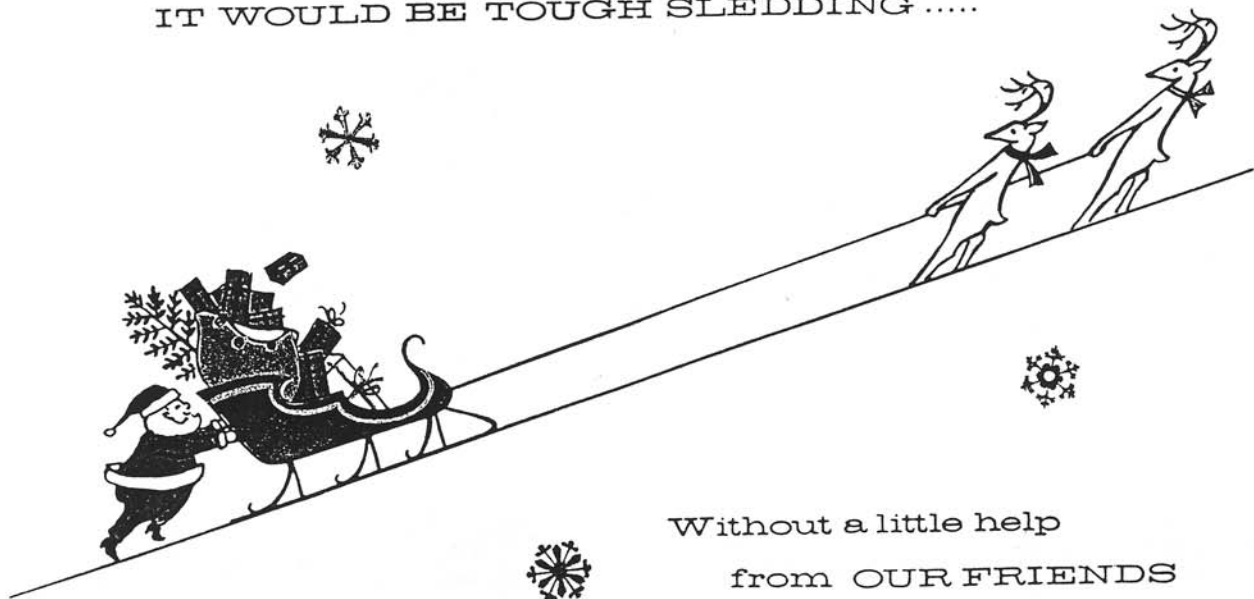


Brougham Owners Association

IT WOULD BE TOUGH SLEDDING



Without a little help
from OUR FRIENDS

Newsletter Vol. 5 No. 4

Brougham Owners Association, Inc.

B.O.A. Newsletter Vol. 5. No. 4. Winter 1994

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19 Manning Drive, Berea, Ohio 44017. Membership dues are \$20.00
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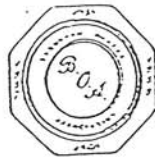
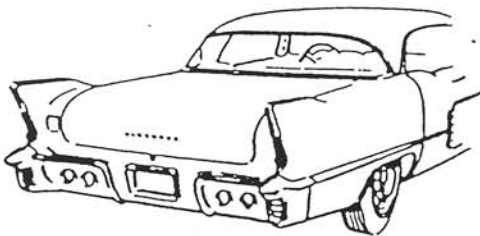


Season's Greetings

• AT THE HOLIDAY SEASON OUR
THOUGHTS TURN GRATEFULLY
TO THOSE WHO HAVE MADE
OUR PROGRESS POSSIBLE •

JEAN AND I WISH ALL OF YOU THE VERY BEST THIS SEASON HAS TO
OFFER AND HOPE YOU PROSPER IN THE COMING YEAR. HEALTH, HAPPINESS,
WEALTH AND ENJOYMENT OF OUR HOBBY TO ALL OF YOU.

P.S. Rosters will be mailed after the first of 1994.
Till next year,



Jean M. Dowling
Jean M. Dowling



1994

August 10 - 13 GRAND NATIONAL MEET Seattle, Washington

COMMENTARY

STEPHEN L. ADAMS
537 East Wisconsin Avenue
Neenah, Wisconsin
54956-2966

November 16, 1993



Allan Dowling
19 Manning Dr.
Berea, OH

Dear Allan,

It occurs to me that it's time to renew my membership in the Brougham Owners Association! Please find a check for \$20.00 enclosed. If dues have risen since last year, please let me know and I'll send another check for the difference.

