



*Brougham
Owners
Association*



1957 ELDORADO BROUGHAM

Newsletter Vol. 8 No. 1



Brougham Owners Association, Inc.



B. O. A. Newsletter Vol. 8 No. 1 Spring 1996

Published quarterly by THE BROUGHAM OWNERS ASSOCIATION, a division of ALLAN & CO. ANTIQUES, INC. 19 Manning Drive, Berea, Ohio 44017. Membership dues are \$25.00 per year and are not prorated or reduced at any time. Renewals are billed upon receipt of your forth issue. Back issues are \$8.00 each. All rights reserved by B.O.A., INC. Reproduction of any part without written permission is strictly prohibited.

PRESIDENT'S MESSAGE

We finally did it. We have entered the world of bits, bytes, microprocessors and the like. A few months back, all this was Greek to us; but, one must learn new things to prosper in today's ever changing world. I must admit, all of this computer stuff is really a lot of fun once you get over the initial natural fear of all the blinking lights and strange clicking noises. If you are considering buying one of these beasts, by all means do so. They have all but made these machines idiot proof. This newsletter proves that. I never expected to be able to complete this paper using a computer. We hope you like the new look. As we learn more about this, we will be able to do more and more publishing tricks. The Brougham deserves a classy publication. We now have the means to do just that. All we need is a little practice and time to learn all this equipment is capable of.

In addition to the improved look of our newsletter, you can now Fax us or E- mail us. Our Fax number is (216) 243- 3347. We can receive documents only if we are not surfing the net, so you may wish to E- mail us at adowling@pantek.com through Netscape. We are going to buy a dedicated Fax machine to eliminate the problem we have operating on an internal modem. This additional equipment will also allow us to send documents without having to scan them first. If all else fails, we are still only a phone call away at (216) 243-0726.

In a few weeks, we are going to put the B.O.A. on the Internet. We are designing our home page now. Going on the net will give us worldwide coverage. If you are on line, check us out. You may also wish to look at Allan & Co. Antiques to see a few of our selections. We expect to be on line by the time you receive this newsletter. If you are considering putting your business on the Internet, we can help. Look us up on the net at [http://www. webinsighs. com](http://www.webinsighs.com). See what buying a computer does to you. Makes you a net head. Well, there are worse things to be. Seriously, we have purchased a domain on the net and can help you take advantage of this unbeatable sales tool. We can also save you a great deal of money due to our low overhead.

In closing, we urge you to take a few moments to jot down and send us some material for this newsletter. All the technology in the world is of no value if there is nothing to print. To make this newsletter the best it can be, we need your input. We always look forward to hearing from you. Don't let us down. We need need your support.

ON OUR COVER

This photo appeared in a past newsletter in b/w. We found this full color version of the same picture in the Seville S.T.S. owner's manual. We could not resist sharing it with you. This appears to be a factory photo of a new Brougham. If you have more information on this photo, let us know.

As much as we may dislike reading articles that are less than complimentary about the Brougham, it is of value to know what is being said. Our broad shoulders have served the '57/'58 Broughams well. The '59/'60's need the same kind of support.

1959-69 Eldorado Brougham

Cadillac's first Italian connection was no smashing success

by Bill Siuru

On one hand, the '59-'60 Cadillac Eldorado Brougham was a landmark car for Cadillac. The division's first cooperative effort with Pinin Farina—two words then—it was nearly three decades before the Allante. On the other hand, the Brougham was a failure. From a design and engineering perspective, it was less sophisticated than its predecessor, and on the sales chart it was a flop.

The '57-'58 Cadillac Eldorado Brougham had been Cadillac's answer to Lincoln's 1956 Continental Mark II. While the Mark was a styling triumph for Ford, the original Eldorado Brougham was much more. The Brougham was a showcase for GM's latest design and technology. Standard Eldorados were gussied-up Cadillac two-door hardtops and convertibles, but the Brougham four-door was an entirely different vehicle—a true pillarless hardtop, with suicide doors and a brushed stainless steel top. Its styling shared nothing with the rest of the Cadillac line, except the characteristic fins and egg crate grille.

Journeymen handcrafted first-generation Broughams at the Fleetwood assembly plant in Detroit. Press reports claimed it took 13 days to build each one. Few cars have matched the fit and finish of those early Broughams.

After building only 704 Broughams for '57 and '58, and losing money on every one, Cadillac launched an all-new Eldorado Brougham in '59. Still considered the Cadillac flagship, it proved to be less car than the original.

The rest of the '59 Cadillacs had lofty tailfins and bullet tail-lights, but the Brougham's fins were more subdued. It abandoned the wrap-around dogleg windshield that had been a Cadillac trademark; GM dropped the design from all of its cars in 1961. Its crisp, squared roofline would be adopted on all '61 Cadillac sedans.

In short, the new Brougham foreshadowed styling that would follow across the Cadillac line, but it was more conservative and far less distinctive than the original. Today many would mistake the limited-edition '59 Brougham for a mass-produced '61 Sixty-Special or a '62 Sedan de Ville.

Despite its similarities with later Cadillacs, most of the Brougham's sheetmetal was unique. It wasn't interchangeable with other Cadillacs, as many who have tried to restore one have found. Cadillac turned to Italy's Carrozzeria Pinin Farina for the new '59-'60 Brougham's coachwork. Chassis were shipped to

Turin, where the bodies were added and assembly completed.

The '57-'58 Brougham used a great deal of unique chassis componentry, such as tubular center X-shaped

crossmembers, but the second generation car was more mundane. It was built on a standard Cadillac chassis with standard Cadillac parts, and like all Caddys in '59 and '60 except Series 75 limousines, it had a 130-inch wheelbase and a 225-inch overall length.

Though the '59-'60 Broughams were called four-door hardtops, they did not retain the true, pillarless design of the original.

The second-generation Brougham did share something with the first, but the infamous Air-Bag suspension introduced on the '57 Eldorado Brougham was one of its least-desirable features. By '59, this suspension was optional on all Cadillacs, and standard on the Brougham, but many cars were retro-fitted with conventional coil springs. Most owners were not amused when leaking rubber air springs turned their cars into low riders. Even Cadillac offered its own coil-spring conversion kit.

