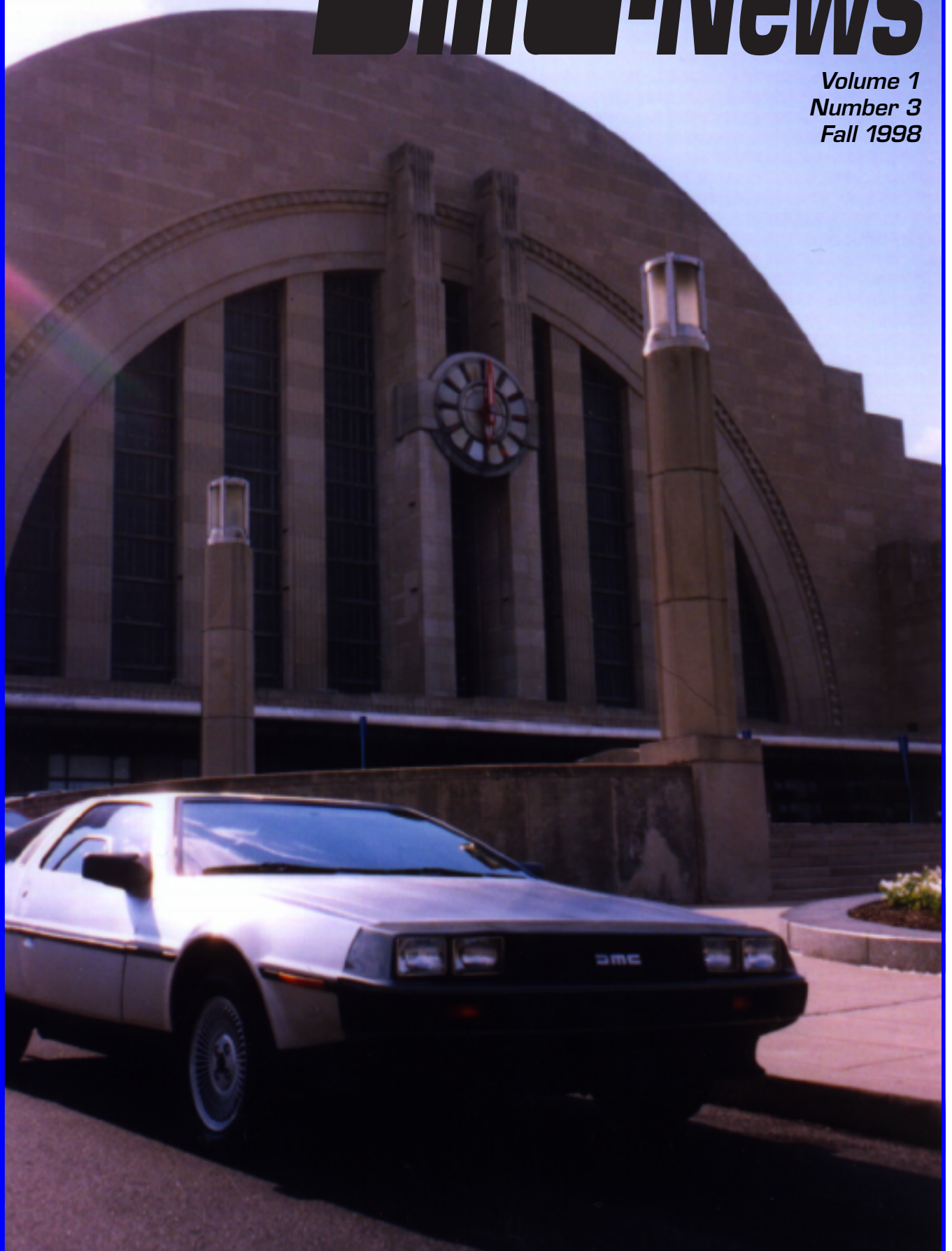


DMC-News

*Volume 1
Number 3
Fall 1998*

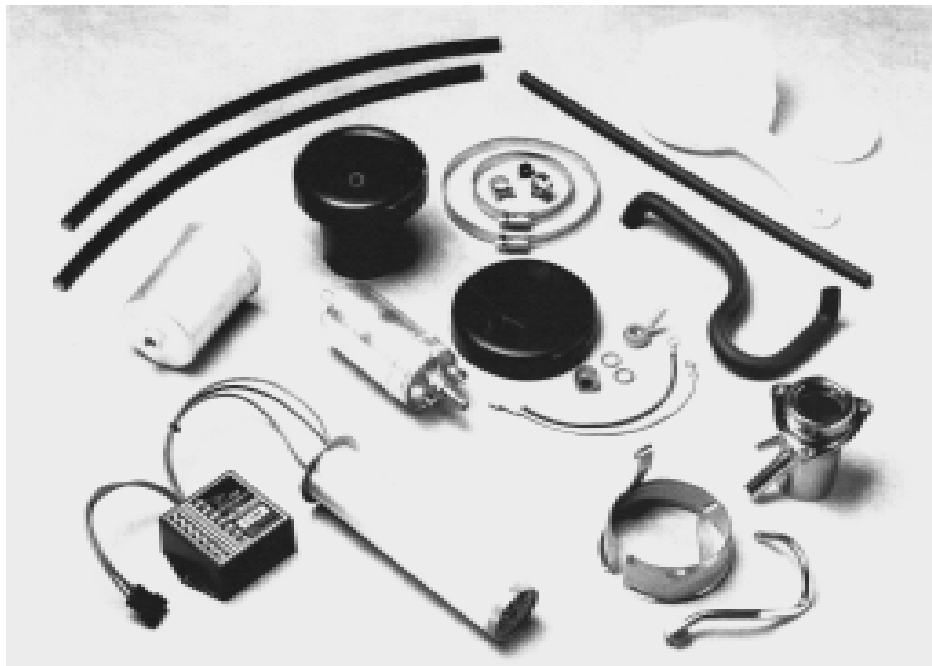


Fuel Tank Fixes!

Most DeLorean's have sat dormant for at least a year or two at some point in time since they were new. Stagnant fuel deteriorates over time and can cause damage to fuel system parts. These problems begin in the fuel tank but will spread throughout the fuel injection system. The longer your car sits the more extensive the problem

becomes. If you don't know your car's entire service history we recommend a physical inspection of your fuel pump and tank. Call us and we'll be glad to advise you or your mechanic on inspection and repair procedures.

Having your VIN# handy will help us in suggesting the correct parts for any repairs that might be needed.



PERFORMANCE ELECTRONICS

110085G	Fuel Pump	159.38	106979	Upper Suction & Return Hoses (1 ea.) F.P.	10.93 ea
110589G	Dome Nut (necessary for 1981 models)	3.50	106286	Lower Return Fuel hose, Fuel Pump	12.73
110594	Banjo Fitting (necessary for 1981 models) ...	7.83	106287	Lower Suction Hose, Fuel Pump	91.86
106977G	Copper Seal (two needed)	.55 ea	110155G	Baffle Assembly, Fuel Tank Most cars before VIN#004782 need this new style baffle (supply limited)	75.46
106740	Harness, Fuel Pump (with fasteners)	12.64	101643G	Tank Screen, Fuel Pump (supply limited) .	39.82
106684G	Cover Boot, Fuel Pump	29.75	110555G	Tankzilla, Fuel Tank Sending Unit Improved accuracy and durability, no modifications needed	295.00
101391G	Support Boot, Fuel Pump	54.50			
1FPCKIT	HD Stainless Clamp Kit, F.P. Boot and hoses (5)	19.85			
100523	Fuel Filter	23.75			
1FPKIT	Fuel Pump Kit - Includes all the above plus stainless harness to pump mounting fasteners. These are the most commonly needed items but you should also check the parts in the next column for rust or damage.	279.72			
			101644R	Support Bracket, F. P. Boot	38.97
			105020R	Return Pipe, Fuel Tank	27.95
			101394R	Fuel Filler Nozzle, Fuel Tank	40.00

The following parts are no longer available but are prone to rust in the presence of sour fuel and water. We glass bead and replate them for like new durability and offer them on an exchange basis or apply a core charge. Call for information.

PJ Grady Inc.

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118 Montauk Highway, West Sayville, NY 11796

PARTS ORDER LINE:

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TECH INFO LINE:

516-589-6224

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DME-News

Volume 1, Number 3



Cincinnati DeLorean Show
June 13, 1998
Photo by James Espey

Feature

Ken Koncelik's June show in Cincinnati drew over 70 DeLoreans and 200 people and a lot of great photo opportunities. Read the full story on page 14 in this issue.