I want to thank you for continuing to run my ad offering two cars in trade for a Brougham. Since it first appeared, I've heard from Lucy Sabella, Edwin Alfred, Andy Leeds, and Motorcars of Distinction of Naples, FL. Unfortunately none are interested in trading, which is a must for me.

You probably know about Lucy Sabella's Chaminox White '58. Others I've talked to seem to know about her wish to sell it for what seems a fairly reasonable price. Of course, the Edwin Alfred '58 must be well known to you. What a delightful man! I'm sure he'll sell his for a substantial price. Andy Leeds inherited his '58 Brougham from his uncle, who lived in Detroit. Andy lives in Manhattan and is VERY eager to sell it.

Motorcars of Distinction has a '57 and a '58. The '57 is in fine shape, and on springs. They were asking in excess of \$50,000. the last I heard. Some vanities are with the car, and it's a light gray in color. The '58 is my favorite so far. It's in Maharani Maroon, and was originally sold by Gibson Cadillac in Oshkosh, WI. I know all the people involved! The buyer was the owner of Oshkosh B'Gosh overalls, and bought two of them at one sitting. One for him and one for his wife! The husband's is now owned by a GM executive in Detroit, and is fully restored. The wife's was Maharani Maroon, and somehow found it's way to the dealership in Florida.

I haven't had the opportunity to see Maharani Maroon, however a colleague of mine lives nearby and has made several trips to see it. It's still on air, has 36,000 miles, no vanities, and the price still hovers around \$44,000. My colleague has asked the dealer repeatedly to start the car, but a dead battery and other problems have kept it from running for about a year now. Although it was repainted fairly faithfully some time ago, and much replating has been done, it sits out in the sun not more than a hundred feet from the Gulf of Mexico and the chrome is already beginning to give up. Sad.



Of the three cars I inherited two years ago, I was able to sell the 1951 Cadillac Series 62 Coupe this past summer. It went to a collector Germany, who salivated over it for several weeks before deciding to buy it. I must admit that it was hard to see it go, especially because the highest bid I could get for it was only \$5,200. It was a honey.

The 1963 Chevy Impala SS is now back in storage for the winter, as is the 1956 Cadillac Coupe de Ville. I took it to the Iola, WI Car Corral this past summer, and had dozens of enthusiastic lookers, but no one wanted it even for \$5,500. The '56 Coupe de Ville I haven't tried to market at all.

Lest you think I have a bunch of "dogs", I want to you know each one is in excellent shape, though not restored. Each was from California and well appointed. In talking with many in the collector car business, I've learned that the market has shrunk dramatically, creating a buyer's market. The competition among sellers is substantial, with the result that many fine cars are going unsold.

This is particularly confirmed by talking with Brougham owners who have called me to offer theirs. None want cars in trade. All seem to want to cash-out, and aren't having much luck. In part because of the Brougham reputation for being expensive (if not impossible) to restore, and partly because of Clintonomics.

The phenomenon is so pronounced, I've deduced from my conversations that to own a Brougham whose air ride is fully inoperable pushes a solid #3 car over line to a #4 or 4+. Several years ago, being on air (even inoperable) pushed the value the other direction. And yet parts availability is probably at an all-time high for the Brougham! A strange time, indeed.

For the potential buyer, there's currently a good choice of '58 Broughams with low mileage, springs, in #3 condition, and asking prices of \$15,000. There's a small number in #3 condition having weak or inoperative air ride with prices between \$12,000. and \$15,000. Someone with \$15,000. to \$20,000. to spend has only to chose what color they want, or how far they want to travel to get it.

It seems as though the first generation of Brougham collectors is beginning to die, putting a number of solid but unrestored cars on the market. Most of these that I've come across, were purchased between 4 and 8 years after they were sold originally, and only now are coming available. Many were parked in warehouses and neither driven nor cared for. Heirs to these vehicles see their inheritance as a nuisance, and spent years hearing the family refer to "Uncle Myron" as eccentric, as evidenced by his car collection. Worse yet, they also heard the horror stories of keeping the Brougham going. To cash-out, even at what may seem like a low price to us, is MOST appealing.

If nothing else, I've thoroughly enjoyed being called by willing and unwilling Brougham owners! Their stories are as remarkable as the cars. If I had the money, I could have bought a dozen in the past 12 months! When I joined the Association, I had no idea they were as plentiful, nor generally in as good condition. Only one person "unloaded" their exasperation over trying to keep the car operable. And that one was higher

mileage, and known to be problematic from new.