Like the rest of the '59-'60 Eldorado series, which included the Seville coupe and Barritz convertible, the Broughams were powered by a 390-cid V8 rated at 345 horsepower. Thanks to three Rochester two-barrel carbs, that was 20 more than other Caddys. With a 10.5:1 compression ratio, the 390 was a proficient guzzler of premium gas. Yet fuel economy was not a big issue in the late '50s, and it took lots of power to get a 5200-pound Brougham rolling down the road.

Extra conveniences set the '59 Brougham apart from lesser Eldos. Cruise control, air conditioning, "E-Z Eye" tinted glass and "Autronic Eye" automatic dimming headlights were standard. Gone, however, were many of the unique items found in the first Brougham, including gold-trimmed drinking cups and a perfume atomizer filled with Arpege.

Despite the expense of shipping cars to and from Italy, Cadillac had trimmed costs in the '59-'60 Brougham. Factory list for a '59 was \$13,075, only a dollar more than a '58, and there was still profit in that price. But the second-generation Brougham was even less successful than the first. Only 200 were built from '59-'60. By '61, Cadillac had given up on a limited-production car (at least until 1987, when it renewed its connection with Pininfarina and launched the AirBridge assembly process for the Allante).

Even in the prosperous late '50s, there were not many people willing to pay an extra \$7,000 for a car that didn't offer much more in performance or engineering innovation than a standard Fleetwood sedan. ■

The 1959 Eldorado Brougham



N.A.D.A.[®]

APPRAISAL GUIDES

WELCOME!!

We would like to welcome you to the N.A.D.A. Exotic, Collectible & Special Interest Car Advisory Board! You have become one of our newest members. Throughout the year we mail print-outs and questionnaires that are to be mailed or faxed back to us. This is just one of the methods we use in determining the used values listed in our guide.

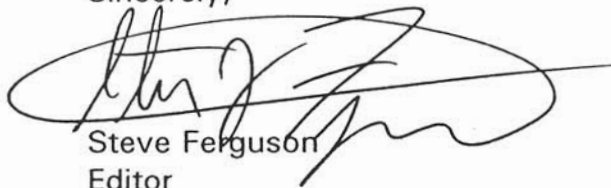
Our main goal is to provide the exotic, collectible & special interest car industry with the most complete and accurate guide possible. We look forward to working with you to help complete this goal.

At this time we are asking only that you review the values. Please look at the low, average and high columns. Please make any changes to the values you feel necessary.

When you have finished your review, we have enclosed a self-addressed Federal Express Shipping Label to return the print-out "Priority Next Day" service. We are also asking that the print-outs be shipped by February 22, 1996, so that we may make the necessary changes to the valuation program.

Again, I would like to express our Thanks for all your effort!

Sincerely,



Steve Ferguson
Editor

I am very honored to have been selected to assist N.A.D.A. in achieving their goal of establishing accurate prices on the 1957-1960 Brougham. It is no secret that values are a real problem for anyone buying or selling a Brougham. With the higher level of awareness that exists today regarding the Brougham, it will become more and more important to have a solid pricing structure. Insuring an investment depends on being able to document its value. Estate planning also depends on having a good basis of fact to work from. For years The Brougham has suffered from undocumented value claims. Some claims are too low, some are too high. However you see it, the time has come to set the record straight on this matter. Your assistance to me will be much welcomed. I submitted the B.O.A. value survey to get the ball rolling. We may do another this year. Let's give N.A.D.A. our best united effort.

Restoration Tips



57/58 GAS TANK REPLACEMENT



Most Broughams, no matter how great they look, suffer from one nagging flaw—a dented gas tank. You shutter when the judge does that all important chassis inspection. You have spent hours cleaning and painting your undercarriage, you have replaced your exhaust system, fixed all your oil leaks, and still your gas tank is going to lose enough points to knock you out of that well deserved first place. If you have read your trusted parts list, you know that gas tank is a special Brougham item. Your parts dealer can get you one for about the cost of a new Fleetwood; and no doubt, it will have a few minor dents and dings as well. Air ride was a wonderful thing when it kept the gas tank off the ground. To add insult to injury, most tow truck drivers loved towing the Brougham from the front allowing the tank to fend for itself. Rest easy, there is a solution to this situation. The solution is called a standard 1957 Cadillac gas tank. So, why is the Brougham tank a special? Two holes. One for the fuel pump and one for the low fuel sending unit. That's it. The basic tank is identical in shape and size. Because of the additional two holes, Cadillac created a different part number. When the factory had replacement tanks, this was the proper thing to do. We, as Brougham owners, have to be a bit more creative today. N.O.S. Brougham gas tanks are just not out there.

The best way to locate a good "57" tank is to search the classified ads in Hemmings or similar old car publications. Remember you do not need a tank for an air conditioned car if you are going to use an electric fuel pump. The electric fuel pump eliminates the need for the return line. If your fuel pump is operating well it would be wise to freshen it up a bit and use it. After all, the wiring and so forth is right there. Good tanks are available if you are willing to look around a bit. The first thing you will want to do is have the tank cleaned out by a professional. After cleaning, sealing is an option you may want to consider. Some services even offer fiberglass coating of the outside of the tank. The choices are many. Before getting too far into coatings and the like, decide on what pump you are going to use. The hole you are going to cut in the top of the tank must fit either the original pump or a modern replacement. Proceed to cut the two missing holes in the tank using the two units as templates. You are now half way home. Note that the original tank had a ring tack welded inside to screw the pump to with drilled and tapped holes. You will have to duplicate this mounting on the outside of the tank unless you can locate a machine shop to make a two piece ring to spot weld to the interior of the tank. A bit tricky; but, it can be done. Is anything easy on a Brougham? The shame of the whole thing is no one will ever know what you went through—nor would they be likely to believe it. Place the fuel pump in the tank, install the sending unit, wrestle the tank back in and you are set for a long time before you should ever have to do this again.

One last thing, don't forget to seal all edges around the sending unit and fuel pump. Gasoline has a way of finding the smallest crack and escaping in liquid or vapor form. I remember proudly filling up my Brougham one day only to find a large puddle of gas under it after paying my bill. Needless to say it took some fast thinking to clean up the mess and safely get underway. Good thing that my electrical work was better than my mechanical. I also had to drain the tank, remove it and correct the problem. Don't make the same mistake.