5 Admin Notes
What a difference an issue makes...

7 @ large
Dream Catcher,
by Bruce Benson

8 @ large
Three generations worth,
by Scott Mueller

9 In Your Town
News from around the world

14 The Big Show
Ken's Surprise Summer Smash

16 Easy Tech
Install a factory luggage rack

18 Tech ala Mode
Fix that hissing mode switch

20 Size does matter
Tankzilla, by Mike Gries

24 How fast is it?
85mph to 140mph speedo conversion,
by Marty Maier

26 Classifieds
From the website

REGISTER FOR THE DELOREAN OWNERS DIRECTORY

It's fast, it's fun, it's free!

In the interest of promoting socialization and communication among DeLorean owners, an annually updated directory is being assembled. Since complete addresses are not listed, the risk of use for "junk mail" is slim. All information you submit will be used **ONLY** for the purpose of creating and distributing the owners Directory. Also, only those that submit information will receive a copy of the Directory.

To be listed and get your copy of the Directory is simple - just complete the card at right and drop it in the mail or fax it to (602) 464-5352. Join the nearly 500 DeLorean owners from 41 states and 15 countries already listed and do it today!



The DeLorean Poster...from DMC-News

This breathtaking full color 20x28 inch poster of the DeLorean automobile is available exclusively from DMC-News. Limited quantities remain, so order quickly to avoid disappointment! Just \$19.50 includes priority mail shipping in the United States (foreign orders please call, fax or email for additional shipping costs).

Send check or money order to:

DMC-News • P.O. Box 4833 • Mesa, AZ 85211-4833

DMC-News

Volume 1, Number 3

Published quarterly (or thereabouts)

Editor/Publisher

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Layout/Design

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Special Thanks

Marla Rountree, Chris Rabalais, Ryan McCaffrey

Late Night Catering

Pizza Hut
7-11

Caffeine

Coca Cola Bottling Company

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DMC-News

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WHAT A DIFFERENCE AN ISSUE MAKES!

James Espey
Editor, DMC-News

[admin] *notes*

Without a doubt, the first thing you've noticed about this issue of the 'zine is the new format. Longtime DML'er Travis Graham offered his services this past June in hopes that the 'zine could be created and distributed in a more timely manner. Together we came up with this new format - we hope you enjoy it!

A few new or revised features grace the pages this issue. Expanded coverage of local and regional groups is something we hope you'll find useful. Space is free to any DeLorean-related group, no matter what size or geographical location. If your group would like to be included, call or email me (contact information below) and we'll set it up!

The new "*@ large*" columns are written by DeLorean owners from around the world. And it's an "available space" also - if you'd like to give it a shot, email me for details. This issue features two columns, one by Scott Mueller, who I originally met online, and then finally in person in Ireland during EuroFest '97. I don't think I'll ever forget ripping around the factory test track in the back seat of a Rover police car with Scott Mueller, "Senator" Mike Pack and Chris Rabalais.

The second "*@ large*" column this month is written by Bruce Benson, a longtime DML'er and DeLorean owner. I met Bruce at Expo '95 in Las Vegas - they were passing the hat to come up with enough cash to cover the traffic ticket he got on the "scenic drive". The way he tells the story now, he came out ahead by a couple of bucks.

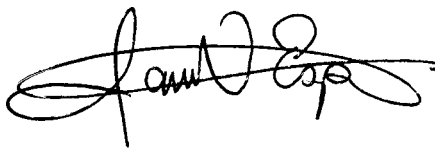
A regular contributor to the DeLorean Mailing List, Dave Price has recently taken over the maintenance of the "Buy and Sell" area on the DMC-News web pages. In addition to a spiffier design, they are now being regularly updated and are easily the best place online to search for DeLoreans and DeLorean memorabilia. This issue of the 'zine contains all the current ads from the web page as we put this issue together.

Lest anyone forget, we now have over 400 back issues of the DeLorean Mailing List archived and searchable at the DMC-News website. Greg Guillot, a DML'er from Louisiana, has volunteered to maintain the back issues and keep them current. For this I am very grateful!

It's been an exciting summer so far - hopefully you made it to the Cincinnati DeLorean Show. I think you'd be hard pressed to find someone who went and did **not** have a great time. A recap of the event is on page fourteen of this issue.

In case you missed it, another major DeLorean parts/service facility has appeared on the internet. PJ Grady of West Sayville, New York has a very nice web site located at <www.pjgrady.com>.

The DeLorean Mailing List recently celebrated it's third anniversary of operation. With 1,100 subscribers and over 400 digests compiled (totalling over 10,000 individual messages), there truly is no better source for DeLorean information. My sincere thanks go out to everyone who has made the DeLorean Mailing List and DMC-News so successful - it would not be without all of you!



DMC-News/James Espey
P.O. Box 4833
Mesa, AZ 85211-4833

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DeLorean Greeting Cards Now Available!



Shown actual size of 6 1/2" x 4 1/2"

Inside text: "Best Wishes for a Classic Holiday Season"

Send your holiday cheer in a DeLorean! A limited number of these finely designed and printed holiday greeting cards are available from DMC-News. Each set of twenty (20) cards and envelopes is priced at just \$20.00 - and shipping in the U.S. is included! Don't be left out - order today!

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DREAM CATCHER

Bruce Benson
Contributing Writer



What, you say, does Gloria Steinem and the DeLorean sports car have in common? Actually, I don't have a whole lot of interest in her writings but several years ago she wrote a biography of Marilyn Monroe in which she made a statement explaining the public's fascination with Marilyn after all these years. Her words were "When the past dies we mourn it, but when the future dies we feel compelled to carry it on." My sentiments exactly.

I think we all agree the DeLorean is a pretty good car, especially when it was an all new vehicle from the ground up with a minimum amount of dollars spent developing it. Had it survived there would have been improvements in things like the electric's and turbocharging would have been offered to give performance that matched it's racy looks. When I took delivery of mine in early '82 I certainly found the performance disappointing. Anemic would be the word that first came to mind. I began to think that I might have bought into a dream that fizzled out before I woke up and it wasn't too long before I felt compelled to fill in the blanks myself.

Insulating my garage and finding a source of heat to cope with the rather coolish Minnesota winter was my first project. The next step involved a bit of diplomacy as I had to explain why my wife's car would spend the winter outside between the snow banks that lined the driveway. Also, there were a couple of very skilled tradesmen working in the Ford plant's engineering department, my place of employment, who would need some buttering up. I knew they could help me create the intake manifold I was designing. Since turbochargers come in an infinite variety of sizes and volume efficiencies, trial and error was out of the question. I called Turbo City in Orange, California and supplied them with the engine performance specifications and my performance preferences. A couple of weeks and a few more notches in my Visa card and I had the raw materials in my garage. I was even beginning to feel that my wife was getting close to turning off the "look" that spouses employ when they're convinced you've finally gone off the deep end.

As spring arrived my DeLorean rolled out of the garage, past my wife's car thawing out in the driveway, and on to what became many, many test trips up and down the county road just outside my neighborhood. By then I was beginning to get the "look" from many of my neighbors but I was lost in fuel pressures and boost adjustments. My computer program is pretty accurate and comes within two horsepower of the stock engine's horsepower when I insert the stock specs. After punching in 55 lbs. of boost along with sea level air pressure it calculated an increase of 40 hp over the stock 130 at sea level, for a

total of 170hp. Adding a J&S knock sensor unit and a few fuel enrichment tricks turned the car into something that is considerably more responsive. From that point on I've always looked ways to really test this in a real world situation.

Three years ago my mate Carole and I, along with DeLorean pals Don and Mary Lou DeBolt, joined the Wisconsin Sports Car Classic which combined two full days of fun, but not too serious, rallying along with the chance to put a few miles in at Road America. This proved so much fun we've continued to do it, completing our third trip this year which afforded us the best track time yet. We also gained a few more DeLoreans so that last year there were five of us and this year, because of Raddad being tied up on the cross country bike tour, there were four.

We logged 28 miles of very spirited driving which consisted of passing allowed only on the front straight with very spirited driving over the rest of the four mile, fourteen turn track. We were told at the drivers meeting that anyone breaking any of the rules presented to us there, or anyone causing an accident, or spinning off the track, would result in all of us being pulled from the track. The offending driver would be identified and while the officials turned their backs, the rest of us would be allowed to take out our wrath on the poor slump. I came within two feet of the sand trap and tire pile at turn six when I discovered the DeLorean brakes can get hot enough to fade pretty seriously. Turn six is a sharp 90 degree turn at the end of a long, high speed straight. Had I gone into the sand I'm positive I'd now be hanging from the tree at the top of turn seven and you wouldn't have to suffer through this writing.

