

Brougham

Owners

Association



Newsletter Vol. 6 No. 3

Brougham Owners Association, Inc.

B.O.A. Newsletter Vol. 6. No.3. Fall 1994

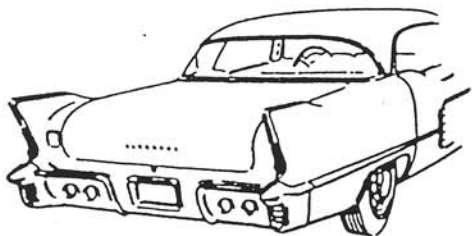
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President's Message

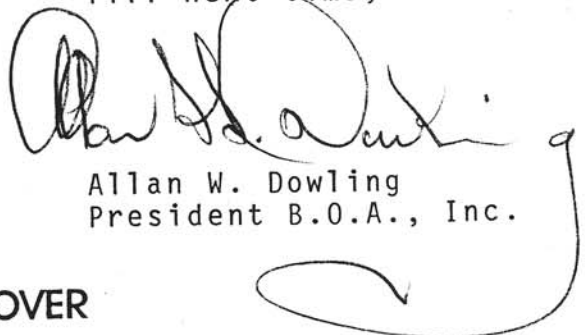
Good news for all of us came out of the recent Auburn auction. I am told that (3) 57/58 Broughams were sold and at quite respectable bids. #32,000, \$39,000, and a "58" at \$74,000. Let us hope that a new direction for Brougham values has begun. That direction being up! Auction results have always "set the pace" for the market - so, hold on - your car is on the move, \$74,000 sales never go unnoticed. Let us see what the price guides do with these auction results.

Now that summer is over we hope you will find time to jot down a story, or restoration tip. We always look forward to contributions from you - the folks who are keeping this organization going. Send us a picture, a good 4 X 6 is best for our cover. Be proud and show your Brougham to the world. Many of you will be doing a lot of work on your cars this coming season - share your success with us or even your failure. Found a new source for plating, polishing, or the like - let us know about them good or bad. Get us a new advertiser or best of all a new member - Brougham owner or not. Talk up the Brougham, talk up the B.O.A., we are getting known through YOU. You are experts. The B.O.A. needs your input. We look forward to your contribution in Vol. 6., No. 4.

Renewal notices will be going out for your next year. Please be prompt returning them. B.O.A. expenses go on between issues and we depend on you to keep us going. Save us that extra stamp and paper needed to send out a second notice. Your understanding and cooperation is appreciated.



Till next time,



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

FEATURED ON THE COVER

The dramatic photo on our cover is of #245 owned by Bill Buckingham. #245 was a special order with white exterior, white leather interior, and white mouton carpeting. If it looks good, it is, 9,300 miles (original) from new. Bill has been the owner since 1968.

BROUGHAM HISTORY

LIST OF ORIGINAL OWNERS FOUND

Most of us are always trying to find out who owned our Brougham when new. The list of possibilities is most fascinating. Onasis, Sinatra, Joan Crawford, Bob Hope, Rick Nelson, John Wayne, are but a few known original owners. New member, Bill Wetzeil, found that his local Cadillac dealer had maintained a list of buyers of new Broughams sold by them. We may find that local Cadillac dealers have this information in a dusty back room. Sounds like a project worth the effort. If you are successful drop us a line with your findings.

P.S. Bob Hope's car was #114.

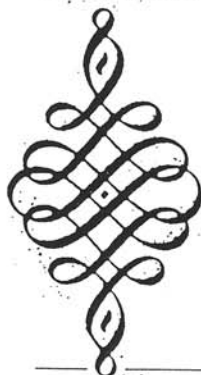
<u>BODY NO.</u>	<u>ENGINE NO.</u>	<u>BUYER</u>	<u>OCCUPATION</u>
154	5770 101218	Superior Oil Co. (Howard Keck)	Oil Business
277	5770 128939	Ed Coleman	Farmer
284	5770 130879	L.E. Mayer	Businessman
323	5770 129524	Edythe Bloomer	Oil Business
462	58P 012823	3 Way	Chev. Dealer
686	58P 079806	Geo R. Craig Co.	?

All of the above cars were sold new by Gene Winer Cadillac, Bakersfield, Ca. Gene Winer was bought out by Roger Penske.

LITERATURE REVIEW

Did Harley Earl really "design" the Brougham? This and other questions will be answered in a book to be released October 15th. The work, written by James W. Howell Ph.D. of Houston, Texas, will be available through Classic Motorbooks (see Hemmings ad in November). This book will be a must for all Brougham owners. The B.O.A. was pleased to be a small contributor to Dr. Howell's research.

STYLING SELLS



Maybe Detroit should look in the files from the fifties for some New/Old ideas on styling.

A.W.D.

