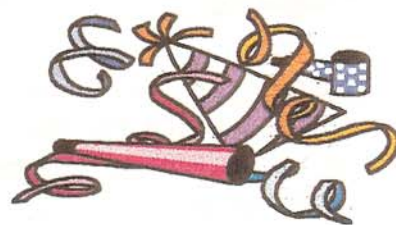




*Merry Christmas*

1997



*Happy New Year*

1998

*Brougham  
Owners  
Association*



*Newsletter Vol. 9 No. 4*



## *Brougham Owners Association, Inc.*



B.O.A. Newsletter Vol. 9 No. 4 Winter 1997

B.O.A. Website- <http://www.pantek.com/~adowling>

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### President's Message



## 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.

Please check your label over for any errors that may have occurred when I entered them in our computer system. I hope to have all addresses and billing dates corrected for the coming year.

### ON OUR COVER

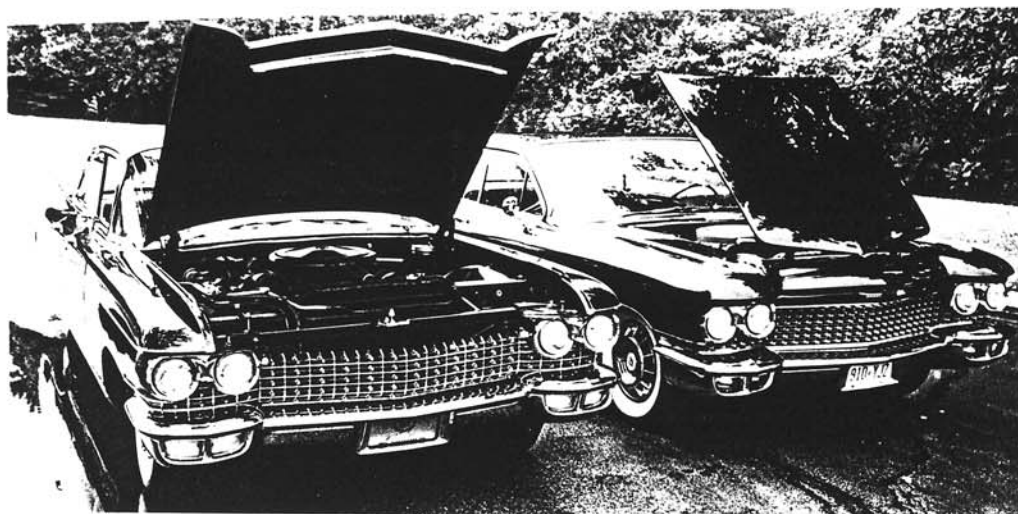
Our cover car for this issue is the magnificent 1960 Eldorado Brougham owned by Ed Pentesco of Ontario, Canada. Ed drove #55 of 101 to the Grand National meet this summer and had these photos taken next to a standard 1960 Fleetwood. How often have we heard that there was very little difference between these two cars. I believe the cover picture and the pictures enclosed should dispel any such notion. The Brougham was completely unique in design and craftsmanship. The hand built nature of the Brougham shows at any angle. Almost like putting a 57/58 Brougham next to a standard 57/58 Fleetwood. A big difference indeed. For more information on Ed's, and the restoration so lovingly completed, see Vol. 8 No.2. Many thanks to Ed for sharing the 1960 Brougham at the Nationals and spreading the word about these great examples of the end of an era. The 60 Fleetwood looks great as well.



60'S SIDE BY SIDE.



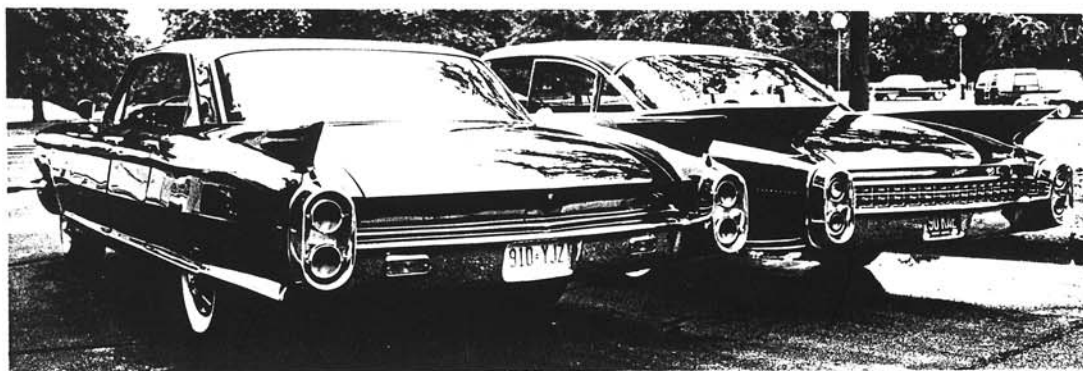
A STUDY IN CLASS.



Front opening hood, lower roof line, and massive windshield distinguish the Brougham from its 1960 Fleetwood companion. Note the gold air cleaner concealing the Tri-power carburation.

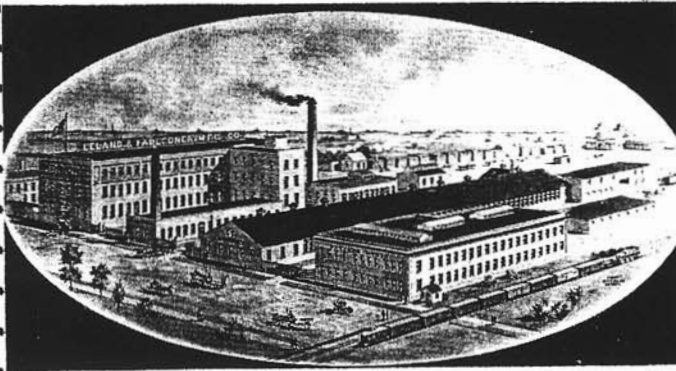


Lower fins, side sculpturing, and totally different roof line combine with the windshield to set the Brougham apart.