Actually the DeLorean does quite well for itself. You could say it does itself proud. Yes it does plow into the corners with quite a bit of understeer but it doesn't take long to learn to deal with that. I was never able to get the sudden oversteer that many auto writers predicted would come from the rear engine chassis; a true testament to the genius of Colin Chapman. I had added the braided stainless brake lines that DeLorean pal Marty Maier had made up and the car displayed

@ large, continued on page 22

SEVENTEEN YEARS TO BUY A THIRTEEN YEAR OLD CAR

Scott Mueller
Contributing Writer



DeLorean number 002981 came into my hands after many years of pleading, no, actually begging. Way back in the late 70's, when I was a teenage driver, I read an article about this new car that John DeLorean was designing. This car would have gull wing doors and would be priced less than a Corvette. Well, this teenager went nuts about the DeLorean. I read everything I could get my hands on about the car. I constantly tried to come up with ways that my father could justify buying the car as an investment. Some of the reasons that developed over time were that:

- 1) It's so cool looking.
- 2) Look how much a Tucker is worth now.
- 3) I want one.
- 4) You need a tax write off, it could be your company car, then you could sell it to me.
- 5) It will last forever.

I finally got tired of trying to convince my father that (HE) needed a DeLorean and I went away to college. I bet that dad was glad to get rid of me for a while. My father called one day, and told me that he had been invited by a friend to go see a prototype DeLorean. Again, I started begging, please let me go with you. That was a fantastic day, we actually got to sit in it and talk to the people touring with it. Back to college I went. Along comes my 21st birthday and my father says he's driving down to my college for the weekend. He gets there Friday night and is driving a DeLorean, he took delivery that day. The car had 275 miles on it, he threw the keys to me and lets me and my roommate take it for a spin around campus. Was I bad or what? I figured what a fantastic birthday present, I wish that I could turn 21 again. The bubble was burst, when we got back to the house and my father wanted the keys back. My birthday present was a HP41C calculator that I needed for my Engineering classes. The car was his mid-life crisis pacifier.

Over the next five years, my father would let me drive it with him when we went on trips together. On rare occasions he would let me take it out by myself for a cruise, just to keep the car exercised properly. In 1986, with 11,000 miles on it, my father decided to store the car, (HE) was tired of driving it. I had graduated, had a job and again the begging started, please let me buy the DeLorean from you. My pleading fell on deaf ears, my father did not want to sell it.

Finally, in the Spring of 1994, my father decided to sell it to me. I guess he figured I was ready for the DeLorean. I was married, had a house, and we were expecting our first child. We priced the cars and estimated the cost of putting the car on

the road again. A deal was struck. I spent over a year going through the fuel system, brakes, AC, cleaning, polishing, researching and just tinkering. The car was ready for the California registration process that included smog certification. I finally found someone to certify the car, and it passed with flying colors. The fun began, I could drive (MY) DeLorean. I started going to the local car shows. My dream had come true, I was very proud of the car and loved talking about it to anyone who would listen, even talked about it to people that were not listening.

The most fun I have had with the DeLorean was when my son would go with me to the car shows and tell people "that's my daddy's car". Just before the Cincinnati show, I read a post on DMCNEWS that a gentleman had a battery powered DeLorean for sale. He sent me a photo and my son saw it. He told me only as a three year old can that he "needed it", he wanted a car like daddy's.

Well, you can guess how this turned out.



Scott Mueller owns a 1981 5-Speed with Gray interior.
Alan Mueller owns a 1986 BTTF 6 volt battery powered kiddy car, just like daddy's.

Regional DeLorean News from Around the World

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PROFILE OF THE PACIFIC NORTHWEST DELOREAN CLUB

The Pacific Northwest DeLorean Club (PNDC) was founded by Tom Wilson, Greg McDonald and Arnie Brandon, who are still DeLorean owners and PNDC members. The first meeting of PNDC was held February 26, 1983. This formational meeting included the proud owners of fifteen DeLoreans. Twelve DeLorean automobiles were present at the meeting. On December 8, 1992, PNDC was established as a non-profit corporation in Washington State.

Club dues are \$2000 per calendar year for US residents and \$2500 per year for non-US residents (to cover the additional postage). PNDC publishes three or four news letters per year of three to five pages each. Due to the close proximity of many of the members, substantial communication is maintained between the members and with the club headquarters. Each year, all paid members are sent an updated membership list, the club's yearly activity calendar, and an extensive aftermarket parts interchange list.

The PNDC Calendar provides an extensive list of events which PNDC either sponsors or participates in as a club. The club plans at least four events per year that are funded primarily from the club treasury. The 1998 event calendar has eighteen events scheduled, including tech sessions, car shows, parades, picnic, parties, tours, and the yearly (three day) Blarney Ball Rally. Additional events are participated in, as information and dates are acquired.

The PNDC Parts Interchange List provides members with extensive information on readily available parts which can be used in place of DeLorean parts (many are identical to the original). This list has been compiled and updated based on inputs from the membership. Significant research for the list was done by Darryl Tinnerstet, a long-time PNDC member, and owner of Specialty Automotive (an internationally recognized provider of DeLorean parts).

The Club's assets, as of December 1997, included the club treasury of approximately \$2,500.00 (which included a significant portion of prepaid 1998 dues) and a complete DeLorean fiberglass underbody. The underbody is mounted on a trailer with DeLorean wheels and NCT tires, and is shown at mall shows, parades etc. The first newsletter of each year includes a complete treasury balance sheet for the previous year, showing categorized income and expenditures.

As of December 1997, the club had an all-time high of 97 members. This number represents an increase of 25% over the past two years.

As stated in the club by-laws, PNDC is dedicated to preserving and enhancing the DeLorean marquee, and having fun while accomplishing this aim. Toward this end, PNDC communicates openly with other clubs to exchange information, ideas, methods, etc.

PNDC is not a chapter of, or officially affiliated with any other DeLorean clubs or associations, but PNDC members are free to become independent members of any other clubs.

For more information, or to join PNDC, contact:

Arnie Brandon
12839 SE 45th Place
Bellevue, WA 98006-2031

REGIONAL CLUB LISTINGS

Arizona DeLorean Club

James Espey, Coordinator
602/401-1923 • 602/464-5352 Fax
email: azclub@dmcnews.com

DeLorean Club of Ohio

Mike Substelny, President
(216) 321-5024
email: substem@cesmtp.ccf.org

DeLorean Club of Iowa

Dave Sly, Coordinator
(515) 232-5773
email: daves@eai.com

DeLorean Club of Oregon

Knut Grimsrud, Coordinator
(503) 649-8053
email: knut.s.grimsrud@intel.com

DeLorean Mid Atlantic

Aldo Buono, Coordinator
(215) 849-5160
email: aldo.buono@phila.gov

DeLorean Midwest Connection

Don Gowler, President
(847) 397-0322
email: Don-Gowler-CFP001@email.mot.com

Southeast DeLorean Club

Tom Long, Coordinator
(770) 449-1968
email: trl2@mindspring.com

Pacific Northwest DeLorean Club

Arnie Brandon, President
(425) 746-6132
<http://www.valzog.com/pndc>

DeLorean Owners Club (UK)

Simon Lees-Milne
01886 853294
Worcestershire, United Kingdom
<http://delorean.connect-2.co.uk>

DeLorean Club Deutschland (Germany)

Michael Reinemuth
email: micha@delorean.de
<http://www.delorean.de>

DeLorean Owners Club (Japan)

Osamu Shimohara
+81 (463) 32-4432
email: hcd04403@niftyserve.or.jp
<http://www.wellmet.or.jp/~osamudmc>

Can't find a regional group in your area? Depending on the number of DeLorean owners in your area and your willingness, you might consider starting your own. For details, contact "clubs@dmcnews.com".

Regional DeLorean News from Around the World

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DELOREAN MIDATLANTIC UPCOMING EVENTS

October 10 & 11, 1998, Saturday/Sunday

A Canterbury Feast and Fall Tour, Western Pennsylvania

Joint Event with De Lorean Club of Ohio

Meeting Place: Steak and Lube in Sharon, PA, at 11AM on Saturday. We will enjoy lunch at this quaint restaurant which features all types of automobiles, race cars, motorcycles and auto related items. The neighboring restaurant is the Hot Rod Cafe — a must see!

At 1PM we will journey through the hills of PA to a small town called Cambridge Springs. This is where we dine and stay for the evening at The Riverside Inn. The hotel was built in 1884 and today has been restored and furnished in that era. No telephones or TVs in your

rooms!!! Our fare for the evening will be a Medieval style musical comedy as Knaves and Wenches take you back to the year 1492 where they not only perform but also serve a delicious and plentiful feast, eaten without utensils!!!!

A (1) night package including the Canterbury Feast dinner and show, a full breakfast the next morning and your room is \$160.00 including tax. For reservations at The Riverside Inn, call 800-964-5173 or 814-398-4645. Tell them that you are with the De Lorean Club so we can sit together.