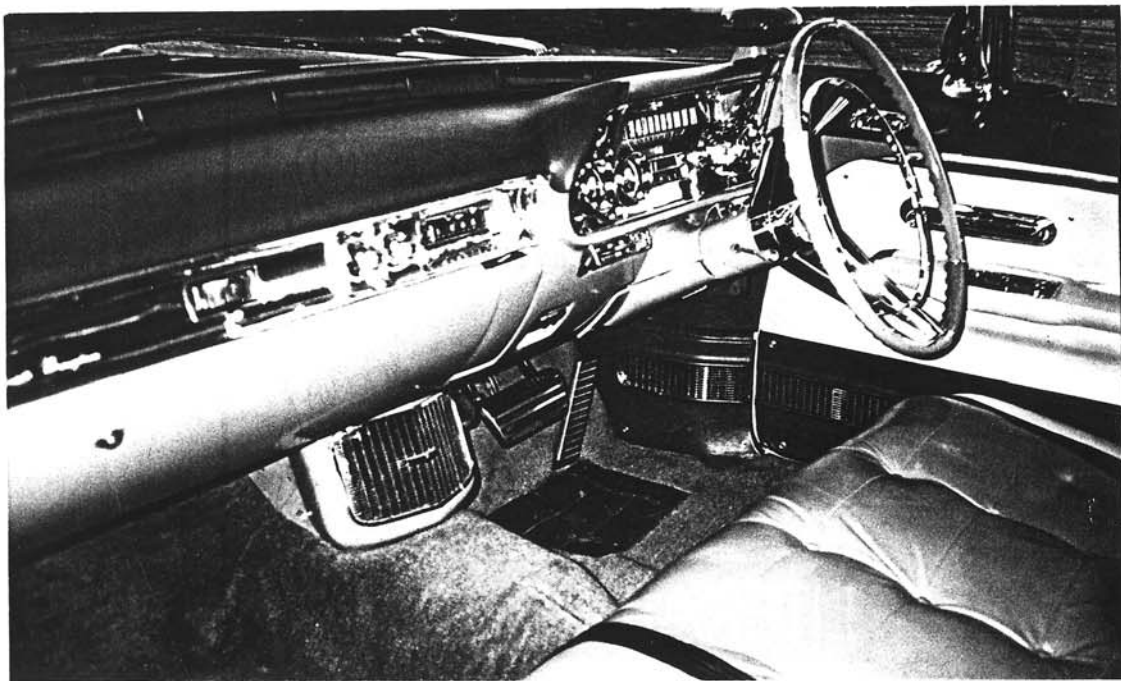
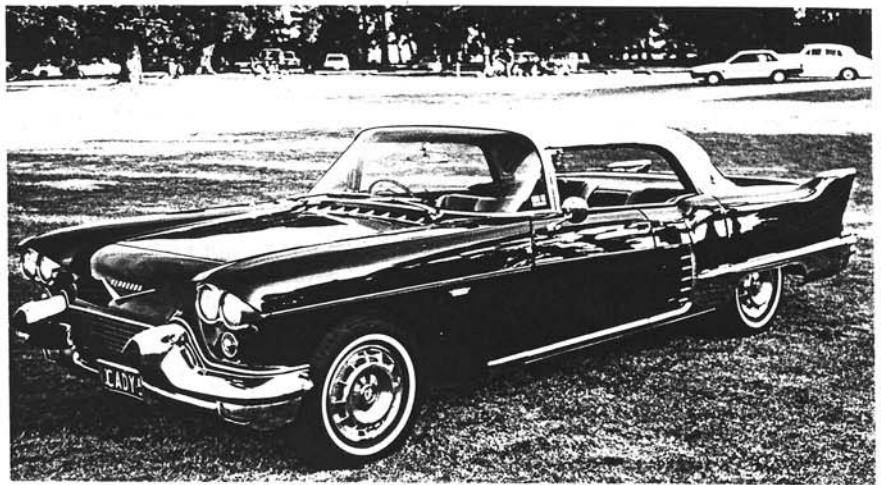
buyers did not buy the same car again because they wanted a vehicle with different styling. The number of people who gave poor quality as a reason not to buy the same car again declined significantly since 1986. Automakers still have to make sure they have good quality. But Power's data shows people are now more swayed by good styling.

Remember when everyone said that one day quality would be a given? Well, that day is here. According to an analysis of J.D. Power's Customer Satisfaction Index, **new car buyers are more swayed by styling than they are by quality ratings.**

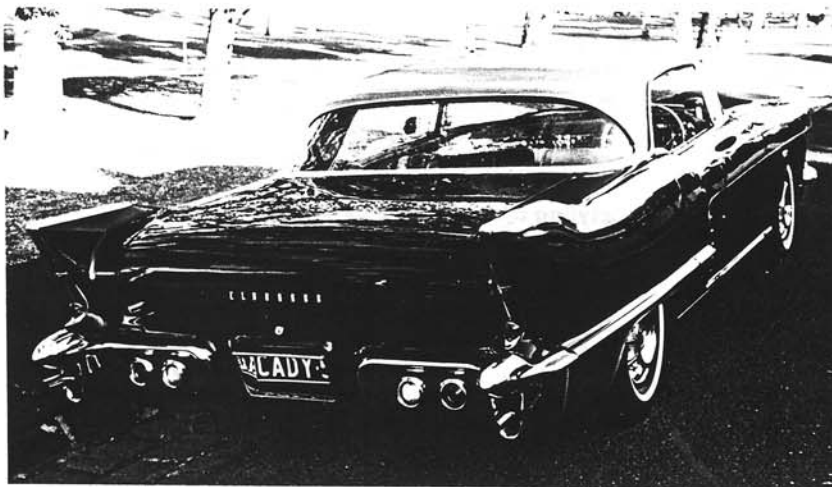
That's because buyers are far more assured of getting good quality today, no matter what make or model they buy. Instead of worrying about quality, new car buyers are more interested in moving up, or trying something different. J.D. Power says 60% of new car

September 1994 AUTOMOTIVE INDUSTRIES

"Margaret and I bought our Eldorado Brougham approximately 2 months ago, and are delighted with it. It is body #388, mileage is 78,000 miles. The car is very straight, clean, and runs beautifully."



"The car has been professionally converted to right hand drive in Australia two years ago."



"We believe the car was delivered new to California and would love to know who the original owners were. We have two other Cadillacs - a "59" Coupe DeVille in show condition, and a "61" series 62 coupe in nice driving condition."

Ralph & Margaret Plarre
Melbourne
Victoria - Australia

APPLICATIONS

IMPREGNATING METAL PARTS

I just received my first copy of CLASSIC AUTO RESTORER and I am enjoying it very much. Your articles are very interesting and informing.

Your June 1993 article about re-chroming especially got my attention. Bad chrome is one thing I look for when looking at an older car. Your article covers the process very well. However, the part about re-chroming pot metal parts or remanufacturing a pot metal part out of brass left out a little-known process called *impregnation*.