By: Al Dowling

Revell Model Review

When we completed Vol. 3 No. 2, back in the summer of 1991, we included a considerable article on the 1957 Revell model of the Eldorado Brougham complete with instructions on how to finish the top and add many touches to give the finished product the look of the real thing. Hope you still have that old issue tucked away in a safe place. Revell has re-issued the Eldorado Brougham model with very few changes. In some ways the lack of improvements is a bit of a disappointment; however, for the sake of nostalgia we can overlook a few flaws. It is apparent that Revell had the dies for the Brougham and several other models of the fifties stored away waiting for the day the demand would be great enough to warrant the expense of a re-issue. When you look on the bottom of the model you see "Revell 1957" -same mold- you bet. I recall contacting Revell in 1962 regarding the Brougham model and being told that all molds had been destroyed and they had no intention of producing the Brougham ever again. The secondary market loved it. Prices just last year were reaching the \$500.00 mark for a boxed original model. How fast the market changes! Don't fret, there are still real collectors out there looking for originals. There are some ways to tell the old from the new. For one thing, the box is a lot larger than the old box. Same picture, different size box. Why? I have no idea. The new model has plastic axles and adjustable vent windows. The old model's vent windows were molded to the windshield. The plastic axles are a real mystery; the model of the Lincoln Futura maintains the metal axles as on the original.

The fact that three companies have invested in producing a Brougham model is indeed encouraging. The exposure that results from affording the public the opportunity to better understand the Brougham can only add to our efforts to publicize the uniqueness of this American classic. We can only benefit from the existence of these and other models that may follow. I'm sure there will be many a father, or grandfather, going on about his uncle who "had one just like that". Well, that's okay- let them dream on.

Of the the models that now are on the market, there is no doubt that the Franklin Mint work is the best. For detail, the Japanese try is a strong second. If it were a little larger, it would be a real competitor in the "put together" category. The Revell model is great nostalgia. That may be the reason that Revell did not improve on any part of it. The nice thing about this model is the fact that you get a "second chance" if all does not go well. In addition, you are not out \$500.00 if you end up having to scrap the whole thing. Like us, I think the manufactures have discovered that the Brougham is a difficult project even in miniature. Let us bask in that knowledge. Let's hope Danbury decides to join in the fun.