Additional event info: Wayne and Jill Luoma, 440-352-1707.

September 6, 1998, Sunday

1998 Concours d'Elegance

Lime Rock Park, Lakeville, Connecticut

Class 13C Foreign Sports Closed 1980-1985

Show your De Lorean in this fine Concours

Registration: 860-435-5000

September 26, 1998, Saturday

English Car Day at Graeme Park

Horsham, Pennsylvania (north of Philadelphia)

De Loreans will have their own judged class.

Call Mike Nitro, 215-672-0613

September 27, 1998, Sunday

"Meeting of the Marques"

The Meadows at Allenberry Resort

South of Carlisle, Pennsylvania

De Loreans compete in Class I (1981-1997)

Registration: 717-761-1839

September 20, 1998, Sunday

14th Annual British Car Days

Richmond, Virginia

De Loreans will have their own judged class.

Registration: 804-527-3934

December 1998

Annual Holiday Social

Call Aldo at 215-849-5160 in November for date, time and place.

Membership in De Lorean Midatlantic is open to all owners and enthusiasts. Benefits include this exciting social schedule, annual complimentary door adjustment social in the spring, membership directory, Parts Interchange List updated annually with lots of stuff from DML, club newsletter two/three times a year.

**Send a check for \$12 made out to
De Lorean Owners to:
Dick Lash, De Lorean Midatlantic Treasurer
409 Lark Drive
Newark, DE 19713**

ARIZONA DELOREAN CLUB

Fall 1998 Calendar

September 12, November 14 - Second Saturday at Scottsdale Pavilions. Free, informal get-together, followed by a trip to a local micro-brewery for more fun and frivolity. Spouses/SO's welcome!!

October 10, 1998 - Streets of San Francisco Scavenger hunt, with the Arizona Alfa Romeo Club. Prowl the streets of Phoenix for clues and other items for a chance at awards and prizes that would make Karl Malden envious.

December 5, 1998 - APS Fiesta of Lights parade, cars must have at least 2,000 lights and be pre-registered. This is the big one! Only 90 entries will accepted this year, seen by over 600,000 people! Also televised locally. Free lighting workshop held twice in October, a "must-attend" if you are considering entering.

Contact James Espey for more information about any of these events.

P.O. Box 4833 • Mesa, AZ 85211-4833

602/401-1923 • 602/464-5352 Fax

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Knut Grimsrud
48009 SW More Ln.
Forest Grove, OR 97116
knut.s.grimsrud@intel.com

DeLorean Club of Ore News & Information

Home (503) 359-4856
Work (503) 264-8419



July 26, 1998

DeLorean Club of Oregon Moves by Knut Grimsrud

The DeLorean Club of Oregon has a new address and phone number — not to worry, the club is still in Oregon! My home is nearing completion and the next couple weeks will be experiencing the joys of moving our office. Our relocation will postpone the mid-August event and troubleshooting event will be rescheduled for mid-September (hopefully a little cooler by then).

The All British Field Meet, however, will be held at the regularly scheduled time and the 22nd annual meet will be held Labor Day weekend September 4, 5, and 6 at Phoenix International Raceway. The event celebrates the marques of British heritage and is a welcome under the "Marques" category. The meet includes numerous events including a cocktail party Friday evening at the show on Saturday, and swap meet, slalom, and rallye on Sunday.

More information on the All British Field Meet can be obtained at www.abfm-pdx.com or call (503) 504-ABFM. Registration fee is \$10 and includes reserved space on the field, a plaque, and free swap meet or car-for-

About the DeLorean Club of Oregon

The DeLorean Club of Oregon caters to the interests of DeLorean owners and enthusiasts in and around the Oregon area. The club is organized and emphasizes technical support, discovery as well as socialization.

Membership is available to owners and enthusiasts in and around Oregon at no charge, and courtesy memberships are available to other regional clubs as a service to the DeLorean community. Membership benefits include a quarterly newsletter (usually more frequently depending on regional availability) that concentrates on technical discovery and regional interest items and technical events of interest to club membership.

The DeLorean Club of Oregon is affiliated with no other DeLorean organization or interest group. The club maintains contact with other key organizations in the DeLorean community as well as a regional service center.

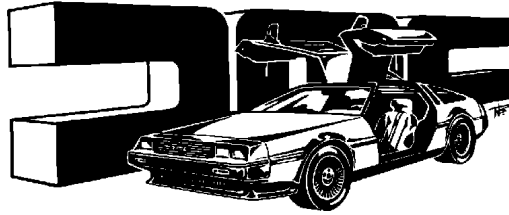
For additional information on the DeLorean Club of Oregon, take a look at the back of the newsletter at:

www.dmcnews.com/faq/deco.htm
or contact Knut directly.



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**DE LOREAN
MIDWEST
CONNECTION**

Linking DeLorean Owners in Illinois, Wisconsin, Indiana, Michigan

CLUB EVENTS:

- Participation in Chicago's St. Patrick's Day Parade in March
- Annual opening meeting/brunch every April
- “Hands-On” tech session with Don Steger once a year
- Low level tech session annually or semi-annually
- Various car show events during the summer
- Coordination on events with neighboring clubs
- Concours every September at the British Car Union Show
- Newsletters to keep all members in touch
- Affiliation/information sharing with other U.S. regional clubs
- Shared DMC - specific tools (door adjustment, cooling flush)

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Internet – Bryan Pearce bryan@denebcorp.com



The “Silver Fox” with the original, our newest member!

INTERNET INFORMATION:www.delorean-midwest.org

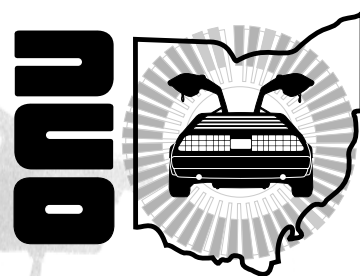
Regional DeLorean News from Around the World

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DELOREAN CLUB OF OHIO



The DCO holds at least one meeting per year plus activities all over Ohio and the adjoining states. We also publish a great newsletter four times a year with lots of beautiful pictures showing off ourselves and our cars. In addition to seeking out the best car shows and cruises, our mission is to hold technical seminars, ride in parades, visit museums, have picnics & parties, tour wineries, conduct fun rallies, participate in charity events, attend the DOA Expo, and anything else that promotes the enjoyment of our members and the love of the DeLorean marque.



DELOREAN CLUB OF OHIO

At the 1998 DeLorean Car Show in Cincinnati, the DCO's new clothing made its debut. With colorful artwork inspired by the "America's Most Talked About Car" DeLorean dealer posters, the T-shirts, sweatshirts, Henleys, and jackets are very sharp. Many of you expressed interest, so we have made them available to everyone.

T-Shirts - no pocket \$20.00
Henley Shirts - (3) button/no pocket \$25.00
Pullover Sweatshirts w/ short zipper at the neck \$30.00
Jackets (call)

Colors available: Navy Blue, Black, Maroon and Forest Green. Please specify for each item ordered. Although we have some items in stock, our supplier may discontinue a color at any time without notice. We will be glad to ship to you, please add an additional \$3.00 for postage.

All items must be paid in full when the order is placed. Please allow 4-6 weeks for delivery. We can also bring your order to our next club event if you prefer.

Photocopy (or print) form & send your order to:
Amy Keaton
134 Manhattan Street
Clyde, OH 43410

If you have any questions regarding the clothing you can call Amy @ 419-547-0104.

As mentioned by the DeLorean MidAtlantic Club, we have a special activity coming up this October in Pennsylvania, near the Ohio border. If you come to the Canterbury Feast and Fall Tour at the Riverside Inn you can join us in a fun-filled weekend, which includes a feast in the style of 1492!

The calender for 1999 is already filling up with great activities for the support and enjoyment of our members, and the year 2000 is shaping up to be fantastic, too.

DELOREAN CLUB OF OHIO CLOTHING ORDER FORM

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: (____) _____ Date: _____

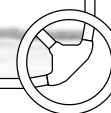
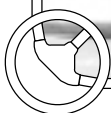
Quantities: Small _____ Med _____ Large _____

X-Lrg _____ XX-Lrg _____

Total of items purchased: _____

Total amount due: _____

Including postage (if applicable): \$3.00 ea.



DeLorean Car Show in Cincinnati

(sung to the tune of WKRP in Cincinnati)

*Baby, if you've ever wondered,
wondered whatever became of me
I'm here with all my friends in Cincinnati,
Me, my friends and our DMC's*

All right, so Casey Kasem will not be counting that one down any time soon, but it sure did seem like all my friends (and many people I didn't know) were in Cincinnati June 12-14th. That was the weekend of the DeLorean Car Show (DCS), organized by Ken Koncelik. Unlike



the Expo's put together by the DeLorean Owners Association, the DCS was arranged without the backing of any club, regional or national, prices for the event were kept reasonable (just over \$300 for the weekend, including hotel!), and virtually all the advertising for the event was through the internet.