Impregnation in metal castings and powdered metal, or pot metal, refers to the sealing of leaks resulting from porosity. The impregnating material is introduced as a liquid into the voids or porosity within the wall of the part, using vacuum and pressure. The material is then solidified, filling the porous openings and making the part pressure tight.

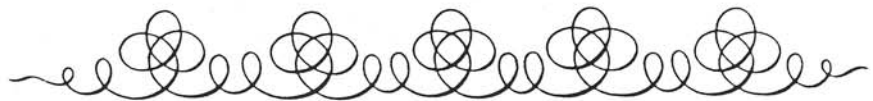
Impregnation not only seals parts for pressure applications, but also prepares the part for surface finishing. It can be very difficult to apply durable plating, paint or other finishing processes to porous parts because of the tendency of these parts to absorb plating and clean-

ing solutions into the porosity. Once the plating has been finished, the plating solutions trapped inside try to find their way out of the porosity, attacking the plating finish from the inside. If the part is impregnated before finishing, the plating solution cannot be absorbed into the part and a durable surface finish can be applied.

All of the auto manufacturers today use impregnation, mainly to make a pressure tight casting. The military also uses impregnation. MCI is an impregnation job shop that does impregnation for pressure tightness, for improving plating and finish operations, and for improving the machinability of some castings. On the manufacturing level it is very economical and low cost. On the small scale of individual parts it may be something for you to consider.

Anyone wanting more information can write to me at: MCI Greenville, Inc., P.O. Box 273, Travelers Rest, SC 29690, or call me at 803/834-8208.

Dennis M. Peeters
Travelers Rest, South Carolina



Many thanks to Thomas Murphy of Front Royal, Va. for the above article. Impregnation of castings is generally used to fill micro porosity in castings subject to fluid pressure - usually aircraft pump housings and the like. Impregnation may not be the total answer to Brougham bumper restoration as the porosity we run into is far from micro. We may still end up silver soldering most defects. As a last step before plating the application looks good. On the new repro bumpers and wheels I see great potential. For the most part; however, a good copper plating job is the only formula for success. If you try the impregnation process, I hope you will let us know how it worked out.

A.W.D.

SERVICES

I have a real technician here that can calibrate your oil pressure senders and gauges also for the gas gauges and senders. Also in the very near future I should have a limited supply of the glove box vanities for sale. Call Jerry Schantz (904) 677-4373 evenings only 10pm to 12 midnight E.S.T. Price \$295.00 either unit.

57/58 Eldorado Brougham. Spring conversions - rides better than air ride. Brougham Service Center, Box 381, Rancho Mirage, Ca. 92270. Call Duncan Emmons (619) 346-1904 or (619) 328-5555.

RESTORATION & MAINTENANCE

From Dr. Zeiger

So you're a new Brougham owner! What do you do now?

Over the years I frequently get calls from first-time Brougham owners asking for advice. I thought a note in the newsletter might be beneficial.

My suggestions are as follows:

First, purchase the Fleetwood Eldorado Brougham (FEB) service manual and read it cover to cover, twice. Also, always carry a fire extinguisher in the car.

Change all the fluids; oil (20-50) and filter, transmission (dextron) and filter, power steering fluids (dextron), and flush the brakes with DOT 4 (If you completely rebuild the brakes system, you may want DOT 5). Flush cooling system and leak test (50% anti-freeze).

Lube chassis (see diagram in service manual).

I suggest replacing all belts, flexible fuel lines, brake flex hoses, power steering return line, radiator hoses and all 25 feet of heater hose. Change differential fluid (90 wt.), clean air compressor oil filter, drain air ride air storage tank. If you are a real glutton for punishment, I suggest cleaning the filters in the air ride control solenoid. Also, replace gas filter.

Frequently after prolonged storage, the fuel tank must be dropped. Read the manual. DO NOT remove the wires from the fuel sending unit. The terminal shafts can rotate and damage or destroy the unit. Remove fuel pumps and clean screen, replace short flex fuel hose in tank with fuel injection hose. Regular fuel line won't last.

I suggest putting a trap door in the top of the trunk to ease access to in tank units. (See old newsletter article on this procedure). Replace fuel filler flex hose and vent hose. Late style fuel pumps are suspended by a hose from the top of the tank. I replace them with LARGE fuel line hose. I put three stainless steel wires inside as a back up if the hose fails. If you don't do this, You can run out of gas at 1/2 tank or worse yet, get no fuel output because of a kinked outlet hose.

Realize that the original shocks are specific to an air suspended car. DO NOT replace with new look-alikes. The original shocks can and should be rebuilt at a reasonable price.

I suggest replacing motor and transmission mounts. Replace water lines to rear transmission cooler while you change transmission mounts. These mounts are standard "57" parts and are available.

If your oil pressure gauge doesn't work (and most don't) remove and plug unit on oil filler assembly. This unit can break loose and leak oil rapidly. I have seen engines destroyed from this. Mike Rizzuto can rebuild this unit.

If you plan to drive your (FEB), I suggest a wiring modification to the air compressor. (See old newsletter for details). A design flaw in the original can lead to a fire.

I suggest installing a master disconnect switch near the battery for safety and convenience. An accessible location under the right rear bumper is what I recommend.

Replace the wiper blades. Be careful to do this properly since this windshield is not available. The wiper motor is a "Brougham only unit". I suggest sending it to Ficken for reconditioning.

The A/C evaporator box under the right front fender has a drain hose. This always deteriorates over time. The A/C flow travels to the point of least resistance. I suggest getting a short section 8" hose and putting a small rag inside and wire the rag into position. This allows condensation to drain out while obstructing A/C flow. The A/C should work much better after this.

If A/C service is needed, parts can be rebuilt by Classic Auto Air in Florida. They can rebuild the original filter dryer.

Lube the control cables to heater and A/C dash control. The levers are pot metal and break easily when stressed under load.

Check the front and rear suspension for wear. Fifty-seven Cadillacs frequently have problems with worn control arm bushings. Original ball joints are riveted. This is an easy way to tell if they have been replaced. Be sure to check for excessive play in the idler arm. Also, check the A-frame busings over the differential. Mike Rizzuto has these available.