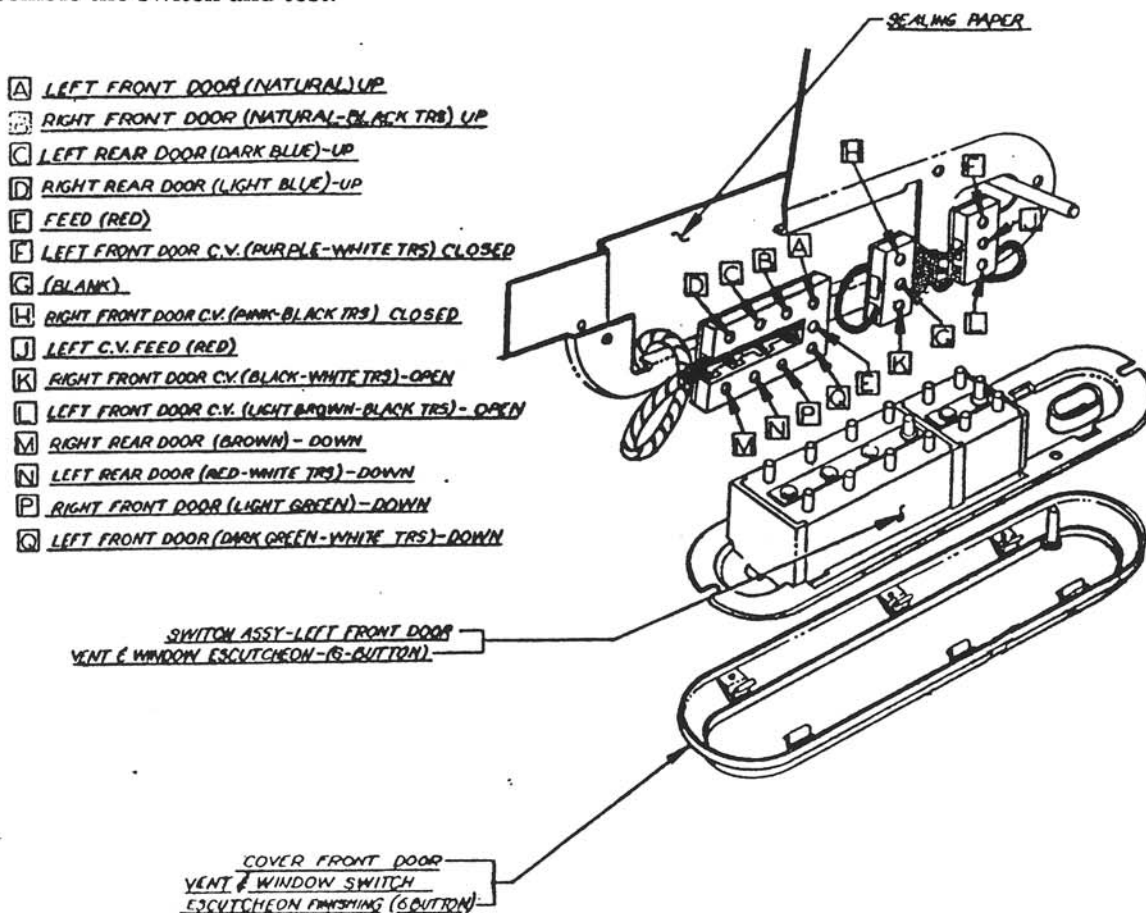


BROUGHAM ELECTRICAL DIAGRAMS

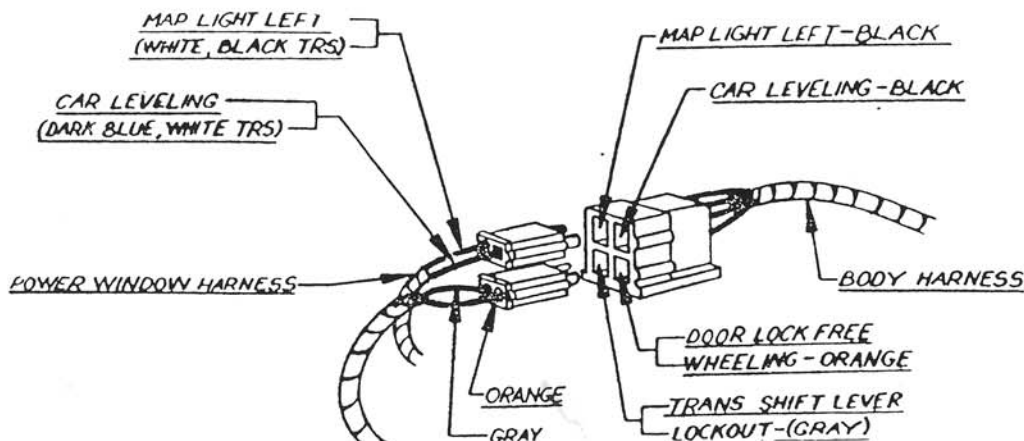


The following diagrams are taken from a service memo issued by Cadillac late in 1957. We are printing these selected pages due to the many questions received lately concerning the seat and window wiring. When used in conjunction with the Brougham service manual these diagrams provide a complete picture of wiring location as well as function. I have added a few comments that may help you solve some common problems with these systems. Don't forget, a complete set of these diagrams can be purchased. See the "literature for sale section" of this newsletter.

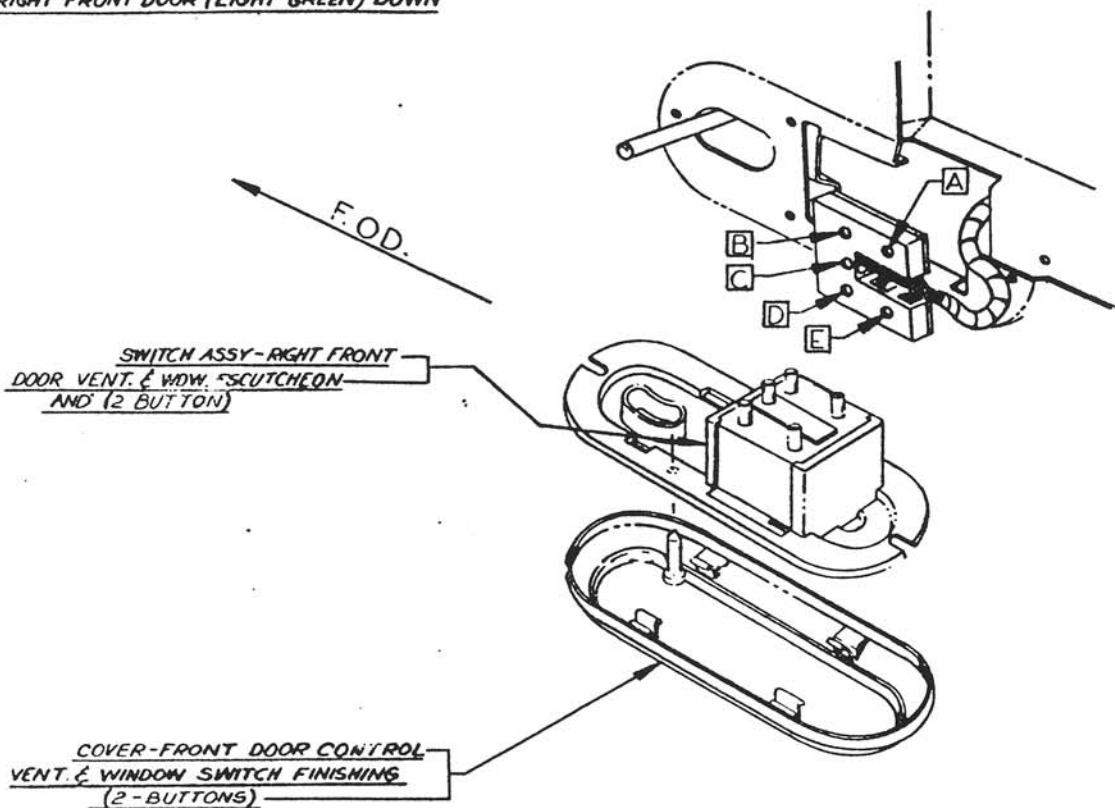
Poor window operation is often caused by rust and corrosion on the contact studs shown in this diagram. To correct this problem, remove the switch assembly and lightly sand the studs to remove corrosion. The female connector should also be filed before reassembly. Sticking or sloppy operating control buttons are the result of worn springs inside the switch assembly. To correct this problem, remove the assembly and push the copper pin through and remove it. All the buttons will pop out exposing the springs. gently stretch the springs to renew tension. Reassemble the switch and test.



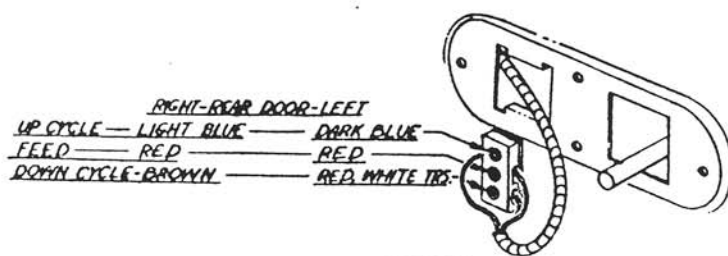
SWITCH ASSY
WINDOW C.V. MASTER CONTROL
LEFT FRONT DOOR



- A RIGHT FRONT DOOR (NATURAL-BLACK TRS)-UP
- B RIGHT FRONT DOOR C.V. (PINK-BLACK TRS)-CLOSED
- C RIGHT FRONT DOOR WDW & C.V. FEED (RED)
- D RIGHT FRONT DOOR C.V. (BLACK-WHITE TRS)-OPEN
- E RIGHT FRONT DOOR (LIGHT GREEN) DOWN