Side sculpturing, lower fins, and additional rocker fins and lower roof line gives the Brougham a hand finished look. A much larger rear window was featured on the Brougham.

# BROUGHAM HISTORY



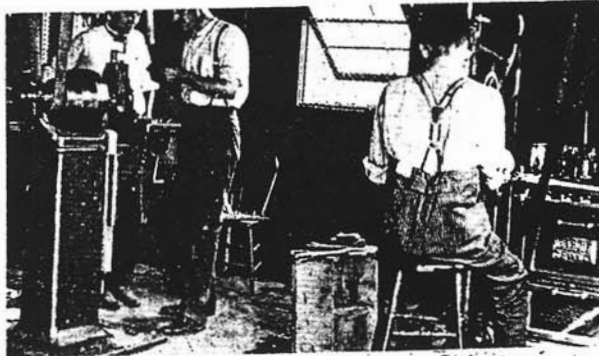
Early plant facilities of Cadillac were housed in these buildings of the Leland and Faulconer Manufacturing Co.

## THE PAST — FUTURE HISTORY OF

Today's automobile represents a development span of little more than half a century and yet the technological progress during this period is almost beyond belief. Many historical automotive firsts were products of limited engineering and research facilities operated by men who lacked the high degree of training possessed by present day engineers. Production facilities, too, were inadequate when compared to our current standards of high quality.

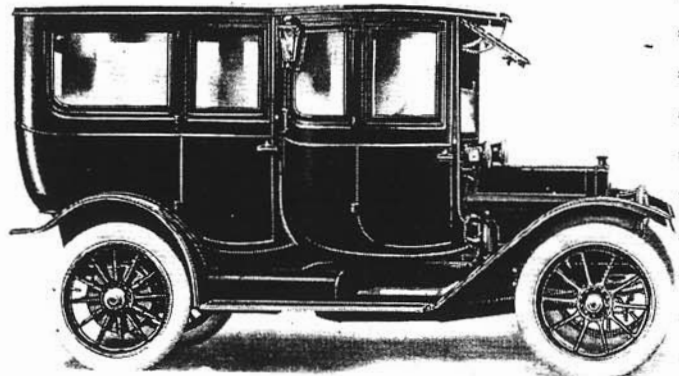
Despite these limiting factors, the products of this period reflected gigantic strides toward the production of a higher quality, better engineered motor car. Such important milestones as the first v-type eight cylinder engine, the electric self starter, closed bodies, interchangeability of parts, tilt-beam headlights are but a few develop-

In these humble research facilities in Dayton, Ohio, C. F. Kettering developed the first electric self-starter which appeared on Cadillac in 1912.



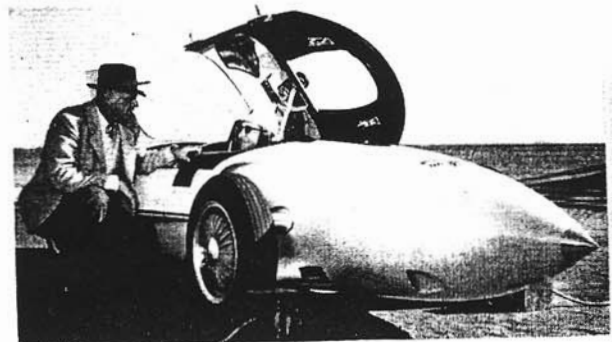
Under the limiting conditions of early plant facilities, Cadillac established an enviable list of historic engineering firsts which made it "The Standard of the World." With its long background in quality car production, its modern plant facilities of today and the unlimited potential provided by the New Technical Center, Cadillac looks to a "tomorrow" which will far exceed all past accomplishments. It is this combination which Cadillac feels will insure its leadership for years to come.

Though remotely related to today's Cadillac, in its day, this 1912 model was highly acclaimed as a product of advanced research and manufacturing know-how



## PRODUCTS OF RESEARCH

ELDORADO BROUGHAM TOWN CAR



# BROUGHAM HISTORY

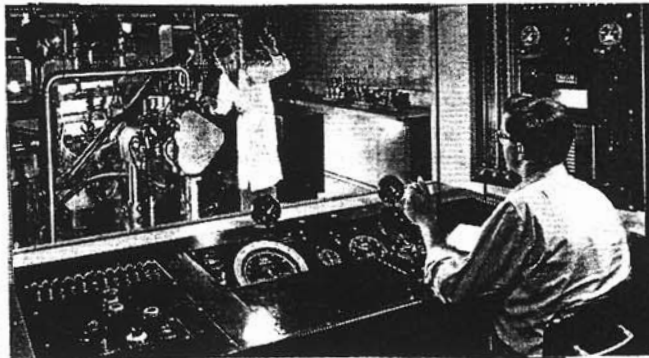
## PRESENT — IN THE CADILLAC

ments pioneered by Cadillac through the years.

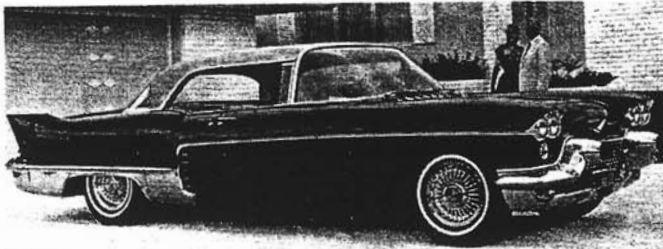
As Cadillac faces the challenge of a new technological era it is confident it will far exceed the scope of its past accomplishments. Contributing to this optimistic outlook are its highly developed manufacturing and assembly facilities, its well trained and equipped engineering staff and the unlimited potential of General Motors new Technical Center. Housing the world's foremost aggregation of technical talent, equipment and facilities, the Technical Center cannot help but stir the imagination of even the most conservative.