As you can see, you have your work cut out for you. If you are able to do these preventative services, you have a good chance of enjoying a delightful and timeless automotive work of art.

Dr. Zeiger
Beverly Hills, Ca.



For the benefit of our newer members, Dr. Zeiger's two articles are reprinted on the next two pages. If you are staying "on air" the ignition fix is almost a must do item.

— Ignition Switch Fix ..

One very common problem with our 57-58 Broughams is ignition switch overload. The suspension compressor pulls up to 14 amps. thru the ignition switch. The ignition switch was never designed to handle this load. Many of the Broughams I have owned have had serious dash fires with this problem being the most likely cause. Early symptoms of this impending problem can be noted by the key getting warm or worse yet hot as you drive. If your suspension isn't extremely air tight, the compressor is required to run more often and for longer periods of time. This is especially problematic if you expect the car's compressor to lift a flat car off the ground. There is an easy, quick and permanent fix for this problem. Refer to fig. 4-32, bottom of this page. Locate the 16P. (pink) wire from the ignition switch to the air compressor protective relay located on the inner fender. I traced this wire back from the relay to a concealed area behind the inner fender below the heater and brake assembly. If this approach is used, the update can be totally invisible.

First cut the pink wire (be sure to disconnect battery prior to this procedure.) Run an equivalent or heavier guage wire to the positive post on the lower frame next to the starter. Use this hot lead to power either a headlight or horn relay able to carry a continuous 14 amps. draw. Connect the output of the relay to the pink wire at the air compressor relay. Use the other terminal on the relay to be activated by the ignition switch. What this does is allow a minimal current draw thru the ignition while using the relay to carry the 14 amp. load to the compressor.

Richard I. Zeiger, M.D.
Beverly Hills, CA.

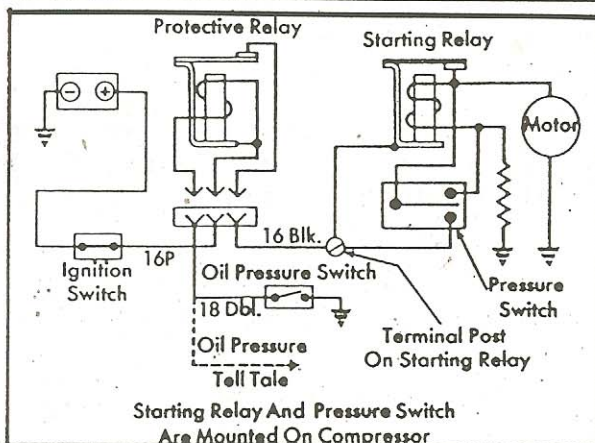


Fig. 4-32 Air Compressor Circuit

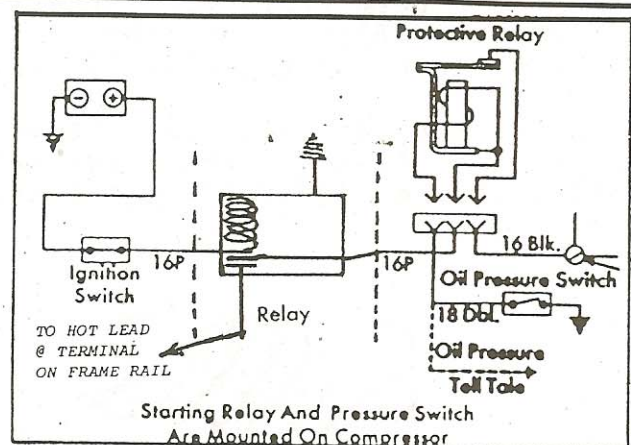


Fig. 4-32 Air Compressor Circuit



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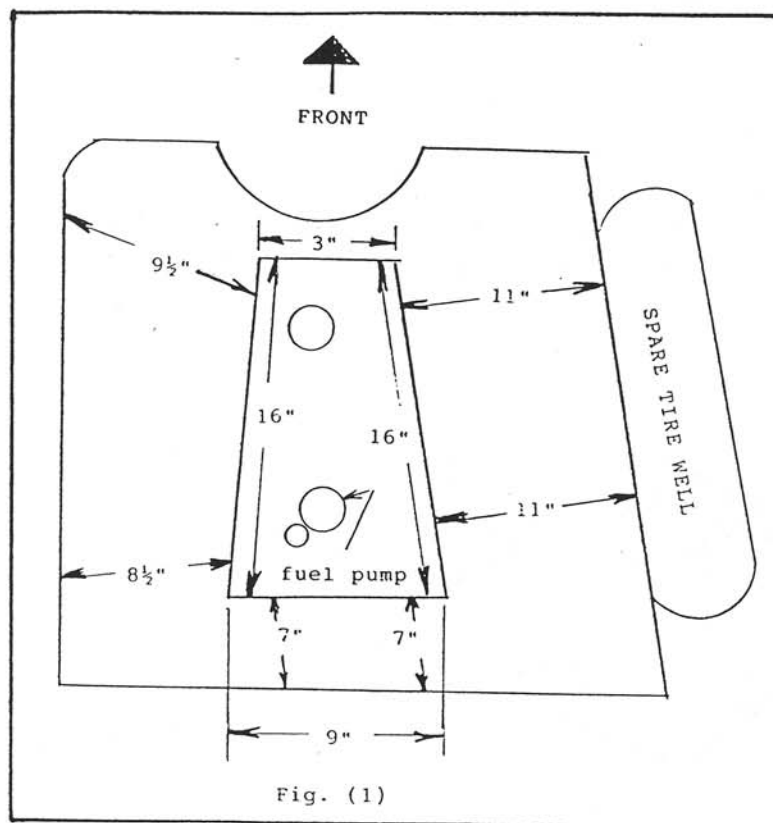


GAS TANK ACCESS DOOR

One nightmare for Eldorado Brougham owners is fuel pump failure on the road. The fuel pump and fuel hose can require periodic service.