SWITCH ASSY -
WINDOW CONTROL VENT
RIGHT FRONT DOOR

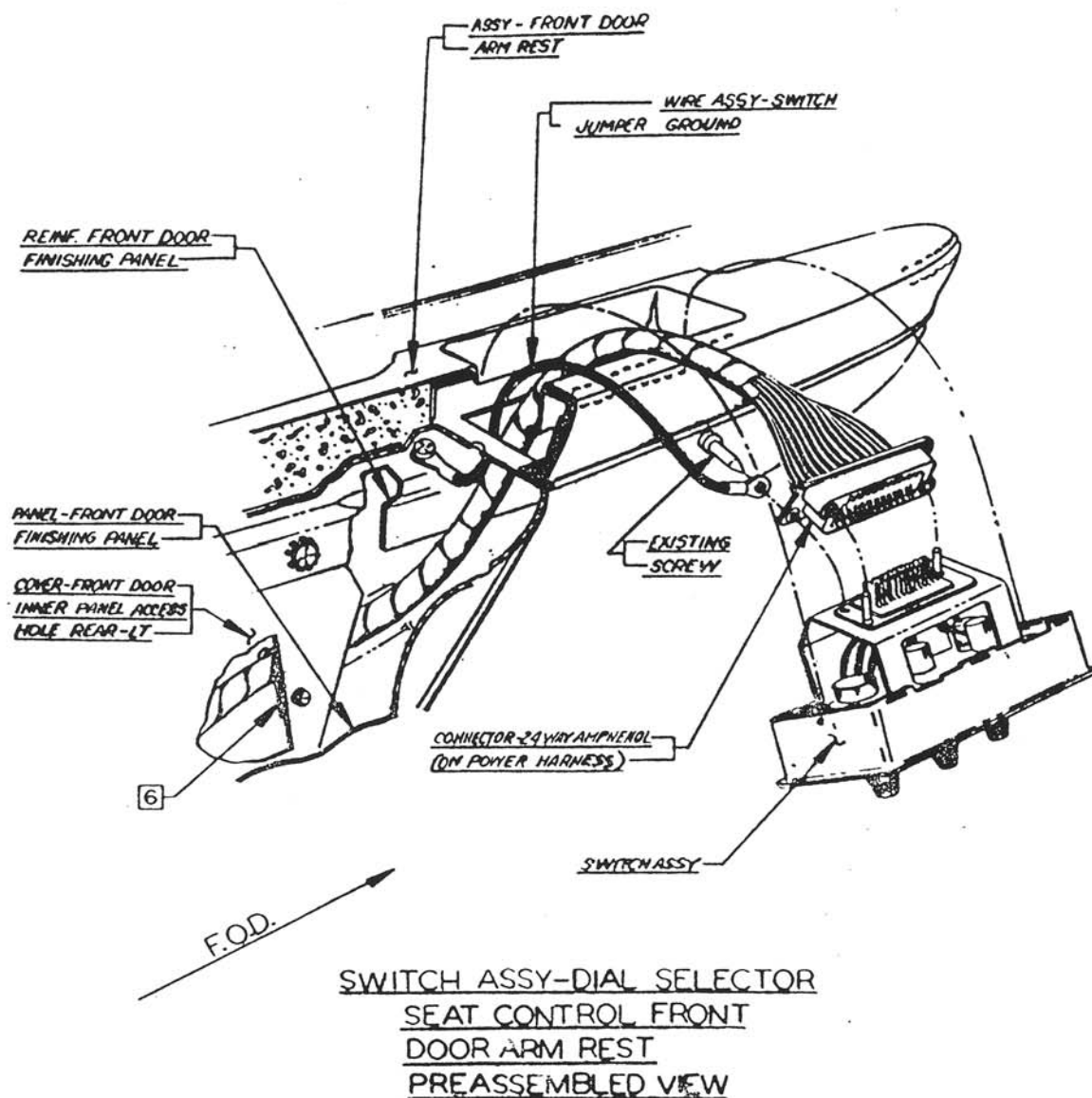


SWITCH ASSY - REAR
DOOR WINDOW ESCUTCHEON
AND (1 BUTTON)

COVER REAR DOOR WINDOW
SWITCH ASSY.

SWITCH ASSY
REAR DOOR WINDOWS

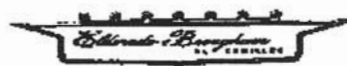
A lot of seat problems are the result of faulty connections at the main relay box. Before getting too frustrated, check all wiring connectors to see they are attached and are able to move freely with the seat in motion. Cadillac even suggested taping the connectors to assure proper contact. Use care in lifting the seat cushion as the seat bottoming switch is attached. This wiring must be disconnected to remove the seat cushion. Only after a thorough check of all connections, including the door jamb switches, should you consider getting into the main relay box. Usually you can correct the problem by following the above pointers.



SAVE BACK ISSUE SPECIAL SAVE

With the growing numbers of new members we have, we have decided to continue offering our back issues at a considerable savings over individual pricing. The first seven years of the B.O.A. can be your for \$155.00 plus \$4.50 shipping and handling. This amounts to a savings of \$64.50. See the development of the B.O.A. from Vol. 1 No.1 to today. We have made a lot of progress over the years. New members take advantage of this offer. You find just about every topic covered that concerns the history of the Brougham as well as the advice of our members on care and restoration of your Brougham.

PRODUCT NEWS



MEMO BOOKS AVAILABLE

Jerry Schantz has succeeded in duplicating the rear arm rest memo book. This, often missing, item is complete even down to the paper pad for writing.

To order this exact reproduction item call Jerry Schantz at: (909) 677-4373 evenings till 11:00 PM. Price is \$150.00 each. NOTE: The Cross pencil is not included. Ask Jerry about availability when you order this item.

Jerry also has a limited supply of Brougham jack instructions to add the finishing touch to your trunk. The cards are \$12.00 each.

EVAN'S COMPACTS AVAILABLE

Tired of looking for an original Brougham Evan's compact? Well, Jerry Schantz has tooled up to produce the compact using the standard Evan's core. Each compact is made to order so that the leather exterior matches your interior. Needless to say, this is a very limited production project. If you need a compact you would be well advised to place your order now. Call Jerry Schantz today at: (909) 677-4373 till 11:00 PM. E.S.T.