While Cadillac engineers strive for quality automobiles for the foreseeable future, the advance research so necessary to Cadillac leadership may be supplemented by their counterparts at the Technical Center.

Thirty-seven interconnected buildings with 4 million feet of floor space comprise Cadillac's modern manufacturing and assembly facilities today.



Such advanced equipment as this Technical Center engine test cell provide valuable assistance to Cadillac engineers in their farsighted search for better products.



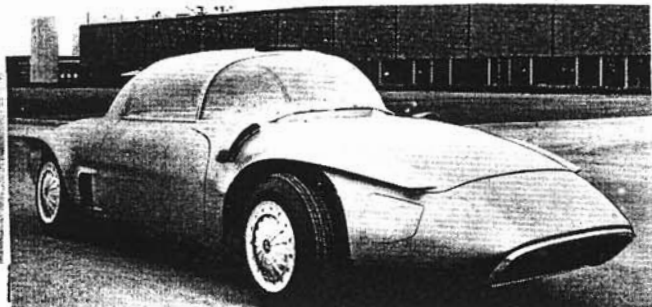
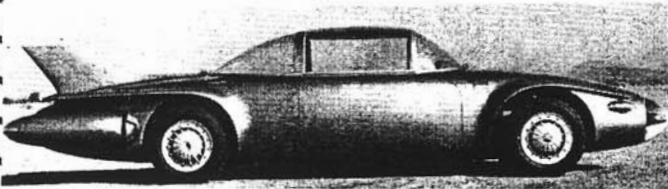
Most outstanding consumer product to reflect the futuristic styling and engineering influence of the G.M. Technical Center is the Eldorado Brougham, scheduled for production later this year.

An indication of what the future holds in store for the American motorist is the Cadillac Eldorado Brougham, scheduled for production later this year. The Brougham promises "the greatest number of technological advances ever included in an American automobile in the history of the industry." Many of these advances are products of Technical Center research. Experimental cars developed at the Technical Center include the Cadillac Eldorado Brougham Town Car, Firebird I, Firebird II and the XP-500.

## THROUGH THE TECH CENTER

FIREBIRD II

XP-500





# BROUGHAM HISTORY

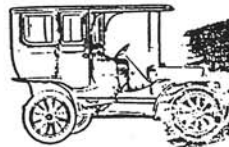


1902

1902 First Cadillac Car—built by the Cadillac Automobile Company.

1904 Cadillac Automobile Company and Leland and Faulconer merge to form the new Cadillac Motor Car Company.

1905 Cadillac is pioneer of multi-cylinder engines in motor cars. Introduces four-cylinder engine.



1907

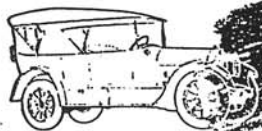
1907 Famous Johansson gauges first imported to United States by Cadillac.

1908 Cadillac was the first to achieve interchangeability of car parts. For this Cadillac won the coveted Dewar trophy.

1910 Cadillac becomes a Division of General Motors. Closed bodies available as standard equipment in Cadillac cars.

# Cadillac

## MILESTONES



1917

1912 First to equip cars with electric starting, lighting, and ignition. This won Cadillac the Dewar trophy for the second time.

1914 Cadillac first builder of V-type, water-cooled, eight-cylinder engine.

1917 Cadillac adopted as standard officers' car by U.S. Army in World War I.

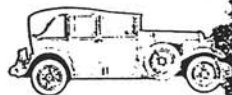


1921

1919 Division moves from the old Leland and Faulconer Plant at Cass and Amsterdam to the new Cadillac plant at 2860 Clark.

1921 Cadillac completes Clark Ave., Detroit plant.

1923 First to build the inherently balanced 90° V-type, eight-cylinder engine.



1928

1925 \$5,000,000 expansion program started.

1926 Cadillac Administration Building erected.

1928 First to develop and use the clashless Synchro-Mesh transmission.



1934

1930 Hydraulic valve silencers introduced by Cadillac.

1933 Cadillac first to provide cars with no-draft ventilation feature.

1934 First to introduce today's mode of streamlining. First American car with spare tire concealed within body.

# BROUGHAM HISTORY



1936 Cadillac introduces the integral casting of cylinder and crankcase for V-8 engines.

1939 Work begun on Allison Aircraft engine parts.

1941 Cadillac produces and sells 66,130 automobiles in this year to lead all makes of cars in the upper medium and high price groups.



1942 Cadillac's 40th anniversary. First M-5 tank built on March 31. The M-8 75 mm Howitzer motor carriage built as companion to M-5 tank.