I found away of easy access to fuel pump, fuel level sender, and low fuel light sender. I cut a Fig.(1) shape hole in the trunk floor. You cut on the inside of the trunk alignment rails to allow access to the three internal units. It is necessary to remove the rear license frame assembly, left rear bumper and fuel filler neck to drop the tank - (as outlined in the service manual). Cut the hole as described. I then riveted 6 small plates to support the cut out section of the trunk floor from the trunk floor underside. The rivets bury themselves in the trunk insulator mat.

While doing this procedure I suggest replacing the delivery hose from the gas pickup on the fuel pump. Do Not use regular gas line hose. Regular gas hose is designed to carry gas internally not to be exposed to it externally - it deteriorates rapidly. I was advised to use fuel injection hose. I suggest cleaning or replacing the fuel pump inlet screen. I cut up a transmission filter to get the fine wire mesh screen needed. It has been my experience that cork works best on the gas tank units. Neoprene seems to desolve over a period of time. I recommend replacing the filler neck hose and vent during reassembly. Dr. R. Zeiger, Beverly Hills, CA.



WHAT WORKS

BY: ALLAN DOWLING

EXHAUST SYSTEMS

The fuel and exhaust systems on the Eldorado Brougham are almost identical to the fuel and exhaust systems on 1957 Eldorado series cars; the only exceptions being the type and location of the fuel pump, and the use of dual carburetors as standard, rather than optional equipment.

The quote above, from the Brougham shop manual, tends to lead you to think the standard exhaust system shown below (Fig. 10-13) will work just fine. Not so. The Brougham parts list shown on the next page brings one back to the reality that all pipes and hangers are special for 1957/58 Broughams. Note that only the parts with the ● preceding the part number are common to all Cadillacs of that year. You will note that 59/60 owners will have an easy time of it as the 59/60 Broughams were mounted on a 60 special chassis. About the only thing standard about the 57/58 Brougham system are the following parts: manifolds, manifold to pipe flanges, mufflers, and resonators, - If going thru the rear bumpers.

Rule #1: don't destroy anything when removing your old system. Don't assume universal hangers will work. Save as much hardware as you can. If the pipes you remove fit well you can have them duplicated by a pipe bending company in your area. Many muffler shops offer this service as well.

Should you choose to purchase a new system, two are on the market. One is made by Jim Fortin (Cadillac LaSalle Club) and one by B.O.A. member Duke Gerke. Jim's comes in both stainless and mild steel. Be forewarned, stainless = welded seams. You may also notice a bit more noise with stainless as it tends to "reflect" rather than "absorb" exhaust noise. I am going back to aluminized steel for the above two reasons.