In all, over 70 DeLoreans and 250 owners/enthusiasts came from as far west as Oregon, north into Canada, south from Texas, and east from New Jersey. Many owners drove their DeLoreans to the event, the furthest driven from Phoenix, Arizona by Ace Underhill. Many more caravanned together with other DeLorean owners, too.

The Friday night reception/dinner was held at the Gregory Center, right on the river. I saw so many people I knew from the DeLorean Mailing List, I almost thought I was at a DML convention! Many of these people I had



never met before, and had only corresponded with them via the internet. It never gets old for me to be able to place a face with a name and email address!

After the dinner, organizer Ken Koncelik invited representatives of the various clubs and groups (including the DeLorean Mailing List) to say a few words about their organizations. Raffle tickets were sold, and it seemed that the drawings never stopped. Once the evenings drawings were completed, the band started up! The music was great, but much of the crowd in attendance took the opportunity to "browse" in the parking lot, where over 50 DeLoreans were parked. For most, it was a never-before available chance to look at so many DMC's in one place, at one time.

As the skies threatened rain, many of us headed back across the river to the hotel. The hotel was very clean and comfortable, the biggest complaint being the lack of a bar on the premises. Fortunately, a well-stocked party and liquor store was right across the street. The skies did open up, and I saw more rain that night than I had the entire 6 months prior in Phoenix. It did alert me to a water leak in my car, however!

Saturday morning found many of the attendees busily cleaning their cars for the show/competition later that day at the Cincinnati Museum. Fortunately for me, the rain had washed off the six states worth of bugs, so all I had to do was dry it off and clean out the six states worth of candy wrappers and McDonalds bags!





Once at the museum, show registration was quite ably handled by volunteers from the DeLorean Club of Ohio. As the pictures show, the place was literally filled with DeLoreans in their original stainless, plus red and green. Original, lowered, turbocharged, a Back to the Future car and otherwise customized, you name it - it was there.

The Product Display and Sale was well attended, and featured many items ranging from DeLorean models to shirts, parts and books - even stainless refinishing tools. Prices were pretty reasonable here, too, in keeping with the whole rest of the weekend. Another great dinner ended the days planned events, which included the awards presentation. Award winners in each category are listed in the sidebar below.

On Sunday, many of the attendees visited the DeLorean Motor Company warehouse in Columbus, about an hour or so up the road. Aside from being more crowded with people this time, it was much like the warehouse tour of November, 1997 (see DMC-News, #2). For those who had never been there before, it's difficult to comprehend that after all these years there can still be so many original equipment parts left.

Now that it's all over except for the reminiscing, we can look forward to the next DeLorean Car Show, scheduled for June of 2000 in Cleveland, Ohio. Watch this space and the DeLorean Mailing List for more details.

Concours

#1	Susan Teitelbaum	VIN 10757
#2	Tom Griepenburg	VIN 17168
#3	John Schultz	VIN 04565

People's Choice - Best of Show

Linda & Dave Colley	VIN 01012
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Modified - Temporal Displacement

Bob Brandys	VIN 4675	33,133 mi.	347 Years
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Over 100,000 Miles - Daily Driver

#1	William Miller	VIN 06262	235,000 mi.
#2	Bruce Battles	VIN 06569	109,634 mi.
#3	Tom Long	VIN 01482	138,000 mi.

50,000 to 100,000 Miles - Daily Driver

#1	Andrew DeRosa	VIN 00842	59,247 mi.
#2	Aaron Mills	VIN 11554	
#3	Travis Graham	VIN 06344	54,500 mi.

40,000 to 50,000 Miles

#1	Dave Bauerle	VIN 16506	45,000 mi.
#2	Lynda Nolan	VIN 03878	48,000 mi.
#3	Bruce Runge	VIN 02372	41,800 mi.

30,000 to 40,000 Miles

#1	Bruce Benson	VIN 06938	34,000 mi.
#2	Marty Maier	VIN 10765	34,000 mi.
#3	John Steifel	VIN 03461	38,609 mi.

20,000 to 30,000 Miles

#1	Cecil Longswisch	VIN 10663	20,626 mi.
#2	Ron Flowers	VIN 01495	23,000 mi.
#3	Marc Levy	VIN 06068	23,600 mi.
	Sean Mullally	VIN 03868	23,000 mi.

Under 20,000 Miles

#1	John Yersky	VIN 03462	13,066 mi.
#2	Erik Frey	VIN 05971	8,500 mi.
#3	Robert Kozak	VIN 03462	16,938 mi.

Painted - Modified

#1	Curtis Bryant	VIN 10159
#2	Rob Grady	VIN 05058
#3	Bryan Pearce	VIN 11529

Most Miles Traveled (in a DeLorean)

Ace Underhill	VIN 02860	1976 miles
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General Classification

Charles Muffley	VIN 03750
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Luggage Rack Installation

Tools needed: Electric Drill, with 1/4" bit
Phillips screwdriver
metal punch
utility knife

Parts required: DeLorean Luggage Rack, available from the DeLorean suppliers advertising in this issue.

Estimated time: 2.0 hours

Degree of difficulty: Easy

Most sports cars are not known for their luggage capacity, and the DeLorean is certainly no exception to this rule. But additional luggage capacity is not the only reason for installing a luggage rack, nor was it the original reason for the creation of the luggage rack by the original DeLorean Motor Company.

As the story goes, DeLorean Motor Company was instructed by the Department of Transportation to come up with a method of carrying a flat rear tire, which will not fit in the spare wheel well, or even in the front storage compartment without leaving the bonnet unlatched, a potentially dangerous situation. Thus, the DeLorean Luggage Rack was designed and offered as a dealer-installed option.

I initially learned of the luggage rack when I saw it pictured in a DeLorean One catalog, which warned that they were in short supply. This was a year or so after the catalog was issued, so I assumed that I was out of luck. In 1996 I toured the KAPAC (now DMC Houston) warehouse in Ohio and was amazed at the quantity of luggage racks still available in unopened boxes. My most recent visit to the warehouse this past June showed that there are still some available, though many less than I saw in 1996. I encourage every DeLorean owner to get one for their cars, they are a somewhat "rare" option, and certainly are very useful for their originally intended purposes as well.

The first step in installing a luggage rack is the removal of the weatherstripping from the rear quarters where they meet the lowered louvres. Unless you are very lucky, the weatherstripping is probably dried out and brittle, at the very least it will be very stiff and prone to breaking. To avoid destroying these, soak them the night before with an "Armor All" type product to increase the pliability. You can then remove them with less risk of damage, but as an

extra precaution, consider using a weatherstripping adhesive remover to loosen the glue holding the strips in place. If you do end up damaging them or deciding to replace them, they are available from the DeLorean suppliers advertising in this issue.

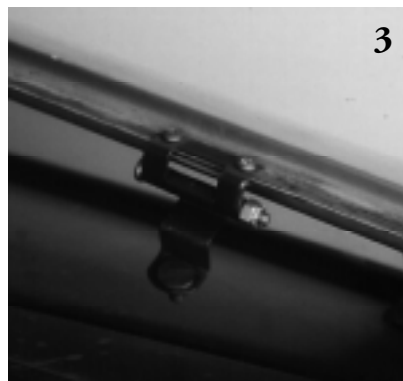


Once the strips are removed, use the template (provided with the luggage rack kit) and your metal punch (photo 2) to mark the holes which you will drill. Attempting to drill the stainless without a punch is not advised, as the drill will "drift" until it gets a start in the metal, quite possibly putting holes in the wrong place! The instructions provided with the luggage rack indicate that you should use the louvre strut bracket "pop rivets" as a guide for the template. Neither of the cars on which I have installed a rack (#6776 and #10570) have had these pop rivets, rather spot welds, which I was able to use as a guide.

Place the hinges in position based on your punched marks and then place the luggage rack in position with the louvres closed. Compare how it looks to photo 1, which is reproduced from an original DeLorean Motor Company brochure for the luggage rack. Note how the top-most bar on the luggage rack is parallel with the louvre slat. Remove the rack, raise the louvres and prepare to drill.



Assuming that you are competent in handling a drill, you should



have no trepidation in drilling into your stainless steel quarter panel. A sharp bit is a good idea, as the stainless is a very tough metal. Use caution when you're nearly through with each hole, so that you do not gouge the fiberglass pontoon (only a danger when drilling the holes for



the lower hinges). I recommend drilling the holes for one hinge, then installing that hinge with the bolts, washers and nuts (photos 3 & 4). You may also want to place a drop cloth over the engine cover and pontoons to keep the

metal shavings from scratching anything or falling through the engine cover grilles.