Feel free to drop my ad with the next issue if you need the space for other copy. If you want it to fill out a page, change the '51 Cadillac to a '56 Coupe de Ville with factory air conditioning in #3+ condition. I don't think I'm going to find the deal I can swing, from Brougham Owners Association members. Most have fine examples on which they've spent much time and money. I'm looking for one that is generally presentable, but may need repairs in order to be reliable. The owner of this kind of car will likely have purchased it with the idea of it being a project, and then lost interest.

I'd be interested in knowing how many Broughams are known to exist in one form or other. Who owns them isn't as interesting as whether they exist, and where they are. Any possibility of such an article some time? In the mean time, thanks again for taking me on a wonderful ride to the Brougham Owners Association membership in search for the right deal. I've enjoyed every minute of it, except for the frustration. So many cars, so little money.

Sincerely,

Steve



Thanks to the ad in the Newsletter, I was able to sell one side emblem repro, so I have now only one left. By the way, I noticed that I gave a wrong telephone number. For your files, I'm repeating it: Switzerland/32 535 273. This is a phone/fax/answering machine.

I do appreciate the work you are doing at the Brougham Owners Association, it's a good feeling to know that everybody is cooking with water... In other words, the difficulties I had to restore and maintain my car are the same as the ones from the members in the USA. About difficulties: for such a small club, the opinions among the members can be very different: in the last issue, there was two different ways to solve the wheels problem: one is to rechrome it - the Michael Rizzuto way - or to make new ones - the solution from Duke Gercke and Jerry Schanz.

Cast aluminum is probably not the best method for wheels, for structure reasons. I prefer to replat good originals. And I have some experience in that aspect: I let rechrome Sabre wheels for my next project, a '56 Biarritz. I did myself the preparation work: I had about 100 hours to grind, file, sand, and so on to prepare the worse wheel. I sent some wheels in the States for plating; the result was horrible: the chrome was peeling. Eventually, I found somebody in Switzerland who did a very nice job.

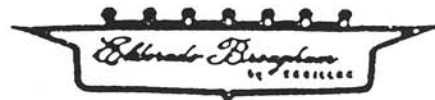
Sincerely,

Roger

Roger A. Zimmermann
Mattenweg 15
CH-2557 STUDEN
Switzerland



PRODUCT NEWS



I have been working with Mike Rizzuto at Mastermind, Inc. and have used my contacts in the tire and rubber industry (Goodyear) to make exact repro's of the flexible member (diaphragms). Both Mike and I believe this project will be carried thru to successful completion. The most difficult part, the bead wire, has been solved and a quality supplier found.

William K. Stokel
Barcelona, Spain



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.

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 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 (8) 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.

CAR PRICES MAY RISE

Not since the collectible-car frenzy of 1988, when vintage vehicles were an investment craze, have prices been so low in this field. And while most experts do not forecast a repeat of that year – when priced for even marginally desirable cars doubled or even tripled in a matter of a few weeks – there is a consensus that prices for truly desirable cars will make a slow but steady increase in the immediate future.

Automotive forecaster Rick Cole, director of the World Classic Auction & Exposition Co. in Danville, Calif., is rated among the best. His list for 1993 features a diverse group of vehicles, all with current market value of \$25,000 or less.

Cole is especially bullish on pickup trucks from the 1950s. "Not only are they relatively inexpensive to invest in, but they are easy for the do-it-yourselfer to maintain and restore, and are fun to drive around," he said. – R.M.

AntiqueWeek – Mon., Dec. 6, 1993

Hexavalent Chromium

O SHA is studying a request for an emergency temporary standard to lower the hexavalent chromium permissible exposure limit by 200-fold. The Oil, Chemical & Atomic Workers International Union and the Public Citizen Health Research Group say the standard may guard 200,000 workers from lung cancer risk. The organizations said at a news conference that prompt activity was needed. The groups seek a limit of 0.5 micro-

grams of chromium per cubic meter of air on an eight-hour, time-weighted average. The existing standard is 100µg/m³. The study said that the substances could cause lung cancer in up to 22 percent of workers exposed at existing levels in a working lifetime. Those at risk include manufacturing chromium, printers, welders, painters, steel workers, chrome platers, dyers and pigment makers. The study indicated 15 percent of chromium readings surpassed the existing PEL, and 52 percent doubled the standard sought in the petition.

The National Environmental Journal November/December 1993

The Brougham's chrome is of the Hexavalent type. Watch for another jump in plating costs if your plater is using this older process.

Survey

We regret that only 49.7% of our members filled out the "93" survey; however, we offer the following values even though the validity is a bit questionable. Many only filled out one or two sections of the survey as well. The percent of respondents is the percent of the 49.7% who filled in the sections #1 - #5. Your comments on the survey findings are most welcome. Perhaps we will try again in "94!"