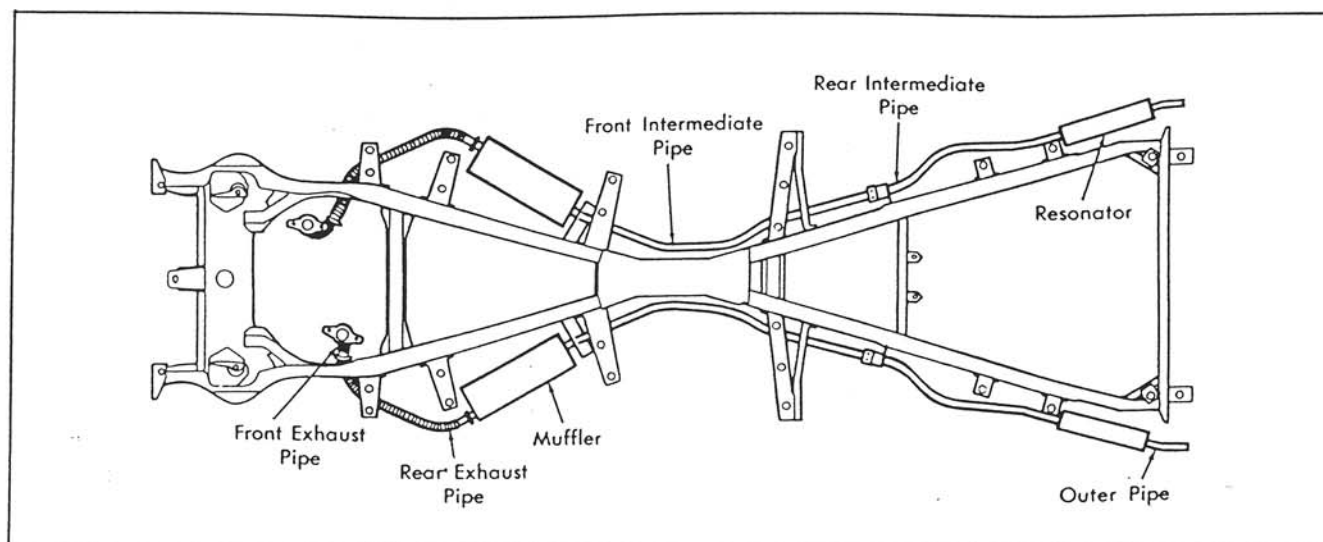


Fig. 10-13 Exhaust System

WHAT WORKS BY: ALLAN DOWLING

EXHAUST SYSTEM

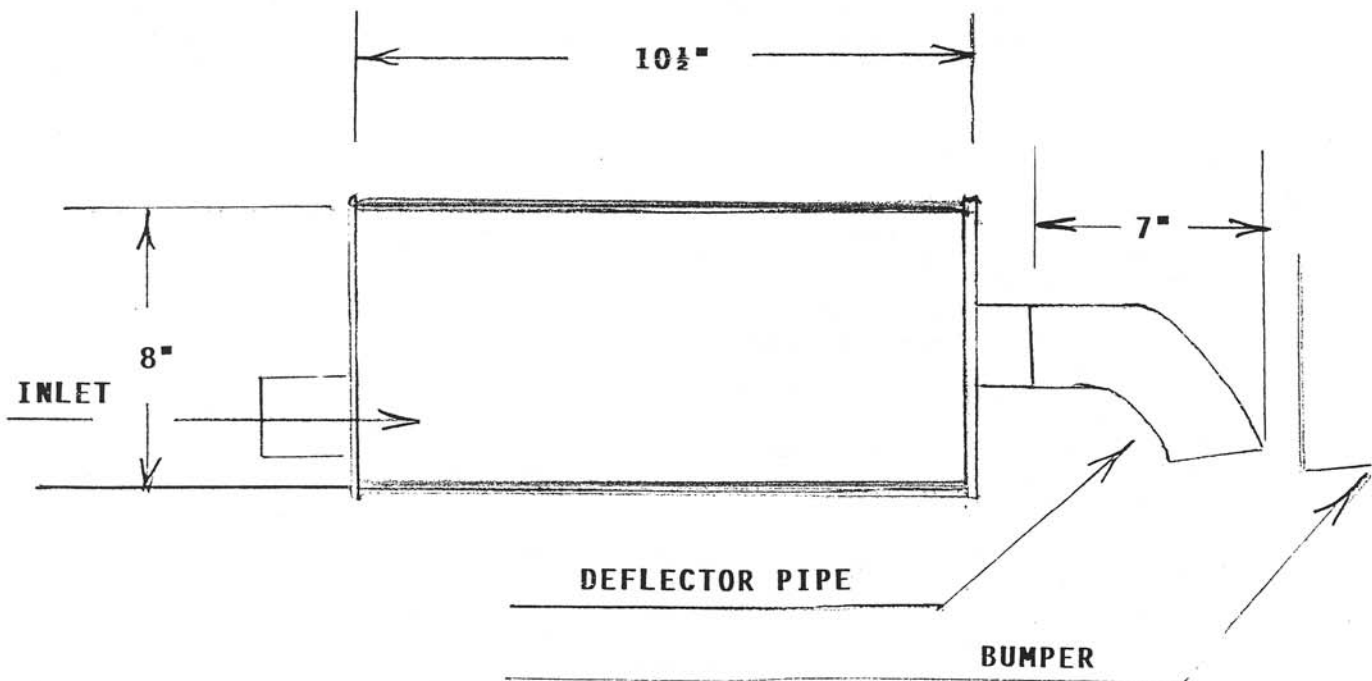
GROUP NO.	DESCRIPTION	SERIES	PART NO.	NO. USED
9.0012	MUFFLER, rear resonator	57-70; 58-70	●147 5489	2
	MUFFLER, rear resonator	59-69; 60-69	●147 1140	2
9.0013	BAFFLE, rear muffler drain hole. Rubber disc in front of rear muffler	57-70; 58-70	●146 8671	2
9.0219	PIPE, exhaust manifold to muffler, less Flange, RH . .	60-69	●147 4518	1
	PIPE, exhaust manifold to muffler, less Flange, LH . .	60-69	●147 4517	1
9.0222	PIPE, exhaust manifold to muffler, intermediate, RH . .	57-70; 58-70	146 6636	1
	PIPE, exhaust manifold to muffler, intermediate, LH . .	57-70; 58-70	146 6717	1
	PIPE, exhaust manifold to muffler, intermediate, RH . .	59-69	●147 1090	1
	PIPE, exhaust manifold to muffler, intermediate, LH . .	59-69	●147 1089	1
9.0230	ADAPTER, muffler pipe, front pipe, between front and rear muffler	57-70; 58-70	146 7329	2
9.0270	PIPE, between front and rear muffler, RH, front	57-70; 58-70	*146 7336	1
	PIPE, between front and rear muffler, LH, front	57-70; 58-70	*146 7335	1
	*Also use 1-146 7329 adapter Pipe.			
	PIPE, between front and rear muffler, RH, rear	57-70; 58-70	146 6388	1
	PIPE, between front and rear muffler, LH, rear	57-70; 58-70	146 6387	1
	PIPE, between front and rear muffler, RH, front	59-69; 60-69	●147 1218	1
	PIPE, between front and rear muffler, LH, front	59-69; 60-69	●147 1217	1
	PIPE, between front and rear muffler, RH, rear	59-69; 60-69	●147 1166	1
	PIPE, between front and rear muffler, LH, rear	59-69; 60-69	●147 1165	1
9.0283	PIPE, tail, muffler, rear	57-70; 58-70	146 6631	2
	PIPE, tail, muffler, rear	59-69; 60-69	●147 1124	2
9.0293	SUPPORT, muffler, w/Insulator, RH, intermediate pipe, between front and rear muffler	57-70; 58-70	351 0944	1
	SUPPORT, muffler, w/Insulator, LH, intermediate pipe, between front and rear muffler	57-70; 58-70	351 0943	1
	SUPPORT, muffler, RH, exhaust pipe in front of muffler	57-70; 58-70	351 0967	1
	SUPPORT, muffler, w/Insulator, RH, front of front muffler	57-70; 58-70	351 1039	1
	SUPPORT, muffler, w/Insulator, LH, front of front muffler	57-70; 58-70	351 1038	1
	SUPPORT, muffler, w/Insulator, RH, rear of front muffler	57-70; 58-70	351 1114	1
	SUPPORT, muffler, w/Insulator, LH, rear of front muffler	57-70; 58-70	351 1113	1
	SUPPORT, muffler, less Insulator, rear of front muffler	57-70; 58-70	*●146 9315	2
	*Use only on cars that do not have No. 3 body bracket.			
	SUPPORT, muffler, w/Insulator, front of front muffler, RH	59-69; 60-69	●351 1661	1
	SUPPORT, muffler, w/Insulator, front of front muffler, LH	59-69; 60-69	●351 1660	1
	SUPPORT, muffler, w/Insulator, resonator rear to frame, RH	59-69; 60-69	●351 1669	1
	SUPPORT, muffler, w/Insulator, resonator rear to frame, LH	59-69; 60-69	●351 1668	1
	SUPPORT, muffler, w/Insulator, RH	59-69; 60-69	*●351 1667	1
	SUPPORT, muffler, w/Insulator, LH	59-69; 60-69	*●351 1666	1
	*Rear intermediate pipe to shock absorber mounting bracket.			
9.0303	BRACE, manifold muffler pipe to flywheel housing, RH .	57-70; 58-70	146 7216	1
	BRACE, manifold muffler pipe to flywheel housing, LH .	57-70; 58-70; 59-69 . . .	●146 6848	1
	BRACE, manifold muffler pipe to flywheel housing, RH .	59-69	●147 0432	1
9.0421	ESCUTCHEON, rear bumper, exhaust port (*11.0814) .	57-70; 58-70	351 0816	2