"L" TRIM SECTIONS AVAILABLE

No need to drive your Brougham with missing trim. The two little "L" pieces that fit above the grill are now being reproduced thanks to Jerry Schantz. A Brougham missing these parts is just not complete. Call Jerry Schantz at: (909) 677-4373 to order till 11:00 PM. E.S.T. The price is \$47.50 each.

COMPACT "V" NOW AVAILABLE

Part of the project of manufacturing the compact involved making the Cadillac crests that are so often missing from original compacts. If you are missing a crest, why not order one of Jerry's extras. For just \$37.50 each you can put your compact in new condition. Crests come with mounting wire. Call Jerry Schantz at: (909) 677-4373 to order.

SALES LITERATURE REPRODUCED

Laser copies of the rare Brougham sales brochure, THE RAREST SATISFACTION IN ALL MOTORDOM, are now being produced in full color. 21"x 14" this piece is a must for your collection of Brougham literature. To order your copy call: Jerry Schantz at (909) 677-4373 till 11:00 PM. E.S.T. Price is \$37.50 each. Don't confuse this with anything the dealers passed out.



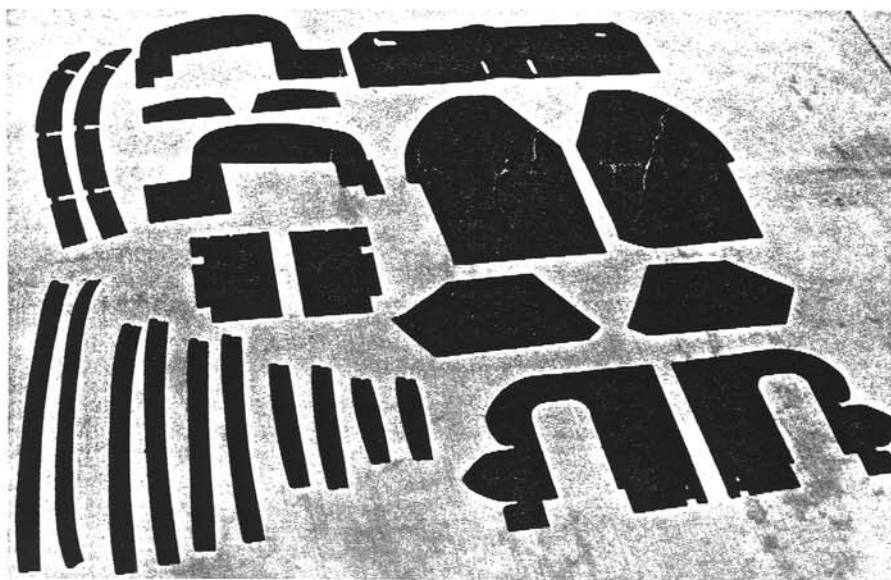
March 1, 1996

Fellow Brougham Enthusiasts,

MASTERMIND T.M., inc.

Michael P. Rizzuto
32155 "B" Joshua Drive
Lake Elsinore, CA 92530-9624
Phone/FAX 909-674-0509

Chances are you've noticed some brittle, broken, almost unrecognizable rubber parts in your wheel wells and around your engine compartment. Your suspicions were correct, they are parts that once had the practical function of squeak reduction, keeping mud and dirt out of specific areas, and other more aesthetic functions which were to trim out wheel wells, engine compartment, etc.



**60 DAYS
ONLY!**

**25%
OFF**

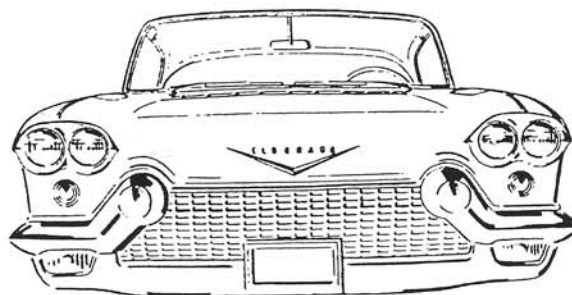
REG. \$325. SET

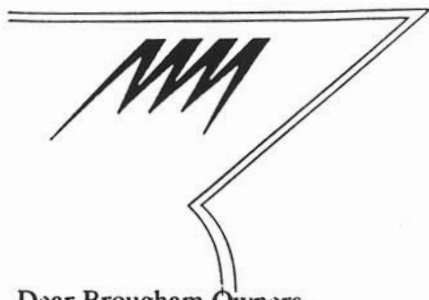
NOW \$260. SET

For a limited time we are offering an affordable cure for this common ailment. Our beautiful, carefully research 26 piece die cut splash apron set will add the finishing touch to your Brougham and comes complete with everything you would need to install it. It also includes all 10 bulb extrusions for inner fenders and I bet a few parts you didn't even know existed. There is nothing like all the right parts in their proper place. Happy Motoring!

Sincerely,
Michael Rizzuto, President
Mastermind, Inc.

BONUS: With purchase of our splash apron special you'll receive a 10% discount on any rubber weather stripping items in our catalog.





MASTERMIND T.M., inc.

Michael P. Rizzuto
32155 "B" Joshua Drive
Lake Elsinore, CA 92530-9624
Phone/FAX 909-674-0509

Dear Brougham Owners,

At long last our Cowl Seal back order problem is behind us. We've been out of stock on these OEM quality repro's for some time.

These are without a doubt exact replicas of this very difficult to form part. Some very expensive form dies were built to produce this part. They are not like the more expensive parts that have been sold to many of you by our competitor who's name could be mistaken for a ferrous metal. Ours are perfectly pre-cut and prefit with all holes and notches punched out properly. All you have to do is install it, not hassle with it!

**90 DAYS
ONLY!**

57EB12-007

NEW

*Actual
Size*



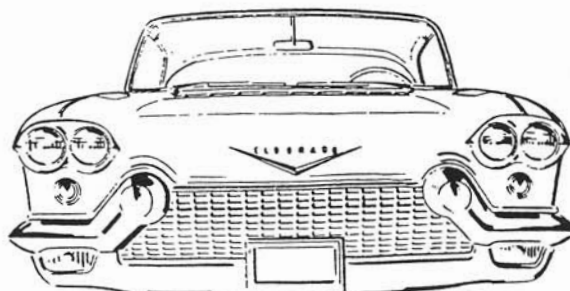
Cowl To Hood Seal. Exact in every detail including all holes and cutouts. Nothing else this good on the market.
(each) **65.00**

**FREE
SHIPPING**

Less money, less hassle, much better product, whats to decide? Call today while supplies last.