VALUE SURVEY 1993 - BY CONDITION

#1 MINT ORIGINAL 46% of respondents High estimate \$250,000 Low estimate 14,000 Average <u>\$57,909</u>	#3 ALL THERE - AVERAGE - DRIVER - ORIGINAL 54% of respondents High estimate \$100,000 Low estimate 7,000 Average <u>\$23,948</u>
#1A MINT RESTORED 50% of respondents High estimate \$250,000 Low estimate 25,000 Average <u>\$64,097</u>	#3A ALL THERE - AVERAGE - DRIVER - RESTORED 45% of respondents High estimate \$100,000 Low estimate 8,000 Average <u>\$23,469</u>
#2 USED BUT NEW PERFECT - ORIGINAL 46% of respondents High estimate \$200,000 Low estimate 15,000 Average <u>\$42,647</u>	#4 COULD USE RESTORATION - ORIGINAL 40% of respondents High estimate \$50,000 Low estimate 3,000 Average <u>\$13,621</u>
#2A USED BUT NEAR PERFECT - RESTORED 46% of respondents High estimate \$150,000 Low estimate 10,000 Average <u>\$40,868</u>	#4A COULD USE RESTORATION - OLDER RESTORATION 40% of respondents High estimate \$50,000 Low estimate 5,000 Average <u>\$13,196</u>
#5 PARTS CAR - NOT RUNNING 37% of respondents High estimate \$12,000 Low estimate 2,500 Average <u>\$4,732</u>	

LITERATURE REVIEW



Dr. Eickmeier sent us a most interesting piece of literature that you will want to add to your "must have" list. Titled For The Rarest Satisfaction In All Motordom----, this 10½" X 14" fold out brochure was a dealer handout. The inside is titled "Cadillac Presents The Magnificent Eldorado Brougham" a large rendering of the Brougham heads the interior. An additional three renderings show the Brougham side, front, and back (in gold). The rear gives Brougham specifications. An original would be a rare find, but well worth the effort.

CADILLAC MOTOR CAR DIVISION

GENERAL MOTORS CORPORATION
INTER-ORGANIZATION LETTERS ONLY
CHICAGO BRANCH

DATE 5/5/67

SUBJECT Parts List for 57-58 Brougham Air Suspension Change Over

GROUP NUMBER	PART NUMBER	PART DESCRIPTION	QUANTITY	LIST PRICE
7.518	1469097	SPRING SEAT	2	.90
7.420	1468884	" "	1	2.43
7.420	1468883	" "	1	2.43
7.425	1456575	INSULATORS	2	.65
7.345	5552302	FT. SHOCKS	2	9.70
7.240	3630762	STAB LINK KITS	2	1.70
7.176	1460140	BUMPER	2	.85
7.142	1465758	SPRINGS	2	17.40
7.518	1468981	INSULATORS	2	.53
6.169	1098637	LOWER ARM KITS	2	9.16
6.168	3632333	CONTROL ARM	1	31.39
6.168	3632332	CONTROL ARM	1	31.39
7.422	516442	BUMPER	2	.84
7.503	1469466	SPRINGS	2	17.78

N.P.N. 3/16 4"X 12" PLATE

N.P.N. SPECIAL PLATE 8 1/3" DIAMETER 3/16" THICK.

*NOTE - Check Rear Shocks and Lower Control Arms. Order if Necessary.

BROADWAY
3201 BROADWAY
LONG BEACH 1-7000

RUSH
630 N. RUSH ST.
WHITEHALL 4-3500

SOUTH SHORE
1650 E. 71ST ST.
PLAZA 2 6600

EVANSTON
1910 RIDGE AVE
UNIVERSITY 4-8600

OAK PARK
211 MADISON ST.
VILLAGE 8-7800

CADILLAC MOTOR CAR DIVISION

GENERAL MOTORS CORPORATION

CHICAGO BRANCH

CHICAGO, ILLINOIS 60611



STANDARD OF THE WORLD

ADMINISTRATIVE OFFICES
630 NORTH RUSH STREET
WHITEHALL 4-3500

IN REPLY ADDRESS

AIR SUSPENSION CHANGE OVER

REAR SUSPENSION

1. Remove air spring assy.
2. Remove diaphragm.
3. Cut retainer plate as shown in fig. #4. Make certain that it is 7" in diameter and that it will fit around rear spring.
4. Drill 5/16" hole in center of 8½ - 3/16 plate. Dish out center section to fit spring retainer, #1469097 and bolt plate.
5. Arc weld plate to modified retainer plate from rear air spring assembly.
6. Bolt fabricated unit to dome and mount on frame in original position.
7. Bolt spring seat to pedestal to piston seat bracket. Note, be certain that pedestal is angled toward center of car.
8. Loosen rear shock at axle housing bracket. Tip axle housing and install rear spring in position.
9. Follow above instructions for opposite side. Make up second pedestal, per fig. 1 & 2.
10. Reinstall rear shocks after installation of rear springs.