1944 First production model M-24 tank shipped April 13, 1944.

1945 War ends. Cadillac resumes automobile production.



1947 Production at Cadillac reaches over 90% of prewar peak.

1948 Cadillac's first completely redesigned post-war model car is introduced.

1949 Cadillac produces one millionth car.

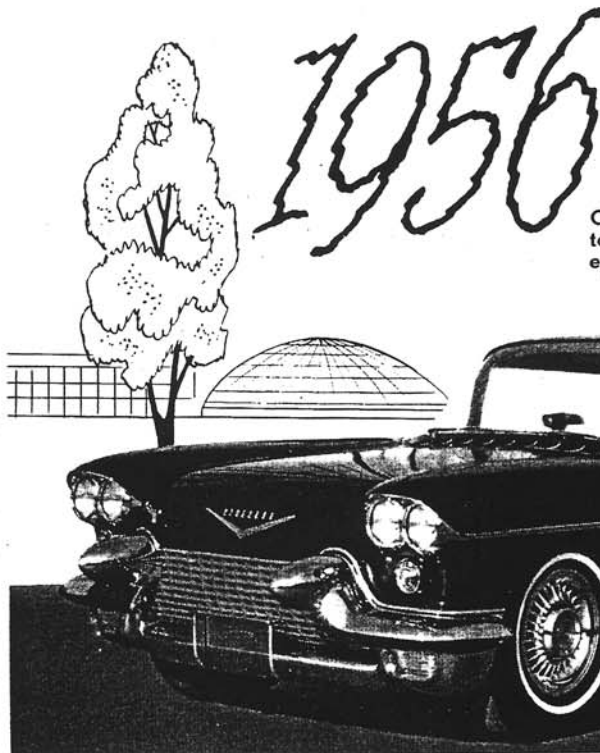


1950 Cadillac production exceeds 100,000 cars for first time in its history.

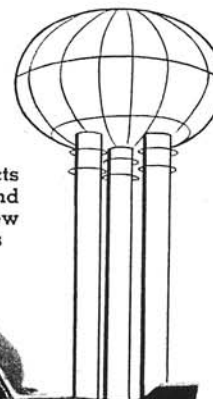
1952 Cadillac celebrates its Golden Anniversary.

1954 Cadillac produces its 1,500,000th car.

1955 Cadillac sets production and sales records.



One of the first consumer products to reflect the futuristic styling and engineering influence of GM's new Technical Center is Cadillac's Eldorado Brougham.





## IN THE NEWS

Congratulations to Ted Davidson for having his Brougham featured in the August '97 issue of CARS AND PARTS magazine. An excellent six page spread with color pictures of Ted's car make the issue a must for Brougham owners. They sure were right when they titled the article THE EPITOME OF OPULENCE. Good to see the Brougham getting the coverage it deserves in national publications like CARS AND PARTS. Let us know if you find any new or old articles on the Brougham.

**'57  
CADILLAC  
BROUGHAM**

**THE EPITOME  
OF OPULENCE**





# FROM THE INTERNET

Allan Dowling

From: Laurie Lynn Walczak <llwalcz@rs6000.cmp.ilstu.edu>  
To: Allan Dowling <adowling@pantek.com>  
Subject: my short essay  
Date: Monday, September 08, 1997 1:07 AM

<center>4. THE 1957 CADILLAC ELDORADO BROUGHAM

</center>

The first person I contacted for information on the source and price of a black, fine-condition 1957 Cadillac Eldorado Brougham was my father, John Walczak. He is an avid car buff, and off the top of his head, without pausing to breathe, he told me that the '57 Eldorado Brougham is a "an absolutely beautiful car-a four door hardtop with a stainless steel roof, a 390 cubic inch Cadillac V8 with three deuces, power everything, and AC." He guessed that the price would be "close to 50 G's today." Mr. Walczak suggested I check into the DuPont Registry, a "magazine that deals exclusively with expensive car trade." He also believed that the Krause Auctions, which happen Labor Day weekend in Auburn, Indiana may be a means of buying such a car. Again, all of this information came off of the top of his head, with not so much as a breath between sentences. Overall, Mr. Walczak labeled the car "top notch."

Following my father's advice, I checked out <http://www.dupontregistry.com>, DuPont Registry's website. There is a car search option on the site. I entered the information for the car, but I was told that no automobiles that met my search request were available at this time. The DuPont Registry website is linked to many other automobile-oriented websites, so I searched those, also. I requested assistance from Auto Trader Online (<http://www.traderonline.com/auto/dealer/>), but Ms. Gazelle Parker was able to give me only the same information: No cars that matched my request were available.

In my online searching, I found a Brougham Owners' Association at <http://www.pantek.com/~adowling>. This is a very interesting site, featuring beautiful pictures of Mr. Aaron Dowling's 1958 Brougham. I emailed Mr. Dowling, requesting any information he could offer me. Mr. Dowling, a former English teacher, incidentally, informed me that "the original cost of the Brougham was \$13,074.00," and that today, the low price of one is \$24,900.00, the average is \$40,000.00, and the high is \$63,000.00, according to the N.A.D.A. Mr. Dowling also explained that "A car with all the vanity items will bring an additional \$10,000.00."

The same day that I emailed Mr. Dowling, I decided to look again at the DuPont Registry and Auto Trader Online. Through the use of the DuPont Registry's car search of the October 1997 listings of cars for sale, I found a 1957 Cadillac Eldorado Brougham for sale for \$26,750.00 by Bill Ziegenbein of Prestige Motors, Ltd. at 31675 Stephenson Highway, Madison Heights, Michigan, 48071. Mr. Ziegenbein's telephone number is (810) 548-8911, and his fax number is (810) 583-6115. The advertisement described the car with "1957 CADILLAC ELDORADO BROUGHAM.

Page 1



Parker, Gazelle. <<parker@traderonline.com> "Re: problem with search." 2 Sept. 1997. Personal e-mail. (2 Sept. 1997).

Walczak, John. Personal interview. 20 Aug. 1997.

CONTINUED FROM VOL. 9 NO. 3

stainless steel roof, automatic, air conditioning, power steering, power windows, many unique vanity items, show winner, trade considered." However, this car is white, not black. I also received an email from Ms. Parker at Auto Trader Online. Ms. Parker had conducted another search and found the following entry: "1957, Cadillac, Eldorado, \$29750, Brougham, 4-door, hardtop, stainless roof, (810)-548-8911."