WHAT WORKS

BY: ALLAN DOWLING

The original asbestos wrap on the front pipes can be replaced with a new material sold by George McVey (see Hemmings) - very expensive. Mike Rizzuto makes the flexible tubing that goes over the front pipes. You may wish to consider some the fabric coverings used by race cars and available at speed shops and flex tubing (in stainless) to cover the pipes. Use at least 2½" I.D. flex tubing to allow for bends. The speed shop wrap and flex tubing are a less expensive alternative; but, are a bit more work. Clamps should be stainless. A bit more expensive; but, give a better clamping force and don't rust.

Deflection of your exhaust at the rear should be a modification to consider. To preserve your rear bumpers and save those new louvers it is the only way to go. To make the modification resonators of the size shown below are needed. Midas Pt# 4732 or 4748 will do the trick. You may not be able to get them under those numbers, but size is what counts. Take the drawing to them and I'm sure you can get a match. By using the oval resonators 10½" long you will clear the rear bumper bracket by about ½". The finished look is attained by cutting the deflector pipe to almost flush with the bumper. You will have a factory look and no more carbon/acid eating away at your rear bumpers.



NEW
PRODUCTS

EXHAUST SYSTEM REPRODUCED

Duke Gerke is producing a 57/58 exhaust system in aluminized steel. The (10) pipes were copied from an original set. For more information contact Duke at (419) 588-2661.

Classified

IMPORTANT NOTE

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

CARS FOR SALE

1959 Pininfarina Brougham - #20 of 99 cars. Original So. Ca. car, with black plates. 55K. mi. outstanding original condition, rebuilt air suspension, new air bags. Ice cold A/C. Perfect chrome, an original owners manual. Asking \$25,000. Call: Dr. Zeiger (310) 275-8156.

1960 Pininfarina Brougham - #88 dry Calif. car, needs restoration. A very good car! \$4,250.00 for quick sale. To many cars! Contact: Michael Rizzuto, 32155 Joshua Drive, Lake Elsinore, Ca. (909) 674-0509.

1957 Brougham - #294; Lake Placid Blue, air ride body-off restoration 80% complete; every single part of this car has been removed, rebuilt or replaced; interior yet to be done; includes all restored trim, bumpers and all parts to finish car; \$50,000 now or will negotiate to complete car for you. David Barclay, 169 County Rd., East Colts Neck, New Jersey 07722 (908) 544-9035.

1957 Brougham - #341 original. Deauville grey metallic, with light grey Parisienne cloth and light grey leather. N.O.S. air diaphragms. 48,000 miles very nice original with vanities. Asking \$36,500. Phone (714) 720-1874 Bruce Sansone.

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 - #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.

(2) 1957 Broughams #319 or #320.
Both reduced for quick sale.

#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. \$49,000.00.

#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 \$69,500.00 Call Jerry Schantz evenings only (904) 677-4373.

1960 Brougham - 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 \$40,000.00. Contact: David Fog (619) 324-9183.

1957 Brougham - #145 all body and parts complete, spring convention, 1964 engine and transmission, mechanics all redone. Needs finishing. \$45,000.00 invested - sell for \$10,000.00. Contact: Duncan Emmons, P.O. Box 381, Rancho Mirage, Ca. 92270. Call (619) 346-1904 or (619) 328-5555.

Parts

PARTS FOR SALE - 57/58 Eldorado Brougham: Rear center license frame (mint new chrome). "Gasoline" for gas fill lid (mint new chrome). Side view mirrors originals (mint new chrome and glass). Rear door cigarette lighters (correct and mint). Sun visor right side (very nice). Eldorado letters; A, O, L, and D only. Rear door lower trim (left side, light pitting). Black turn signal lever (very nice). Grey shift lever (very nice). Front bumper rubber bullets (mint). Hood hinges with springs, wiring harness: engine compartment, also dash to rear. Title, and all I.D.'s for #576. Rear heater units with fan motor. Front fender stainless steel trim upper and lower. Front door stainless trim. Generators, relays, regulators, and gauges. Sheet metal; doors, trunks, rear quarters. Stainless steel trim; interior and exterior. Vent window motors and transmissions. Trunk operating mechanism complete unit. 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. (2) mint original vanities - complete. (1) mint original antenna with new mast. Call Jerry Schantz (904) 677-4373 evenings only 10pm to 12 midnight E.S.T. Summer number July - October (704) 387-4860.

PARTS FOR SALE - 59/60 Eldorado Brougham and 59/60 Fleetwood wheel-covers. Also upholstery fabric. Call; Edwin Alfred (610) 667-2234.

PARTS FOR SALE - 57/58 Eldorado Brougham hard to find N.O.S. engine block. N.O.S. perfect fuel tank. Brand new and 100% perfect right rear bumper. Left rear bumper replated. Left rear bumper polished aluminum. Fender skirts. Hubcaps all conditions. Center chrome for dash N.O.S. Rear window. Stainless steel top. Many side chrome items, some N.O.S. and much more. Reasonable prices. Also upholstery. Contact: Edwin Alfred, (610) 667-2234.