BROADWAY
3701 BROADWAY
LONG BEACH 1-7000

RUSH
630 N. RUSH ST.
WHITEHALL 4-3500

SOUTH SHORE
1650 E. 71ST ST.
PLAZA 2 6500

EVANSTON
1930 RIDGE AVE
UNIVERSITY 4-8800

OAK PARK
711 MARSHFIELD
VILLAGE 8-7600

CADILLAC MOTOR CAR DIVISION

GENERAL MOTORS CORPORATION

CHICAGO BRANCH

CHICAGO, ILLINOIS 60611



STANDARD OF THE WORLD

ADMINISTRATIVE OFFICES
630 NORTH RUSH STREET
WHITEHALL 4-3500

IN REPLY ADDRESS

11. Put car on floor. Severely flex rear suspension to insure that rear springs do not strike rear control links.
12. Ride car over rough, uneven road surface, and recheck entire suspension.
13. If system is satisfactory, arc weld pedestal to bracket on rear axle housing. REFER TO FIG. #4.
14. Check caster and camber.

Note that this information came out of the Chicago offices of Cadillac, not the engineering department in Detroit. The drawing quality also tends to indicate that the technical staff at Cadillac may not have been involved in this design. There is still great value in these documents knowing that in 1967 parts for the Brougham air ride system became obsolete. Many thanks to Dr. Zeiger and Bill Buckingham for sharing this information with us. We were missing one page of the front end conversion. When we have that page we will print that section as well.

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.

AT PRESS TIME

1957 Brougham - Body #341 original deauville grey with light grey Parisienne cloth and leather interior, grey mouton carpets, Vanities. N.O.S. diaphragms installed in 1991. Original spare in trunk. Beautiful original car. Asking \$36,500.00. Contact: Bruce Samsone (714) 720-1874 California.