Also on the same day I entered the words "Cadillac Eldorado Brougham" into the Yahoo search engine. This brought me to Greystock, Ltd. (<http://www.greystock.com>), a company that advertises itself as "your premier source of high quality decorative fine arts, antiques, and collections." In their "Great Southern Car Collection," Greystock, Ltd. is offering for sale a black 1957 Cadillac Eldorado Brougham in very fine condition. The address of its page is <http://www.greystock.com/gscars/cadbk.html>, and it includes several stunning photographs of the car. On this page, Greystock, Ltd. describes the car with the following:

This all original 1957 Eldorado Brougham pictured to the right was hand-built and one of only 400 made. The car is distinguished by a brushed stainless steel roof, quad headlights and unique trim. The exterior package includes tail styling, suicide type rear doors, rectangularly sculptured side body cove and ribbed lower rear quarter beauty panels. It comes with standard accessories such as dual 4-barrel V-8, air-suspension, automatic trunk lid opener, cruise control, signal seeking twin speaker radio, electric antenna, autronic eye, power windows and door locks and a variety of interior conveniences including an Arpege atomizer with Lanvin perfume. The Brougham is fitted with its original black leather interior and carpeting. The odometer reads 29,035 miles. This extremely rare, all original car gives the collector the opportunity for a grounds-up restoration investment.

To purchase this car, a potential buyer must make a bid to Greystock, Ltd. The price range for the offers is \$36,500.00-\$43,000.00. Greystock, Ltd. can be contacted at P.O. Box 12067, Columbus, Ohio, 43212. Their telephone number is (614) 487-1976, and their fax number is (614) 488-7388. Their email address [mail@greystock.com](mailto:mail@greystock.com).

<center>SOURCES

</center>

"1957 Cadillac Eldorado Brougham." Great Southern Car Collection.

<<<http://www.greystock.com/gscars/cadbk.html>> (2 Sept. 1997).

Dowling, Allan. <<adowling@pantek.com> "Re: a little help." 2 Sept. 1997. Personal e-mail. (2 Sept. 1997).

"Fine Car Search Results." DuPont Registry Fine Car Search.

Page 2

<<<http://www.dupontregistry.com/finecars/>> (2 Sept. 1997).



## AM/FM CD UPGRADE IN THE 57/58 BROUGHAM- PART 1

By Allan Dowling

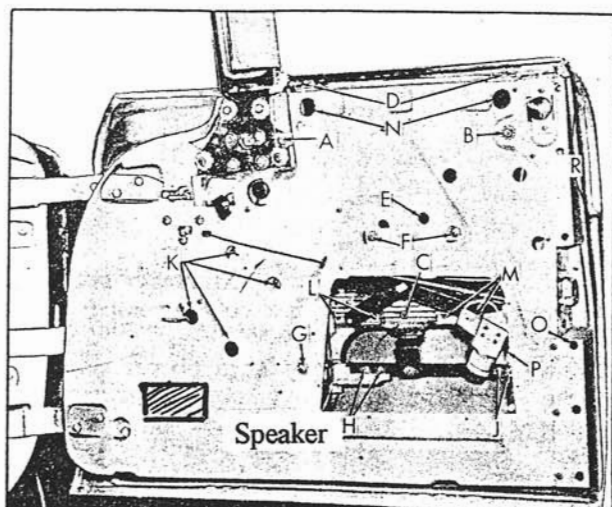
This installment of instructions to place a modern sound system in a Brougham will deal only with components needed, speaker location, and modification to be considered should you choose to pursue eliminating the AM only radio option on your Brougham. I will get into more detail in upcoming issues. Having completed this modification, I can tell you this is not a piece of cake. It was my intention to not disturb the interior appearance of the car in any way while installing (4) door speakers and a sub woofer as well as the amplifiers and main CD radio unit.

This is what was used given the layout of the Brougham. Let's begin with speakers. The front doors received 5½ Alpine speakers and the rears 4" speakers also by Alpine. It is well to get the smallest speakers you can to mount inside the doors. The subwoofer is a 6"x 9" Alpine that simply replaces the existing speaker installed on the Brougham. An additional amplifier is needed to power the subwoofer. I used 4+1/4/2 Channel amplifier to power the woofer. The main CD/ radio unit I used was by Pioneer.

