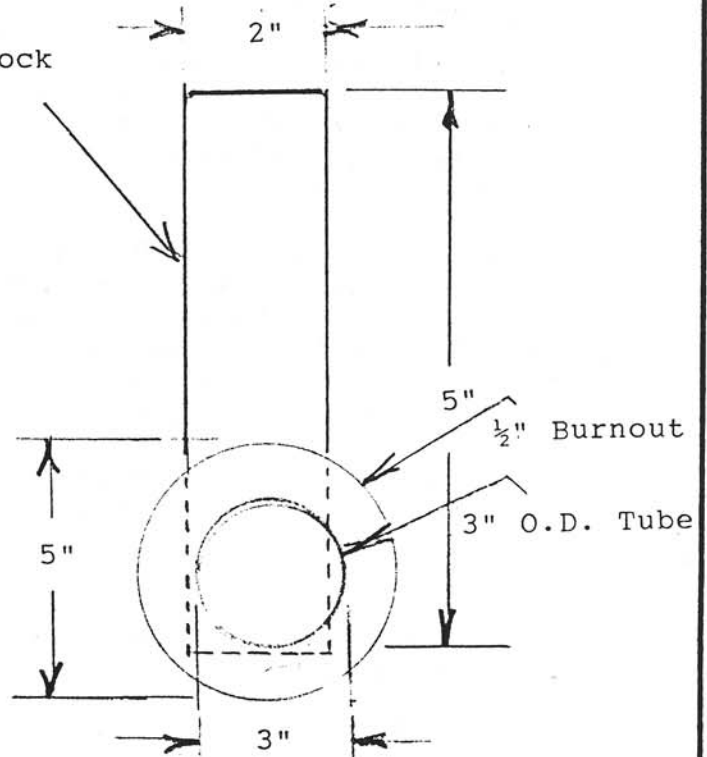


Fig. 2

# PRODUCT NEWS



## **MEMO BOOKS AVAILABLE**

Jerry Schantz has succeeded in duplicating the memo book for the rear armrest. This often missing item is complete even down to the paper pad. The Cross pencil is not included; however, this is another one of those items that show up at Antique shows or shops. The Cross pencil was often worn on a chain as a necklace by teachers or secretaries in the fifties. The leather memo book was a special item made only for the Brougham. The chances of finding one is slim at best. To order an exact reproduction call Jerry Schantz at: (904) 677-4373 evenings till 11:00 pm. Price is \$150.00 each.

Jerry also has a limited supply of jack instruction cards for your trunk at \$12.00 each.

## **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.

## **SUGGESTIONS & SOLUTIONS**

Member Larry Muckey has found a temporary solution to the cup holder problem. There is a cotton swab clear plastic caddy that just happens to accommodate the six Brougham cups. The number on the box is #163 this item will keep your cups together until you locate a correct holder or until a reproduction is complete. Larry also has found that a business card manufactured by Hazel can, with some work, be made into a memo book similar to the Brougham unit. Larry has also found a card holder by Hickok works; but, he recommends the Hazel product. To dye them Larry recommends Nu Life dye available at Leather shops.

# Classified

## IMPORTANT NOTE

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

## CARS FOR SALE

1957 Brougham - Body #256, trim #222, style #7059X, paint #110 (black). Bought new in Houston, Texas by "Glen McCarthy" who Rock Hudson played in the movie "Giant". Restored engine, transmission, paint, and chrome. The rest is original. Complete except vanities. Number 2 or 3 car, \$25,000.00. Wayne Hargrave, Catoosa, Oklahoma (918) 266-6662.

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.

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 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.

1960 Brougham - Only 101 built. For details contact: Don Chaffin (606) 886-6218 or (606) 298-5013 or (606) 886-0376.

## Parts

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 Brougham Doors, also have hoods. Contact: Ed Jacobowitz (203) 848-8934.

## 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 - 57/58 Eldorado Brougham: 1 set of Brougham wheels and caps. Any condition. Roger Hicks, 4785 Mayfair Rd., North Canton, Ohio 44720 (216) 896-4079.

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: I'm looking for a good 57/58, #2 or 3 Brougham. Black with black/white interior. Peter Krell (713) 664-6421.

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.

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PARTS FOR SALE - 57/58 Eldorado Brougham: I have 1958 tri-power and bottom portion of air cleaner, asking \$1,500.00. Contact: George Garvey, Ojai, Ca. (805) 646-8714.

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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.

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PARTS FOR SALE - 57/58 Brougham Heater unit, needs to be recorded, includes piping to rear seat unit \$85.00. Contact: Al Dowling (216) 243-0726.

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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.

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PARTS FOR SALE - 57/58 Brougham Original Shop Manual. Near mint condition \$75.00. Contact: Al Dowling (216) 243-0726.

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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.

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PARTS WANTED - 58 Eldorado Brougham: 1. Virgin front bumpers (not rechromed) used, but in good shape. 2. Cigarette case (glove box). 3. Mint fender grills (four) no pits. Contact: Allan Dowling (216) 243-0726 after 6:00 p.m. E.S.T.

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PARTS WANTED - 57/58 Eldorado Brougham: 2 emblems on front fenders, oil sending unit. Vanity items. Trim mouldings on front fenders. Will pay cash or trade parts. Please call Marion Falat, (708) 381-4295.

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## 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.
11. Complete set of news releases from Cadillac on the "57" Brougham. \$20.00 to B.O.A. members.

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### 1993 Newsletter Deadline:

#### Closing Date

Winter 12/15/93

#### Mailing Date

Winter 01/04/94