PEDESTAL REAR SPRING LOWER SUPPORT

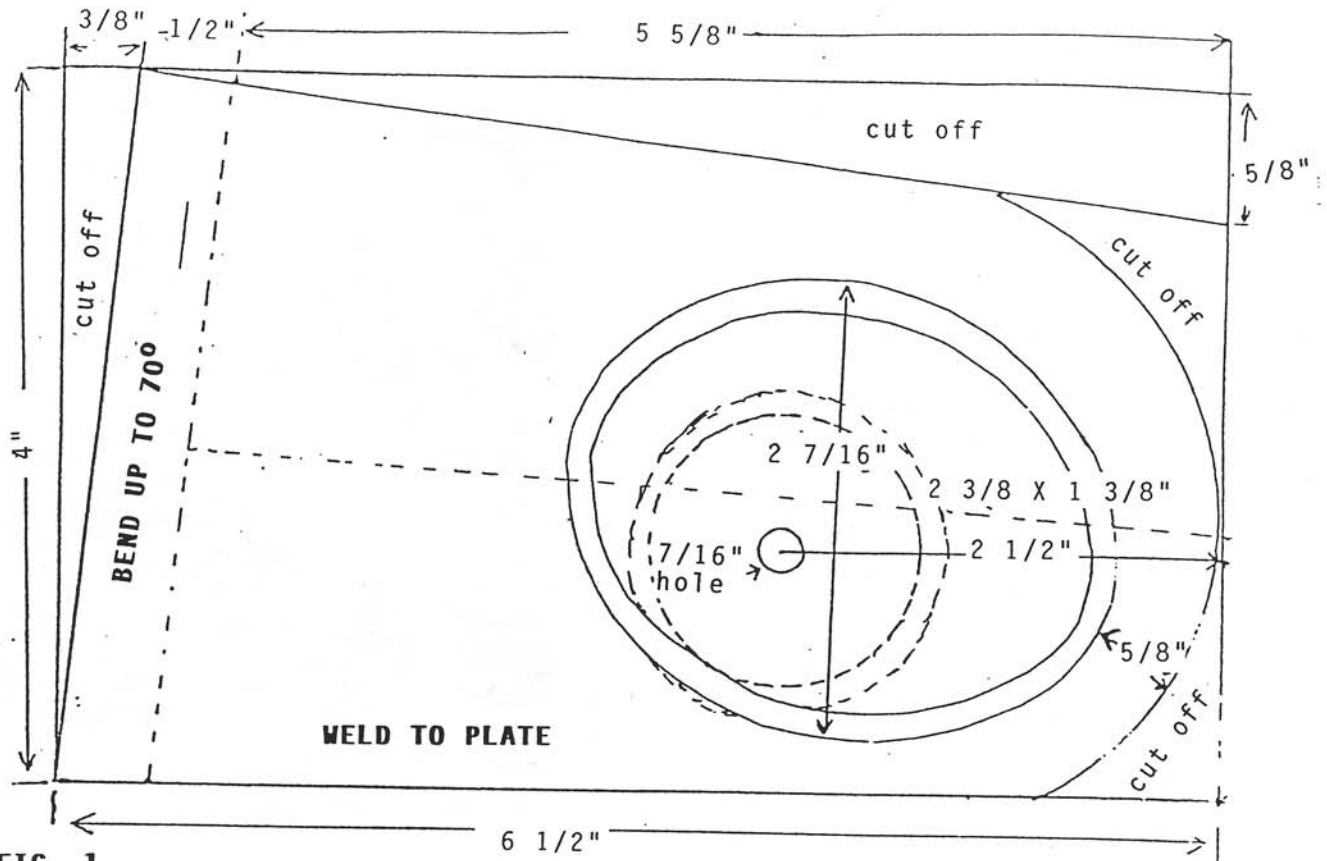


FIG. 1.

2 3/4" PIPE 1/2" HIGH SHAPE TO FIT
LOWER COIL OF REAR SPRING AS GUIDE

Note - Make up left and right sides.

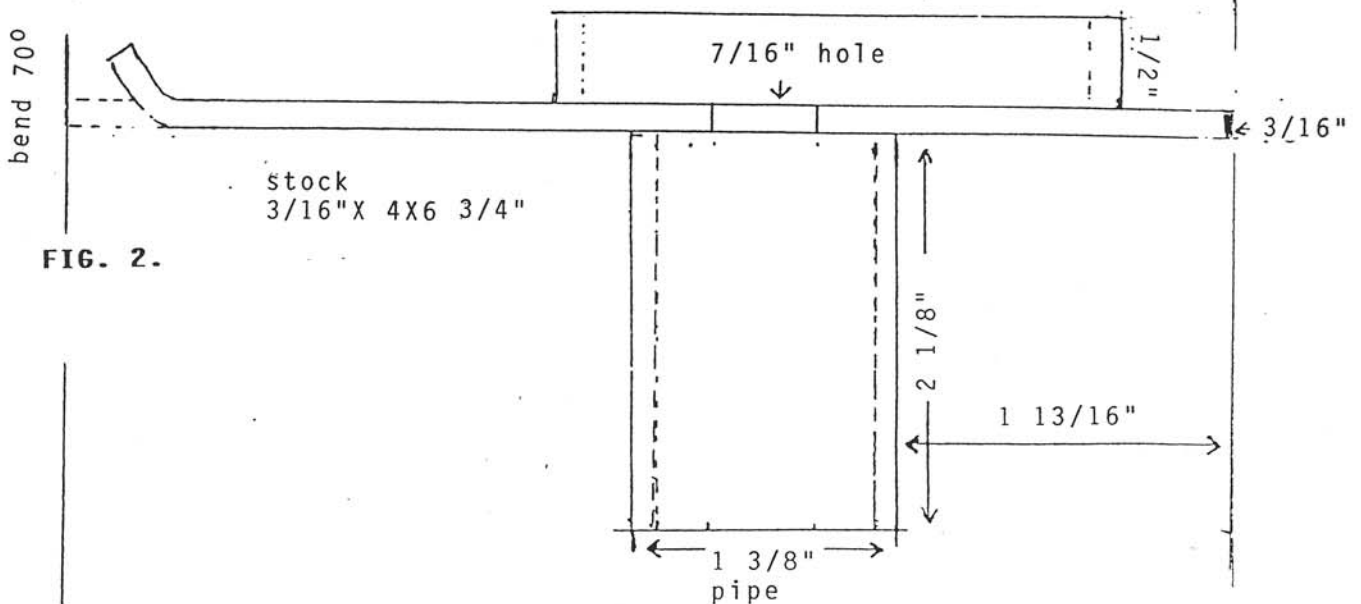


FIG. 2.

SPRING CONVERSION FOR 57/58 BROUGHAM AIR RIDE



FIG. 4.