At this point, place the other hinges in position, close the louvre and replace the luggage rack. Verify the marks you made for the other hinge holes are in the correct position and that the luggage rack is straight, with the bars parallel to the louvre slats. Remove the rack, raise the louvre and drill the remainder of your holes, and install the remaining hinges. If it makes you feel better to check the position by repeating the above steps for each hinge, by all means do so. I did.

Once the hinges are all installed, use utility knife to trim the weatherstripping as you desire to accommodate the hinges. Once again, it helps if the weatherstripping is pliable to do this. Some cars I have seen have trimmed the weatherstripping completely, essentially turning each single piece into three separate pieces, and some just trim the bottom section of the weatherstrip (photo 5). I think the latter is more visually appealing, though whether or not you have the luggage rack in position, with the louvres closed, you can't see the hinges at all.

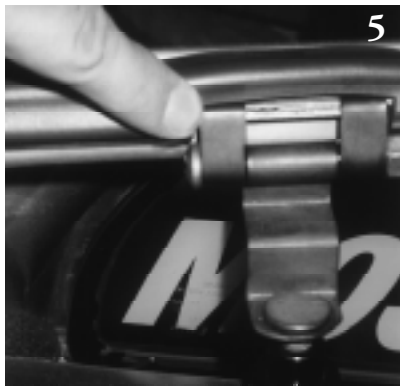
When not in use, the rack can be stored in the front luggage compartment. Drill one 1/4" hole centered between the two holes to the left of the brake cylinder access cover. Install the included carriage bolt from the bottom up. You must drill a hole in the carpet backer board and cut a hole in the carpet to allow the bolt

to protrude. Place the rack in the trunk and install the hold down bracket using the wing nut.

To use the luggage rack, raise the louvres and flip the hinges so the mounting bolts are pointing up, then close the louvres and mount the rack holes on the bolts. Use the knobs included with the luggage rack to secure rack to the mounting bolts. The nylon straps that came with the luggage rack can be used to secure luggage and the like to the rack, but keep in mind that these straps are over 15 years old and may not be in the best of shape. I personally used them once, then put them away for safekeeping and now use black bungee straps instead.

You may think that a loaded luggage rack would impede the already limited visibility out the rear window. Surprisingly, however, this is not the case. It's a very well thought out design that's incredibly functional as well.

When not in use, the luggage rack folds nearly completely flat and stores neatly in the front luggage compartment, using the rack holder we previously installed to keep it in place.



Try your hand at tech!

Technical articles are always in demand - if you have a technique or procedure you'd like to share and describe, let us know.

Rebuild Your Mode Switch

Tools/supplies required:

Phillips screwdriver
Vaseline
3M adhesive glue
Needlenose pliers
touchup paint (for marking purposes)
small artists paint brush

Degree of difficulty: moderate

Estimated time: 2 hours

The mode switch is located in the center of your A/C control panel (part #100752, located in Section 7-3-0 of the factory parts manual), and over time, has a tendency to “hiss”. This affects the airflow from the vents in the car, and other vacuum operated parts in the car will not function properly because of the vacuum leaks. If after switching between any of the settings (Off, Max, Norm, Bi-level, Vent, Heater and Defrost), you hear a hissing noise, your mode switch should be rebuilt.

WARNING: Before proceeding, disconnect the battery.



To access the actual switch, which is located behind the A/C control panel, begin by removing the three round knob by pulling them straight off. A phillips screw is in the center of the panel, remove it also. You can

then gently pull the panel away from the console, exposing three lights behind the console. Carefully remove these, which frees the panel. Place it aside.

Another screw then holds the mode switch in place, remove it also. Then, reaching behind the right (passenger) side of the center console, you can remove the rubber socket from the back of the mode switch. Hold the switch from the back, and rotate the switch from the front, exposing the electrical connectors. Pay particular attention to the location of each of the colored wires (make notes if neces-



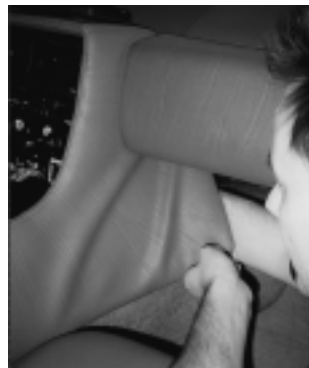
sary), and then use the needlenose pliers to carefully unplug each of the wires. The switch is now free and can be removed from the rear of the console.

Before proceeding any further, use the touchup paint to mark the switch, as shown in Photo X. When the switch is reassembled, these marks will need to be aligned.

With the phillips screwdriver, remove the two screws and separate the back portion of the mode switch. With this piece, take the needlenose pliers and squeeze together the two small white clips. Put your finger on the white spot, and release the pressure, allowing the spring to release tension.



Separate and remove the rubber vacuum piece, cleaning both sides of it and both pieces of the mode switch. Take care not to inadvertently remove the marks you made earlier!



Apply the 3M glue to the white portion of the switch, matching the large rubber

peg to the large hole and the other holes to their corresponding pegs. Apply a thin coat of Vaseline to the “maze” side of the rubber vacuum piece with a small paint brush to ensure that it is distributed evenly.

Assembly is the reverse of the above process, making sure the paint marks line you made earlier line up. Before screwing it back together, double check that the large peg matches with the large hole. Reinstall the switch in the center panel by again reaching behind the passenger side of the console, reconnecting the electrical wires to their appropriate locations as noted during the removal process.



When placing the switch in the center panel, check to see that both white pegs are coming through the panel, then install the small phillips screw in the front.

Before reattaching the rubber socket at the rear of the switch, ensure that it is in approximately the 2 o'clock position.

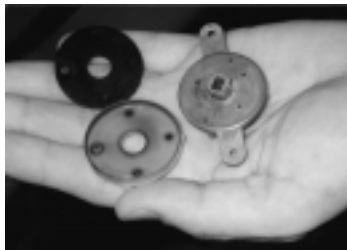
Now you can reconnect the battery. Check the headlights and flashers to make sure they did not get unplugged while you were behind the center panel. If so, they can be reconnected simply by sticking you hand behind the console again and carefully reattaching them. Install the lights in the appropriate sockets (hint:

turn the ignition key to the "ON" position, then turn the defroster on position, this bulb goes in the center socket). Replace the A/C panel and reinstall the small screw. Push the three knobs you removed back into place and the installation is complete.



Start the DeLorean and slowly cycle the mode switch to the MAX position. Turn the fan switch to the fourth speed. You should feel a great flow of air from the center and door vents.

Then cycle the mode switch to the other settings to ensure that each position is working properly.



Try your hand at tech!

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Tankzilla Installation

Mike Griese
Contributing Writer

It was a Saturday in late September. I had just finished washing the DeLorean at the local spray and wash. It was a little on the cool side but the sun was shining brightly. Leaves were beginning to change. It was a perfect time for a drive to western Wisconsin. I headed home to pick up my wife.

Not far from the road that leads to our driveway is a sweeping right-hander that heads downhill. You can see oncoming traffic for about a mile, which makes this a perfect turn to feel the suspension of the DeLorean begin to work. As I took this turn, I heard it – a growling noise that intensified as the suspension loaded on the left side of the car. Uh oh, wheel bearing. All thoughts of a spirited drive to see the fall colors disappeared as thoughts of wheel hubs, half-shafts and a not inconsiderable expense flashed through my mind.

As I rolled up the driveway and pulled the car into the garage, I thought that now was as good a time as any to prep the car for winter - it was clean, the gas gage showed nearly full, I had just changed the oil, and I really didn't want to face the wheel bearing replacement just now. So I lubricated the door seals, disconnected the battery, tossed in the desiccant, and pulled on the car cover.

Fast forward 8 months. It is now May. My insurance company has informed me that full coverage for the DeLorean is now in effect. The weather is unusually warm for this time of year in this part of the country. My thoughts turn to getting the DeLorean back on the road. I take off the cover, hook up the battery and the car roars to life after a little bit of cranking to get the fuel system up to pressure. Oil pressure is up, gas gage shows half a tank, and the idle is fine. I take the car out for a spin up to the car wash (everyone knows it's much easier to work on a clean car) and listen carefully for any sign of growling bearings.

The trip to the car wash was uneventful, as was the cleanup itself. On the way home, I decided to take a spin through a very old part of Rochester near the home of one of the original Mayo doctors. Lots of sharp turns, ups and downs and even some open straights. Back comes the growling, only this time, I hear it whenever I turn right OR left. Now the sound seems to be coming from the front of the car. Ah ha! Fuel system! My diagnosis gains further evidence as the car



All the tools necessary to repair fuel pump and related items. Handy, but not necessary: diagonal cutters and small 1/4" ratchet.

begins to cut out on hard turns. It's either the fuel pump or the pickup hose inside the tank.