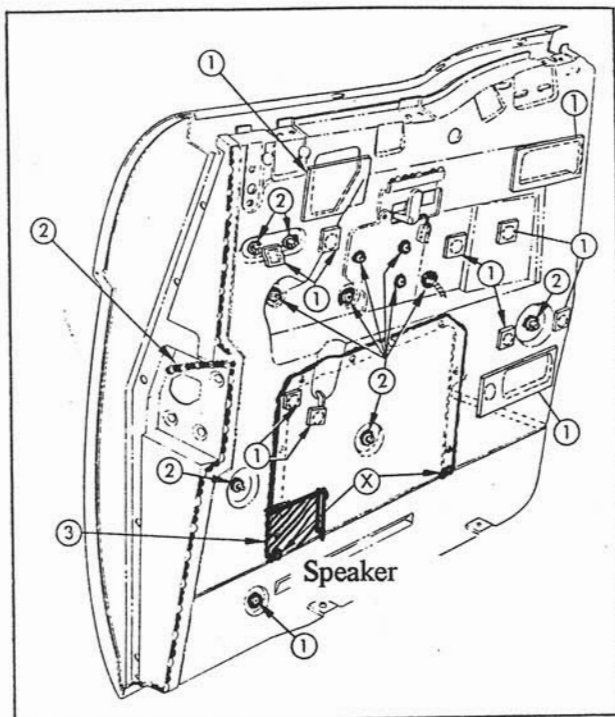
In this issue the speaker locations are covered for the doors. The locations are a result of fact that the Brougham has the screens at the lower half of the door panels. Ideal for hiding speakers behind once you determine a mounting method and a way of getting the sound through the door panels. The mounting locations are shown in the diagrams. The interior door panels must be cut directly in line with the speaker locations cut in the metal inner panels. It is necessary to cut the cardboard panel and remove just enough of the cardboard to allow for splitting the leather covering and folding it back to form the opening for the speakers. Installation of the speakers and wiring requires removing all door panels, front kick panels, rear seats and rear filler panels and the sill plates. The seats have to be out to allow for installation of the wiring. The front speaker floor housing must be removed and gutted to allow it to become the CD player's new home. The speaker grill will have to be hinged to have access to the controls and to change CD's. This will be covered in a later issue. There are considerable problems to overcome to make this work. To power the unit you can use the power feed and fuse from your radio at the fuse box behind the floor speaker housing. The subwoofer on/off power will come from a separate set of wires from the woofer to the main unit. In addition another power source must be run from the battery to your trunk mounted amplifier. This is the only time a trunk positioned battery ever came in handy. Since you will want to keep your settings and clock in your CD player accurate, you will need to have a non-switched feed to the unit. You may also wish to have a switch to control the antenna so that when using the CD player the antenna will remain down. I have not gotten to this yet, but will keep you advised as to how to do it. When it comes time to hook the bundle of wire to everything you have installed, I suggest getting the help of a professional installer. I doubt that any sane installer would tackle what has been described above. The main thing is that all the wiring is at the area of the front speaker housing and properly marked to ease working in the tight quarters under the dash. At best this process is a back breaker. In addition, I would avoid using the accessory side of the ignition switch too long during hook-up. They can overheat. A more direct power source should be used during installation. When picking a CD unit look for one that has a minimum depth. This will become very important when fitting everything back under the dash and placing the speaker housing back in position. One must consider the ball of wiring that has to fit behind the unit one inch can make a big difference. The newer units tend to be smaller, so be aware of the potential problem that may be encountered. The transmission hump tends to lessen the distance you can push the unit back.

What I have described thus far are the basics of getting started on an installation. Perhaps you have already changed your mind about doing this. If so, you can skip all the articles to come or just read them to see how crazy some of us are. I'm quite sure that there may be easier ways to do this job, but I can only relate my experience with #466. There is no doubt that this is a lot of work; however, if you want to listen to the Bach selection of your choice while cruising down the highway, this is one way to do it. It will also be very difficult for anyone to say you have destroyed the appearance of your car in doing so.

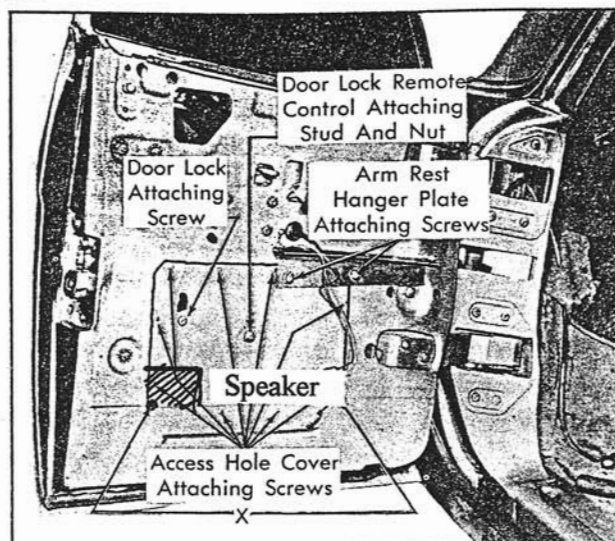




Shown on the right is the door speaker location. The main cutting in this case is to the dust cover panel which must be removed to install the speaker. You will find that after you scribe the location of the decorative screen that the speaker lines up with the lower part of the access hole. You will soon realize why a smaller speaker is needed in the rear doors. There is very little room to maneuver in this area. Wiring will again be routed through the hinge opening. From there it will run under the carpeting to the front speaker housing and hook into the main unit. Again, leave enough slack as you will not want to find yourself short connecting the speaker.



The front door speaker location is shown in the drawing at the left. There is a secondary panel located along the lower and front edge of this location. It would be well not to saw into this panel as it is obviously to help strengthen the hinge attachment. There is still enough room to get the speaker just forward of the seat to allow for the sound to come through. The wiring will extend through the main door harness and attach to it then over the kick pad to the speaker housing that will be the location of the main unit. The hole in the door panel can be smaller than the speaker and still be large enough not to interfere with sound reproduction. Make sure to leave enough slack in the wiring to allow for hook up to the main unit.

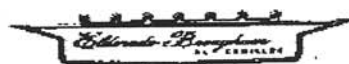


The diagram on the left shows the access cover and the section the must be removed. I found it was a good idea to install butyl tape behind the speaker flange to avoid any rattles from developing. Also, be careful not to get the lock mechanism out of alignment reinstalling the cover. It is possible to end up with a binding condition if the attaching stud is not put back as it was. If all went well the wiring from the speakers should be in location for hook up the the main unit at the modified front speaker housing. They should be marked left/right and positive and negative for each speaker. Try to get the gold and silver wire to help keep positive and negative from getting to confusing at final hook up. Avoid at all cost having to trace wiring back to the speakers once they have been installed. You will probably have to remove them to check polarity. Be assured you don't want to get into that.



*Jerry Schantz*

## 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. 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.

### "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. The price is \$47.50 each. **New Shipment just received.**

### 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.

### 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. Price is \$37.50 each.

---

To order any of the above items or to inquire about the many other used parts Jerry has available call: Jerry Schantz between the hours of **6:00-11:30 P.M. only** at (904) 677-4373. Jerry is located in Ormond Beach, Florida.