- NU Nut
- WA Washer

8 1/2" X 3/16"
Plate

Retainer Spring
Part # 146-9097

Insulator
Part # 146-8481

Bolt 5/16" X 1"

Retainer Plate

Hole Must Be 7"

Cut Off With Torch
And Discard

Rear Coil
Spring

Nut

Plate Made Up As
Fig. 1 - 2

Rear
Axle

Piston
Seat

Bolt

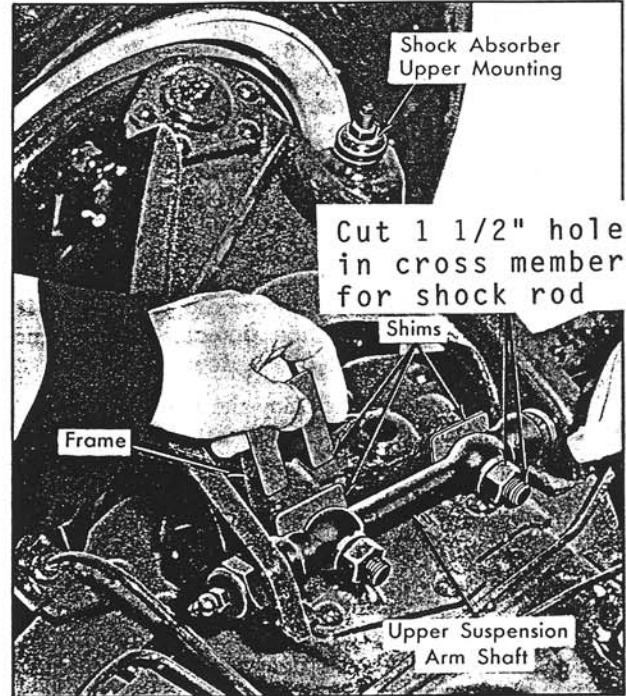


FIG. 3.

Drill 5/16" hole in 8 1/2X 3/16"
plate and dish out to fit spring

Retainer # 1469097 then

Weld to modified retainer plate

WELD TO BRACKET
AFTER RIDING CAR

CADILLAC MOTOR CAR DIVISION

GENERAL MOTORS CORPORATION

DETROIT 32, MICHIGAN



STANDARD OF THE WORLD

TO SELECTED DISTRIBUTORS AND DEALERS:

Service Manager's Copy

SUBJECT: Eldorado Brougham Pre-Delivery Inspection

The attached Pre-Delivery Inspection forms for the Eldorado Brougham are provided as a guide for a final inspection before delivery of the car to the owner.

Included as check items on the form are all of the applicable items from the regular Cadillac Pre-Delivery Conditioning Schedule, as well as special items peculiar to the Brougham.

Please note in particular Items 44 through 48, under the heading, "Suggested Personal Services." It is important that the owner become familiar with the new features and that the appearance and operation of the car meet with his approval before delivery.

When all items have been checked and delivery has been accepted by the owner, make certain that one copy of the Pre-Delivery Inspection form is mailed to the factory Service Department for a permanent record. Fill the form out completely, front and back, noting even slight imperfections.

Your cooperation in performing a thorough inspection will assure complete owner satisfaction. Prompt return of the completed form to the factory will assist in maintaining the high level of quality control that has been established for the Eldorado Brougham.

Very truly yours,

R. M. Phillips
General Service Manager

-ls

Att.

Our thanks to Dr. Eickmeier for the Pre-Delivery Inspection Sheet. These will be available from the B.O.A. So you don't have to tear it out of the newsletter. Price - S.A.S.E.

CADILLAC ELDORADO BROUGHAM PRE-DELIVERY INSPECTION



—THE OWNER'S FIRST IMPRESSION IS THE MOST LASTING—

Date _____ Location _____ Engine No. _____

Ign. Key No. _____ Compt. Key No. _____ Trim No. _____ Color No. _____ Body No. _____

R.O. No. _____ Transmission No. _____ Inspected By _____

Owner _____ Personal Delivery By _____

Fill out form in duplicate. Initial all items that have passed your inspection. Retain one copy for your files and submit one copy to factory Service Department, attention of the General Service Manager. In those instances where corrective work was necessary, explain in detail on back of form.