Thank you,
Michael Rizzuto, President
Mastermind, Inc.

P.S. Anyone else out there as desperate as I am for a rear windshield gasket?! Please call; we're considering making them.



CLASSIFIED



IMPORTANT NOTE

All articles, ads, etc., will pertain to the 1957-1960 Brougham unless designated otherwise.



CARS FOR SALE

1958 Brougham-#476. Expensive restoration of a California car. Fabulous Heather paint work as seen on cover of B.O.A. newsletter Vol. 7 No. 3. accented by beautiful silver cloth with grey leather trim. Excellent running car with tri-power. Very good chrome and wheels. Car has been converted to springs. \$32,950.00. Contact: Craig Sinclair (909) 678- 5951.

1959 Brougham #43 of 99 made by Pininfarina. 390 motor with tri-power. Driven 1000 miles since total restoration. Ebony black exterior with new white leather interior. Voted "MOST ELEGANT CLOSED POST WAR CAR" 1995 Hillsborough, Cal. show. #43 also won the "PEOPLES CHOICE AWARD" at the same event. #43 was featured in the B.O.A. newsletter Vol. 7 NO. 1. \$45,000.00 invested in this 96 point car. Now accepting offers, or may trade for what have you. Contact: Don (510) 531- 7205.

1960 Brougham #79 of 101 made by Pininfarina. Driven 2000 miles since total professional restoration. Bordeaux exterior with Dove grey interior. All chrome has been redone. One of the finest 1960 Broughams in existence. Just reduced to \$27,000.00. Contact: David Fog (619) 324- 9183.

1958 Brougham- Black with all white original interior. Perfect stainless steel roof. All chrome replated front to back as needed. Engine smooth as glass with clean exhaust. Car is in excellent running condition. The hand rubbed paint puts some show car finishes to shame. This car should be selling for \$36,000.00. Priced for quick sale at \$29,500.00. Contact: Edwin Alfred, 26 Old Lancaster Rd., Merion, Pa. 19066 or call (610) 667- 2234.

PARTS FOR SALE

PARTS FOR SALE- 57/58 Brougham: Rear door outer panel upper molding \$40.00. Rear door lock assembly (right side) \$30.00. Rear under seat heater and core (left side) \$75.00. Window washer & wiper control plate vacuum button only, no lever \$25.00. Contact: George Garvey, 2510 LaDera Rd., Ojai, Cal. 93023 or call (805) 646-8714.

PARTS FOR SALE- 59/60 Brougham: N.O.S. windshield. Original, with bill of lading included. New 1960 Brougham owner manual. Contact: Dr. Zeiger (310) 275 - 8156.

PARTS FOR SALE

PARTS FOR SALE- 57/58 Brougham compact powder puff \$50.00. Contact: Allan Dowling (216) 243- 0726. After 6:00 P.M. E.S.T.

PARTS FOR SALE- 57/58 Brougham: (1) good used fuel tank. Needs to be cleaned, has front dent \$250.00. (1) excellent to mint horn ring. Very minor imperfections in chrome \$350.00. (1) N.O.S. flexible fuel line in engine compartment(13") with fittings \$30.00. (2) N.O.S.front & (2) N.O.S. rear air bellows for 59/60 Brougham-will trade for same only for 57/58 Brougham. (1) rear heater grill with fair chrome (no switch) Contact: Kjell Kraakmo. Sobstadveien 51 Heimdal, Norway. Fax: 011-47-72888750. Phone: 011-47-72584762. (note) we are (6) hours ahead of E.S.T.

PARTS FOR SALE- 57/58 Brougham: (1) original dome light lens. Good condition \$50.00. Contact: Craig Sinclair (909) 678-5951.

PARTS FOR SALE-57/58 Brougham heater unit (main unit). Needs to be recored \$85.00. Contact: Allan Dowling (216) 243-0726. After 6:00 P.M. E.S.T.

PARTS FOR SALE- 57/58 Brougham: (20) year collection of parts. What do you need? Contact: Dr. Zeiger (310) 275-8156 with your needs.

PARTS FOR SALE- 57/58 Brougham: Side view mirrors (originals with new chrome and glass). Rear door cigarette lighters (correct and mint). Sun visor -right side (very nice). Gray shift lever in very good condition. Hood hinges with springs, wiring harness for engine compartment; also, have same for dash to rear. Title and all I.D.'s for #576. Rear heater units with fans. Front door stainless trim. Generator, regulators, and gauges. Stainless steel trim for both interior and exterior. Sheet metal: doors, trunks, rear quarters. Vent window motors and transmissions. Washer sets for gas and oil sending units \$10.00/pr. Under hood I.D. cards \$10.00 ea. Jack instruction cards \$10.00 ea. Front leveling valve. Control solenoid. Mint newly rechromed hubcaps with new centers. Rebuilt oil sending units. ELDORADO letters(2) sets. License plate frame and back up plate. Steering wheel trim (4) pieces that fit on wheel (newly chromed). Battery cover lid. Contact: Jerry Schantz (904) 677-4373 10:00-12:00 midnight E.S.T.

PARTS FOR SALE- 57/58 Brougham: Perfect stainless steel roof. N.O.S. engine block. Perfect fender skirts. Good hub caps. Perfect chrome scoop that goes below windshield. Rear window. Four doors. Side chrome. Gas tank. (4) N.O.S. door handles. Door chrome. Glove box door. Fender skirts. N.O.S. bumper ends. Front seat cushions. Rear window. Complete front bumpers. Upholstery cloth. Carpeting. Eldorado hubcaps 59/60. Many, many more parts to consider Contact: Edwin Alfred, 26 Old Lancaster Rd., Merion Pa. 19066 or call (610) 667-2234.