## MASTERMIND<sup>TM</sup>, inc.

Michael P. Rizzuto  
32155 "B" Joshua Drive  
Wildomar, CA 92595-8403  
Phone/FAX 909-674-0509  
Est. 1975

Dear BOA Members and Airbag Hopefuls,

We have great news and bad news regarding air bag reproduction project.

The bad news is our costs have tripled since this projects inception, due to several major unforeseen complexities which were explained in detail by Bill Stokel in the last BOA Newsletter. Secondly orders have fallen far short of origional expections.

Due to the previously mentioned factors the original price we quoted will have to be increased before we can go into production.

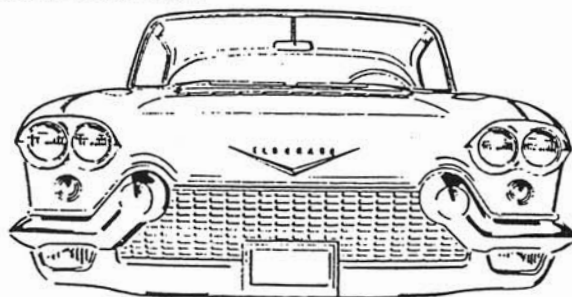
The great news is that we've successfully driven the prototypes approximately 2,000 trouble free miles. They held air perfectly for four solid months. I had to let the air out of them when I removed the prototypes from the car for final evaluation.

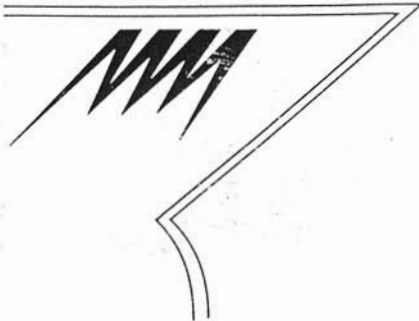
The four prototypes have been evaluated by myself and the engineers at Goodyear Air spring in Ohio, who were very impressed with them. They have told us they see no reason to delay final production any longer. I have not yet heard reaction from Goodyear in Turkey and Conti Tec Turkey, as they are enroute. Needless to say after a nine year effort on my part, I was thrilled to hear this news! As of last Friday \$10,000 worth of finished metal reinforcing rings and stud plates are being air freighted to Goodyear Turkey. The final production run is tentatively scheduled for Jan. or Feb. with approximate March delivery date.

That brings us back to the bad news, lack of funds. As mentioned earlier, the cost of this project has tripled since the beginning and anticipated orders are about half of what we expected. We must raise the cost of these parts to the levels listed below as well as carry significant debt on this project for an extended period of time. Unfortunately there is no other way to accomplish the final production run of these highly complex parts.

We will be offering the pre-book price listed below until final production run is ready to ship. The introductory price will begin upon arrival of production run through the 90 day period that follows, after which time the full list price will be the only available option.

Needless to say I'm still taking a huge risk in offering the discounted pre-book offer. I'm hoping we can generate a significant amount of new orders. If not we'll be stuck with even more debt than we've planned to carry, thus causing the final retail prices to climb even higher.





## MASTERMIND<sup>TM</sup>, inc.

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

Please take this opportunity to own the most elusive of all Brougham parts for a small fraction of the nice house in the suburbs price it's costing us. We need all you fence sitters to get off the fence! You know who you are!

Your pre-book support of this effort will be rewarded by being able to own the once impossible prize of new airbags at a savings of \$800 from the final retail price. Also you'll be enhancing the ability of all Brougham owners to get these cars out on the road and to shows where they belong, thus helping interest and values to rise!

Keep in mind that a working airide car will always command a higher price among serious, more sophisticated collectors. These are the people who have the money to drive the prices up. I've not known any one of them to ask for a spring conversion, which as we all know is sacrilege.

If your ever going to get behind one of our projects, now is the most critical time. Thank you for your careful consideration of this offering.

*Michael P. Rizzuto*

### AIR BAGS SOLD ONLY IN SETS OF 4

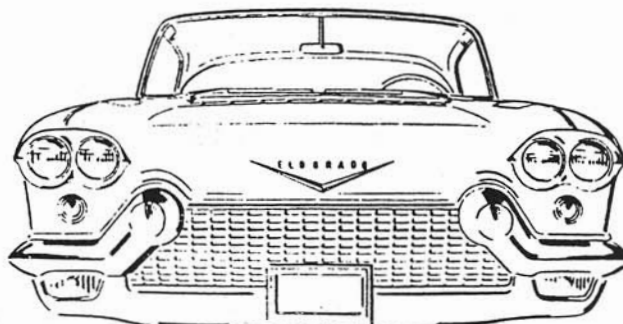
Prebook: \$400. each bag 50% down, balance due on delivery.

90 Day  
Introductory price: \$500. each bag.

Final Retail  
Prices: \$600. each bag.



NOTE: A signed liability release will be required of all who purchase these parts.







## CLASSIFIED

### IMPORTANT NOTE

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



## CARS FOR SALE

1958 Brougham - #466. Over \$60,000.00 spent in restoration. About as nice a job as you will ever find. Carbon black Sickens paint, redone interior including dash. 390 powered single four barrel, motor re-manufactured, trans. re-manufactured. Coil spring suspension. All bumpers redone by Rick Tate. All vanities including atomizer Arpege. A consistent 1st place winning show car. Even has a (5) speaker stereo and CD player. Now accepting offers and will accept less than restoration costs. Will consider negotiating car and vanities separately if you don't need vanities. Contact: Allan Dowling (440) 238-8474. After 6:00 P.M. E.S.T.