PARTS FOR SALE - 1958 tri-power and bottom portion of air cleaner. Carbs., manifold and air cleaner missing cover. Make reasonable offer. Contact George Garvey, 2510 Ladera Rd., Ojai, Ca. 93023, (805) 646-8714.

PARTS FOR SALE - 57/58 Eldorado Brougham: 1959/1960 hubcaps (two), sometimes used to replace 1957/1958 Brougham wheels. Good condition make offer. Contact George Garvey, 2510 Ladera Rd., Ojai, Ca. 93023 (805) 646-8714.

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 32 525-273. Leave your number, if you have to speak to the answering machine.

PARTS FOR SALE - 57/58 Eldorado Brougham: Skirts, seat door switch, speedometer, inside knobs and handles, small 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: 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 Wanted

PARTS WANTED - 57/58 Eldorado Brougham: (1) parking light lens rear. (1) left front door locking pawl for door handle. Good chromer for bumpers, good air bags that work, (don't leak and hold up) front and rear. Call Lee Mercy (908) 722-2159.

PARTS WANTED - 57/58 Eldorado Brougham: I need a cigarette case and interior light lenses. Call Chuck Kelley (708) 381-4456.

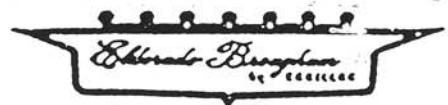
Parts Wanted

PARTS WANTED - Rear windshield for 1959/1960 Pininfarina Eldorado Brougham. Please call (909) 674-0509, minor flaws acceptable, cracked but intact OK. Mike Rizzuto.

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 - 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.

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.

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

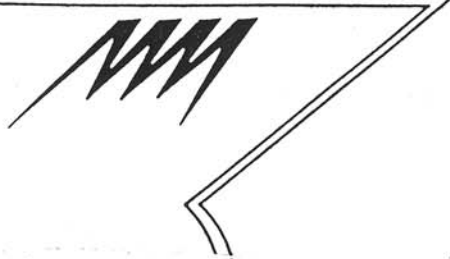
We are pleased to be able to offer the correct replacement compact mirror. Made of the highest quality optical instrument mirror, Complete with proper polished bevel, we have about (8) left. We are offering these to B.O.A. members for \$37.50 ea. or (2) for \$70.00. Make checks payable to: B.O.A., Inc., 19 Manning Drive, Berea, Ohio 44017.

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.

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.



MASTERMIND T.M., inc.

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

NEW PRODUCTS

Dear Brougham Owners,

At long last, for the first time since 1957, FINALLY the correct fender edge to hood seals for you Eldorado Brougham.

Our new seals are without a doubt exact replicas of this very difficult to make part. Some very expensive form dies were built to do this correctly.

They are not like the more expensive incorrect parts that have been sold to many of you by our competitor who's name could be mistaken for a ferrous metal. Best of all our parts have the correct shape and will not fall off every time you close the hood, how novel! Additionally our parts are pre-cut, pre-fit, notched and ready to install.

Less money, less hassle, much better product, what's to decide?

THEIRS

Two 36" strips
you must cut &
fit (incorrect
shape).

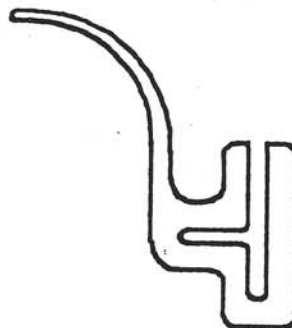
\$85.20 pr + S.H.



OURS

Cut, notched,
ready to in-
stall, (correct
shape).

\$85.00 pr.
S. & H. included

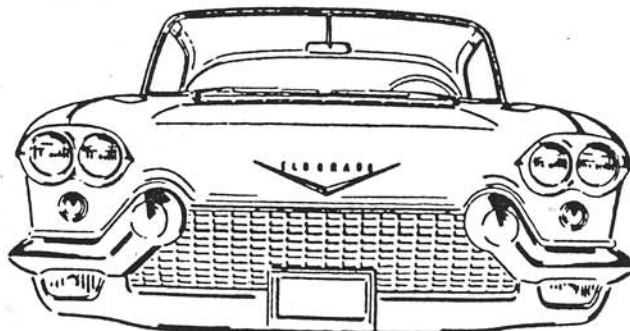


Free shipping on all orders next 60 days. Limited quantity on hand. Please order now!

BONUS: First 10 orders get a free six piece set of ashtray and glove box door bumpers, \$12.50 value.

Thank you,

Michael Rizzuto, President
Mastermind, Inc.



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
3. 57/58 Brougham Pre-Delivery Inspection Sheet. Send letter size S.A.S.E. to: B.O.A., Inc., 19 Manning Drive, Berea, Ohio 44017.

LITERATURE

4. 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.
5. Eldorado Brougham electrical circuit diagrams. (18) pages. Not in the manual. \$15.00 to B.O.A. members.
6. 1959 Brougham service supplement (15) pages \$18.00 to B.O.A. members.
7. 1960 Brougham service supplement (5) pages \$8.00 to B.O.A. members.
8. Full color Xerox copy of FORTUNE ad. 10 X 13 suitable for framing. This was the only ad ever published. \$15.00 to B.O.A. members.
9. 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.
10. Color copy of U.S. Steel advertising material featuring "56" prototype. \$10.00 to B.O.A. members.
11. 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.
12. Complete set of news releases from Cadillac on the "57" Brougham. \$20.00 to B.O.A. members.
13. Set of (5) 8x10 photos from, "Here It Is The Eldorado Brougham" sales brochure 1957. \$35.00 to B.O.A. members.

NEW MEMBERS

Victor L. Jennings
Kansas City, Mo.

Ralph & Margaret Plarre
Melbourne
Victoria - Australia

Bill Wetzel
Bakersfield, Ca.

Newsletter Deadline:

Closing Date

12/10/94



Mailing Date

12/24/94