PARTS FOR SALE- 57/58 Brougham: (5) wheels and caps. (3) excellent, (1) fair, (1) poor. (2) of four caps near mint. \$1600.00 for all. Contact: Craig Sinclair (909) 678- 5951.

PARTS FOR SALE

PARTS FOR SALE- 57/58 Brougham: Recently acquired a trailer load good used Brougham parts. Inquire with your needs. Trades for your spares considered. Please send list of parts you have. Contact: Mike Rizzuto (909) 674- 0509.

PARTS FOR SALE- 1958 Brougham: Tri-power for air conditioned car in excellent condition including air cleaner. \$1500.00 or will trade for "57" 2x4 unit with a/c and Brougham "Bat Wing" air cleaner. Contact: Mike Rizzuto (909) 674- 0509.

PARTS FOR SALE- 1955/56 2x4 manifold, carbs and "Bat Wing" air cleaner. \$1500.00 or will trade for "57" 2x4 unit with A/C and Brougham "Bat Wing" air cleaner. Contact: Mike Rizzuto (909) 674- 0509.

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

PARTS FOR SALE- 57/58 Brougham: Main heater unit. Needs to be Re-corded. \$85.00. Contact Allan Dowling (216) 243- 0726 after 6:00 P.M.

PARTS FOR SALE- 57/58 Brougham: Mint powder puff for Evan's compact. \$50.00. Contact: Allan Dowling (216) 243- 0726 after 6:00 P.M.

PARTS WANTED

PARTS WANTED- 57/58 Brougham: One right front door latch assembly. Contact: Gerald Miller. 1024 North Tenth St. Ablemarle, N.C. 28001 or call: (704) 982- 3813.

PARTS WANTED- 59/60 Brougham : (Pininfarina) rear windshield. Minor flaws acceptable, cracked acceptable; but, must be intact. Contact: Mike Rizzuto (909) 674- 0509.

PARTS WANTED- 57/58 Brougham: Front lower impact bar. Will swap an unbuilt "57" original Revell model sill in the box . Contact: Dick Baruk (313) 326- 1222 (days) or (810) 442- 0443 (evenings).

PARTS WANTED- 57/58 Brougham: Front lower impact bar. (1) rust free gas tank. 57/58 rear fender skirts. 1960 Brougham rear fender skirts. Contact: Mike Guastalegname (03) 93151222 or fax (03) 93151931. Note: Mike is located in Australia.

PARTS WANTED- 57/58 Brougham: Air compressor. Front and rear diaphragms. One N.O.S. hubcap. Front impact bar. Air cleaners 57 and 58. Radio mast and motor for 57/58 Brougham. Condition not important. Contact: Edwin Alfred 26) Old Lancaster Road, Merion, P.A. Or call (610) 667- 2234.

PARTS WANTED- 57/58 Brougham: Cigarette case. Contact: Allan Dowling (216) 243- 0726

MISCELLANEOUS FOR SALE

Cadillac literature for sale - 1949 - 1991 agency sales brochures. All are in very good to mint condition. Sorry no 57/58 at this time. For a complete list send a large S.A.S.E. to: Allan Dowling 19 Manning Drive, Berea, Ohio 44017. If you prefer call (216) 243- 0726 after 6:00 P.M.

Complete air suspension from a change over on a 1959 Eldorado Biarritz. Missing only the tank and compressor. \$695.00. Contact: Craig Sinclair (909) 678- 5951.

Nice set of four 1957 Cadillac hubcaps in good condition. \$50.00. Contact: Allan Dowling (216) 243- 0726 after 6:00 P.M.

A BROUGHAM LEAD

Allan W. Dowling
19 Manning Dr.
Berea, OH 44017

Dear Al:

This letter is to confirm that I will be selling my 1957 Brougham; for your information:

The Style No. is	57 7059X
The Body No. is	PD 192
The Trim is	111
The Paint is	118

I really appreciate your assistance in finding a buyer, since I am aware I will never, in this lifetime be able to complete the Brougham.

Please send a copy of your April news letter to 29245 South LAKESHORE Dr., Agoura Hills, CA. 91301-2875. If possible list both my office phone (818) 707-3795 and my home phone is (818) 706-0676.

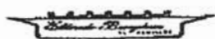
Once again thank you for your assistance.

Sincerely,

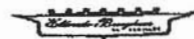

John McFaul

Classified ads are free to B.O.A. members and will appear in one issue only unless requested to be continued. We must assume you have sold you advertised car, parts, or literature unless otherwise notified.

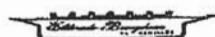
The B.O.A., Inc. makes every reasonable effort to verify information published. However, the B.O.A. Inc. (A division of Allan & Co. antiques Inc.) assumes no responsibility for the validity of manufactures claims, statements made in news articles, the suitability of of suggested restoration techniques or the safety of same.



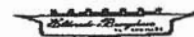
FREE LITERATURE



1. 57/58 Photofacts radio diagrams. Free to B.O.A. members. Send letter size S.A.S.E. to: 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: 19 Manning Drive, Berea, Ohio 44017.
3. 57/58 Brougham Pre-delivery inspection sheet. Free to B.O.A. members. Send letter size S.A.S.E. to: 19 Manning Drive, Berea, Ohio.



LITERATURE



4. Eldorado Brougham electrical system and compressor lubrication improvements. October 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 manual. \$15.00 to B.O.A. members.
6. Eldorado Brougham service supplement 1959. (15) pages. \$18.00 to B.O.A. members.
7. Eldorado Brougham service supplement 1960 (5) pages. \$8.00 to B.O.A. members.
8. Full color Xerox copy of FORTUNE ad. 10x13 suitable for framing. This was the only ad ever published. \$15.00 to B.O.A. members.
9. Set of (6) 8x10 glossy photos from the originals at G.M. Tech Center. (3) of the Towncar. \$50.00/set to B.O.A. members.
10. Color copy of U.S. Steel advertising material featuring the "56" prototype Brougham \$10.00 to B.O.A. members.
11. Rare 10x12 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" Eldorado 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



Ron Clubine
Arvada, Co.

Steven N. Kreisman
Englewood, Co.

Richard Lauretano
Quincy, Ma.

John Rickards
San Diego, Ca.

Lee Terrell
Orinda, Ca.