1957 Brougham - #143. Sandwood with Beige cloth (very nice). 55,000 miles, Nice original car on springs. Some vanity items. \$27,000.00. Contact: Gary Yelton. (573) 581-0445.

1958 Brougham - #442 (58P007550). Deauville gray with all blue cloth and leather interior. With air ride. Mileage at 44,600. One quality Lacquer repaint since new. Interior flawless, mechanically perfect. Delivered new to California. Super nice original car that's ready to roll. \$32,500.00. David Barclay. 169 County Road East, Colts neck, New Jersey 07722. Call: (908) 544-9035.

1960 Brougham - #79 of 101 made by Pininfarina. Driven 2000 miles since total professional restoration. Bordeaux exterior with Dove gray 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.

1957 Brougham - #387. California car. Black with gray leather interior. Very straight and rust free. Perfect glass and roof. Very good original chrome. A very presentable car that just needs the finishing touches. \$15,000 firm. Contact: Nick or Lori Vermet. (313) 886-8349.

1960 Brougham #81. #4 condition. Straight body primed gray. Runs, needs carbs rebuilt, only small parts missing. On springs. Rear bumper rechromed, new brakes & wheel cylinders. Engine detailed. Comes with leather owner's manual. G.M. micro film that has sales brochure, specs, shop manual. (5) excellent caps. Contact: Art Levine (702) 434-2603. Las Vegas.

1957 Brougham - #94949. Black exterior with grey cloth and leather interior. Restoration under way- seats, trunk, and wheels tet to complete. \$33,900.00. Contact: Lee at (908) 722-2159.

## PARTS FOR SALE

PARTS FOR SALE- 57/58 Brougham compact powder puff \$50.00. Contact: Allan Dowling (440) 238-8474. 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. flex 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 (20) year collection of parts. What do you need? Contact: Dr. Zeiger (310) 275-8156 with your needs.

PARTS FOR SALE- 57/58 - Black shift lever in very good condition plastic knob. White turn signal indicator plastic knob. Hood hinges with springs. Wiring harness 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. Under hood I.D. cards \$10.00 ea. Jack instruction cards \$10.00 ea. Mint newly rechromed hubcaps with new centers. Rebuilt oil sending units. Steering wheel trim (4) pieces that fit on wheel (newly chromed). Air conditioning evaporator unit. Main front heater unit (very good condition). Front splash pans. (4) good Brougham wheels (possible 5). Brougham drive shaft. Complete set of fender louvers. Left stainless rocker cover. One set of fender skirts. Right side parking light lens. Reproduction air cleaner knobs. Reproduction Exhaust louvers (2) sets. (1) perfect antenna chrome escutcheon. Contact: Jerry Schultz: (904) 677-4373 6:00-11:30 P.M. only.

PARTS FOR SALE- 57/58 Brougham: Voltage regulator. \$100.00. Contact: Allan Dowling: (440) 238-8474

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 and wiper control plate vacuum button only, no lever \$25.00. Contact: George Garvey, 2510 LeDera Rd., Ojai, Cal. 93023 or call (805) 546-8714

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

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

PARTS FOR SALE - 57/58 Brougham: Left (driver's side) lower stainless rocker panel cover. Very good condition \$200.00. Heater blower motor (main unit) \$40.00. Seat (armrest) control control switch in working condition \$150.00. Fog light bulbs (3) \$20.00 each (these are the correct 1044's) (1) non-atomizer Arpege bottle (in the box). Correct screw-off cap. (identical to the atomizer) \$100.00. Complete set of side window frames (need plating) \$350.00. Contact: Allan Dowling at (440) 238-8474

## *57/58 Gas And Oil Sending Units Restored*

Now you can have accurate gas and oil pressure readings in your Brougham. Both units (unique to the 57/58 Brougham) can now be restored to cosmetically correct as well as functionally correct original specifications. To find out more about this service, contact: Jerry Schantz at (904) 677-4373. 6:00-11:30 P.M. Don't risk running out of gas or blowing an engine ever again.

## 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- 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. Fax: (03) 93151931 Australia

## **SAVE BACK ISSUE SPECIAL SAVE**

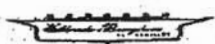
With the growing numbers of new members we have, we have decided to continue offering our back issues at a considerable savings over individual pricing. The first eight years of the B.O.A. can be your for \$216.00 plus \$4.50 shipping and handling. This amounts to a savings of \$72.00 at our current \$8.00 per issue price. 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 will find just about every topic covered that concerns the history of the Brougham and restoration of your Brougham.

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.

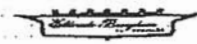
The B.O.A., Inc. makes every reasonable effort to verify information published. However, the B.O.A. Inc. (A division of Allan & Co. antiques Inc.) assumes no responsibility for the validity of manufactures claims, statements made in news articles, the suitability of a suggested restoration technique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



1. 57/58 Photofacts radio diagrams. **Free** to B.O.A. members. Send letter size S.A.S.E. to: 16784 Timberline Drive, Strongsville, Ohio 44136
2. 57/58 exhaust louver template. **Free** to B.O.A. members. Send letter size S.A.S.E. to: 16784 Timberline Drive, Strongsville, Ohio 44136
3. 57/58 Brougham Pre-delivery inspection sheet. **Free** to B.O.A. members. Send letter size S.A.S.E. to: 16784 Timberline Drive, Strongsville, Ohio 44136



## 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.

**To order any of the above send check to: B.O.A. 16784 Timberline Drive Strongsville,**



Steven Barnett  
Johnstown, CO

Damian Damiani  
Australia

Ron Quigley  
Palm Springs CA



Mike Van Sicklen  
Austin, TX

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