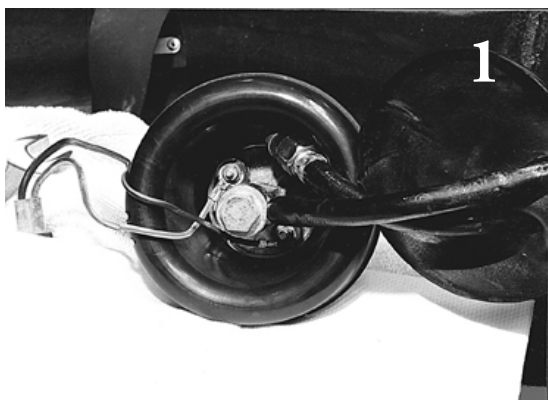
I get home and start looking for a container to siphon off all that gas. The fuel filler neck for the DeLorean takes some sharp bends on its way from the gas cap to the tank itself. That and the unleaded fuel restrictor plate made it impossible for me to snake the siphon hose into the tank. Since the fuel pump was coming out anyway, I decided to wait and empty the tank from the opening for the fuel pump.

To get to the fuel pump, remove the carpeting and the spare tire from the front boot and remove the screws from the access cover at the back of the



Removing access panel.

spare tire well. Carefully slip a sharp blade under the edge of the cover and gently pry upward to break the cover seal. Work all the way around the cover until it is loose. Put the screws into a ziplock bag, tape the bag to the cover and set



Top view of fuel pump. Note electrical connections and hose placement. Fuel pump cover seal on right.

t h e m
a s i d e .
Next, take
s o m e
soapy water and
t h o r -
o u g h l y
clean the
top of the
f u e l
pump, the
hoses, fuel
tank, and fuel gage sending unit. Since this area is going to be opened up, you don't want any dirt to find it's way into the tank. Disconnect the fuel pump from the front wiring harness. The connector is probably under the boot floor. Gently pull the connector into view and disconnect it by pressing on the small tabs on the side of the connector attached to the wiring harness. Take a flat-blade screwdriver and loosen the hose clip around the fuel pump cover seal (see photo 6). Work the clip loose by gently rocking it up and down. Slide the clip over the hoses coming out of the top of the cover seal and lay it in a convenient place out of the way. Now gently pull the cover seal off of the fuel pump sealing ring and work it up the length of the hoses. You may need to cut some cable ties that clamp the cover seal to the hoses. You can now see the top of the fuel pump inside the sealing ring.

Pull the sealing ring off of the fuel tank by slipping your fingers under the seal and pulling out and up. It helps to work from side to side. When the seal is free from the tank, pull the fuel pump assembly out of the tank and lay it on it's side (see photo 1). Be careful, as the lower return hose and the fuel supply hose are still attached to the side and the bottom of the pump assembly. Examine these two hoses for checking, splitting or other signs of deterioration. You should also take a good look at the fuel pump sealing ring. The



Bad fuel pump sealing ring - note severe checking in rubber.

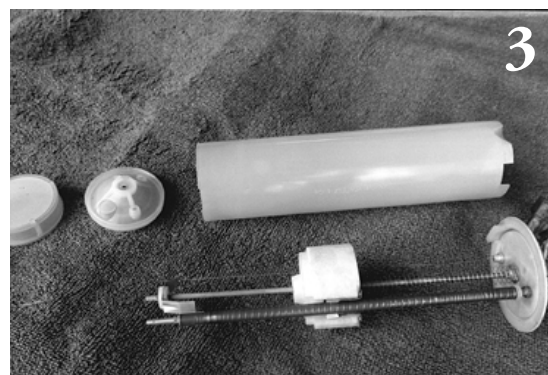
sealing ring is particularly important as it dissolves over time, dropping little bits of rubber into the tank. These pieces of debris can foul your fuel pump, fuel filter, accumulator, fuel dis-

tributor and eventually your injectors. You also want to shine a flashlight into the tank and look for dirt, debris, and any signs of varnishing on the baffle assembly. Now is the time to clean or replace any of these parts if they show any signs of contamination or wear.

With the pump out of the way, I grabbed my siphon hose and got ready to stuff it into the tank. I took a look inside to make sure I wouldn't get the siphon hose stuck on anything and much to my surprise, the tank was almost bone dry! I didn't have a fuel pump problem, I had a fuel sender problem. I also had a serious problem brewing, as my sealing ring was badly checked (see photo 2).

To remove the fuel sender, disconnect the wiring harness at the connector close to the sending unit. The connector may be tucked under the edge of the boot floor. Turn the screw cap counterclockwise to loosen and remove it. Pull the sender straight

up. Don't remove the sender right away. Let the gas drain out before pulling it out of the tank.



Original equipment fuel sender. The cylinder cap and mesh screen had fallen off the cylinder. Note the uneven windings on foreground shaft. This makes gauge erratic and inaccurate. Keep the connector and wires from old unit.

My sender was in particularly bad shape.

It had always registered incorrectly when the tank was under full and now I knew why (see photo 3). Not everything came up out of the tank when I removed the sender. The slosh screen and sender bottom were still in the tank. Closer examination of the inside of the sender showed why the gage was inaccurate. The thin nichrome wire that is wrapped around the outside post should be wound with even spacing between the coils from top to bottom. Repeated filling and emptying of the tank over the years caused the float to push most of the coils to the bottom of the shaft. This gage would never read more than 3/4 full. A quick call to P.J. Grady for a Tankzilla unit (see photo 4) and a new fuel pump sealing ring was in order. I put the fuel pump and sender back in to the tank to seal it up and keep gas fumes out of the garage while I waited for parts. It wasn't much of a wait. Three days later, everything I needed to complete the repair was in hand.



Large opening to left is for fuel pump, smaller for sender. Screw cap shown at right. Hoses in background are for filler and vent. The near connector is for the fuel pump, the 3-wire is for sender.

To replace the fuel pump sealing ring, disconnect the return hose by pulling it off of the short steel tube

on the side of the fuel pump. Loosen the hose clip surrounding the fuel supply hose and remove the hose from the bottom of the pump. Next, disconnect the fuel return hose from the top of the steel tube. You will need 14mm and 17mm open-end wrenches to remove this hose. Make note of where the steel tube is located with respect to the other fuel line. You will want to duplicate this arrangement when you put things back together. You do not need to remove the hose attached to the top of the fuel pump. Now loosen and remove the hose clip surrounding the sealing ring and the support ring.

Remove the support ring by slipping it off of the bottom of the pump. Grasp the bottom of the pump and the sealing ring and gently twist the pump inside the ring to break it loose. A little WD-40 or silicone lubricant will help free the pump. When the sealing ring breaks free, slip it off of the bottom of the pump. Take a look at the top of the fuel pump. If the electrical connections look dirty or corroded, disassemble them and clean them up with a little 400 grit carbide sandpaper, then reconnect the wires. Remove the small hose band from around the steel tube where it passes through the sealing ring. Work the tube out of the sealing ring, as you will need it for the new ring. Clean off the sides of the fuel pump. Dirt can collect in the creases between the pump and the sealing ring. If you leave the dirt on the



Fuel pump with new sealing ring installed.

pump, the new sealing ring will not seal properly.

Insert the steel tube into the hole in the new sealing ring and install the

small hose band. Slip the sealing ring over the fuel pump and work the ring onto the pump up to where

the old ring was seated. Again, some spray lubricant will help the sealing ring slide easier. Rotate the pump until the steel tube is located in the same place before you took everything apart. Replace the support ring and the hose clip. Tighten the clip, taking care to capture the loose end of the clip in the bend at the bottom of one of the support ring legs. Reconnect the return fuel line to the steel tube.

Now you will need to reattach the hoses from inside the tank. The hose to the steel tube is the smaller, unformed hose. Fish it out of the tank and slid it over the end of the tube. For the supply hose, the procedure is more complex. You must take care to ensure the supply hose does not get twisted when you attach it to the bottom of the fuel pump. A twisted hose will reduce fuel flow, reducing your car's performance. To attach the hose without a twist, hold the fuel pump over the hole with the top hoses toward the rear of the car. The hoses must be toward the rear or the access panel will not fit properly. Reach into the tank and pull the supply hose straight up and slide it over the fuel pump nipple. This is where it helps to have a third hand. Tighten the hose clip, taking care to not rotate the hose on the nipple. When the clip is tight, lower the pump assembly straight down into the hole and seat the sealing ring over the lip of the tank. Slide the fuel pump cover seal over the sealing ring and seat the hose clip over both seals. Tighten with a flat-blade screw driver. Reconnect the wiring harness to the fuel pump connector.