PRELIMINARY OPERATIONS

1. Remove shipping tie down fixtures and frame blocks. Install front and rear rebound and compression bumpers. ☐
2. Inflate air suspension system to normal operating pressure. ☐
3. Check tire pressure (cold). ☐
4. Check specific gravity of battery and tighten connections. ☐

UNDER CAR OPERATIONS

5. Check front wheel toe-in ($\frac{1}{8}'' \pm \frac{1}{2}''$). ☐
6. Tighten all brake line connections. ☐
7. Tighten wheel nuts (90-100 ft. lbs.). ☐
8. Lubricate chassis fittings. ☐
9. Check all assemblies for leaks. ☐
10. Check lubricant level in differential. ☐
11. Check steering linkage for safety. ☐
12. Check for loose or damaged parts. ☐
13. Check upper and lower suspension arm torque. ☐

UNDER HOOD OPERATIONS

14. Check cooling system. ☐
 - (a) Tighten radiator hoses.
 - (b) Connect heater and cooler hoses.
 - (c) Add water and/or anti-freeze.
 - (d) Check tension of all belts.
15. Fill oil bath air cleaner to oil level mark. Do not overfill. ☐
16. Tighten fuel filter bowl screw finger tight. ☐
17. Set ignition timing. ☐
 - (a) Check tightness of high tension wires in distributor and coil.
18. Check hood lock. ☐
19. Adjust carburetor idle to 500 RPM. ☐
 - Check and adjust fast idle to 2000 RPM.
20. Check wiring for location in clips and freedom from pinching or sharp edges. ☐
21. Check oil level in engine, steering, transmission. ☐
22. Check level of brake fluid. ☐
23. Check for leaks at engine, steering, power brake. ☐
24. Fill and adjust windshield washer. ☐
25. Check Air Conditioner Freon level through sight glass. ☐

ROAD TEST CHECKS

26. Check operation of tell-tale lights. ☐
 - (a) Oil Pressure
 - (b) Generator
 - (c) Fuel
 - (d) Turn Indicator
 - (e) Temperature
 - (f) Trunk
 - (g) Air Pressure
 - (h) Parking Brake
27. Check synchronization of transmission selector lever with rear door locks. ☐

ROAD TEST CHECKS (Continued)

28. Check operation of all instruments and controls. ☐
 - (a) Automatic Trunk Lid.
 - (b) Favorite Position Seat.
 - (c) Fuel Gauge.
 - (d) Temperature Gauge.
 - (e) Ammeter.
 - (f) Oil Pressure Gauge.
 - (g) Heater Controls.
 - (h) Air Conditioner Controls.
 - (i) Window and Vent Controls.
 - (j) Set Clock.
29. Check operation of all lights. ☐
30. Check operation of brakes. ☐
31. Check engine and transmission performance. ☐
 - (a) Adjust TV rod, if necessary, for maximum shift smoothness.
32. Check steering operation and wheel position. ☐
33. Check for squeaks and rattles. ☐

INTERIOR OF CAR

34. Check operation of radio and automatic antenna. ☐
 - (a) Set buttons to local stations.
35. Check condition of interior trim and moldings. ☐
 - (a) Headlining, door and seat trim.
 - (b) Garnish molding and instrument panel. Repair any finish damage.
36. Install vanity accessories. ☐

EXTERIOR OF CAR

37. Check alignment of hood, doors, and deck lid. ☐
38. Check windshield wiper shafts, arms, blades for alignment and travel. ☐
39. Check Autronic Eye level and sensitivity. ☐
40. Adjust headlight and fog light aim. ☐
41. Check locks and keys. ☐
42. Check exterior finish. ☐
 - (a) Remove protective cover from top.
 - (b) Wash car.
 - (c) Repair any finish damage.
43. Inspect bumpers, grille, and moldings. ☐
 - (a) Apply winter protection for chrome.

SUGGESTED PERSONAL SERVICES

44. Review Owner's Manual with owner. ☐
45. Instruct owner on operation of Automatic Favorite Position Seat. ☐
 - (a) Assist owner in making initial adjustment.
46. Explain and demonstrate operation of Automatic Trunk Lid and Automatic Door Locks. ☐
47. Advise owner of low road clearance and necessary precautions. Demonstrate Automatic Leveling. ☐
48. Road test car with owner before delivery to assure complete satisfaction. ☐

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 - White with stainless steel roof. Turquoise and white interior with 38,000 miles. Condition is running and needs restoration. No price just best offer would like to sell quick. Contact: Andy Leeds, Weston, Ct. (203) 222-9667 or Fax (203) 227-8991.

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.

(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.

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 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.

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

PARTS FOR SALE - Eldorado Brougham: 1958 Tri-Power including manifold and fuel lines. Contact: Dr. Zeiger (213) 275-8156.

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.

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 32 535 273. Leave your number, if you have to speak to the answering machine.

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 - 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 - 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.

Wanted

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

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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.
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Closing Date

Spring 03/15/94

Mailing Date

Spring 04/04/94