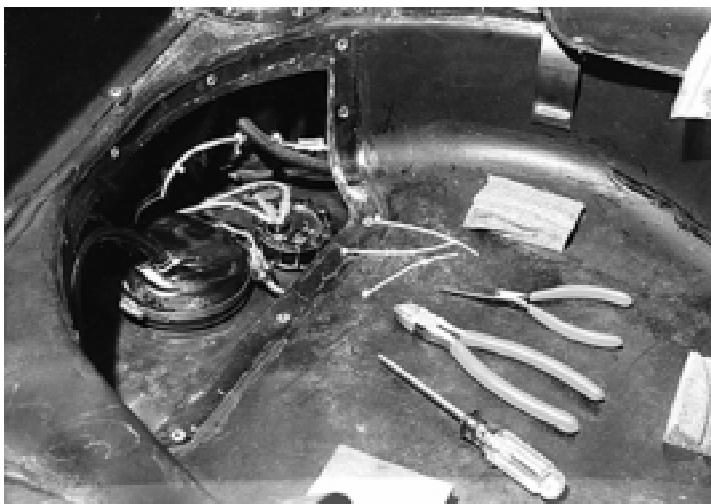
For the fuel gage sender, the process is much simpler. Loosen and remove the retaining ring and pull out the old sender, remembering to let it drain.



Fuel pump about to be installed. Fuel supply nose on bottom of pump. Return hose on side. Note how hose clamp end is captured in the support ring.



Tankzilla sender and electronics box. Old connector is crimped to the red, black and white



Everything installed. Note wire ties on fuel lines at cover seal and around wire harness.

Remove the gasket from the sender and set aside. You will need it later. Cut the connector off of the old sender as close to the sender as possible (see note at end of article. Ed). You will need this in a moment, too. Strip about 1/4 inch of insulation from the end of the each wire on the old connector.

Following the Tankzilla directions, crimp the wires from the connector to the butt connectors on the wires coming from the Tankzilla electrical box, making sure you match the wire colors properly. Affix the electrical box to the fiberglass bulkhead behind the fuel filler pipe, making sure the wires are at the bottom. I used double-sided foam core tape to hold the box to the bulkhead. Place the old gasket onto the new sending unit (the large silver tube) and insert the sender into the hole in the fuel tank. Replace the screw cap and tighten. Connect the remaining three wires (the ones with spade connectors) to the metal tabs on the top of the sending unit. The red striped wire connects to the tab labeled W, the white with stripe to the tab labeled G, black with stripe to the tab labeled T. Don't do this too soon, as these spade connectors have a lot of grip. If you have to remove them, you can pull the wires out of the back end of the spade connectors as



Tightening (or removing) the hose clip around the cover seal/sealing ring.



Applying black silicone RTV. Be generous.

Now you are ready to test the car. It will take a little extra cranking to pressurize the fuel system and to refill the hoses that were removed. Your fuel gage should work properly now and your fuel pump should run a little quieter. Run the car until it is warm and shut it down.

Before closing up the access panel, clamp the fuel pump cover seal to the hoses with new cable ties. I also recommend bundling up the Tankzilla wires with cable ties to keep them from moving around. To replace the access panel, clean the groove in the boot floor with a good adhesive remover. I like 3M General Purpose Adhesive Cleaner (part number 051135-08984) for this. You can get it at any auto paint supply house. Test fit the cover to make sure it still fits. You may have to bend the tabs on the top of the Tankzilla sender for a good fit. Apply a generous bead of silicone RTV in the groove (see photo 5), making sure you run the bead around the screw holes. Place the cover and screw it down. Wait a day or two before replacing the spare tire and the carpeting to allow the RTV to cure.

Congratulations! You're done. The entire procedure takes about three hours if you have everything handy.

Mike Gries is a Program Manager for IBM. He lives with his wife and #2135 (July '81) in Byron, Minnesota.

Note: Rob Grady, owner of PJ Grady, reports that all new Tankzillas are sold **with** an OEM style connector, eliminating the need to cut off the old connector and crimp it to the Tankzilla unit.

nectors as I found out - twice. Napa carries replacement spade connectors.

HOW FAST IS IT?

*85mph to 140mph speedo conversion,
by Marty Maier*

At the 1997 DMC (Houston) Warehouse tour in Columbus, I had a brief conversation with Stephen Wynne about the 170mph speedometers that his company sells. He alluded that he was not all that happy with them, both because of their appearance and also because 170mph is not very realistic regarding the capabilities of a stock DeLorean. He went on to describe a 140mph speedo that had been created for the Euro-spec cars, which never made it to market, he said he had one installed in his DeLorean that was in Columbus. I took a look at it and was impressed.

A later conversation with Jerry Rhine (who worked for Consolidated International as they distributed the remaining DeLoreans in the early-1980's, and then later for Kapac) confirmed that a few of these speedos made it onto production cars, but were replaced as they entered the QAC's and were sold. Photo (1) shows one of these 140mph speedometers, while photo (2) shows a Canadian 240kph.

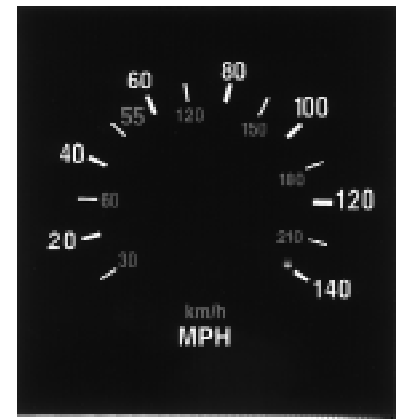


After broaching the subject on the DeLorean Mailing List to see what the interest level was, I was encouraged enough to try and design a new 140mph face that could be applied to existing 85 or 170 mph speedometers and then recalibrated.

It took a few months of spare time working with a local design/printing company in nearby St. Louis, but we came up with a near perfect match, both with the colors and the lettering. Believe it or not, the most difficult problem was getting a nice, matte black finish that would match the tachometer and the rest of the gauges - we ended up trying 37 different blacks before we got an acceptable match.

The lettering was a different story. The letters and numbers on the stock speedo face don't match up with any "normal"

typeface. They appear to be taken from different typestyle families entirely. Scanning the lettering produced less than desirable results, and they were eventually re-drawn by hand on the computer using a greatly enlarged scan of a photo of the speedo face.



The end result is shown in photo (3), the 140mph decal installed on an existing 85mph speedometer face. Note the differences between this and the factory 140mph speedos shown in Photo (1). The most obvious difference is the lack of all the kilometer markings, making for a less cluttered look. The intent was not to re-create the factory speedo face, decreasing the value of the very few in existence, but to come up with an economical, good looking alternative to the 170mph speedos in existence.

The cost for this new decal? Just \$20, which includes complete instructions. This will require the recalibration of the speedometer by a qualified speedometer shop. This service is easily and inexpensively (less than \$30 in my area) performed and does not require any additional parts, all the necessary information is included with the decal. Ordering instructions are at the end of this article.

The following instructions are included with the decal, providing a step-by-step installation guide:

A. Installation of this 140-MPH face decal to a stock 85-MPH DeLorean speedometer will require recalibration of the speedometer by a qualified speedometer shop. This service is easily performed by speedo repair facilities and does not require any additional parts. Inform the speedo shop doing this work that the settings for recalibration are: 1000 RPM speedo cable input speed equals 60 MPH on the speedo face needle.

B. The 140-MPH face decal is made from self-adhesive vinyl with a silk-screened face. Care must be taken with this decal to prevent stretching of the vinyl and/or scratching or marring of the matte black facing. Handle this decal by the "white area" around the black face when possible.

1) Remove binnacle with instrument cluster - follow DMC shop manual.

- 2) Remove 8 Phillips head screws holding cluster to binnacle and remove cluster.
- 3) Remove the screw, knob and collar from the trip meter reset arm.
- 4) Remove 6 Phillips screws holding clear plastic face to cluster and remove face.
- 5) Remove 6 hex nuts from back of tachometer and remove tach from cluster.
- 6) Remove 2 hex head bolts with rubber washers from back of speedo and remove speedo from cluster.
- 7) In order to remove the speedo face, the speedo needle must be removed. The speedo needle is just pressed on to a shaft which runs through the speedo and attaches to a drum on the back side.
- 8) Remove the speedo needle by pulling straight off- **Do Not Bend The Needle or Shaft** - Note: Pull on the black colored base of the needle - you may have to very carefully pry between the speedo face and the underside of the needle base to get it to "pop" off. The speedo face is made of plastic and mars very easily - use appropriate caution.
- 9) Once the needle is removed turn the speedo over - remove the 3 spring clips holding the speedo face plate on to the body. Use a pair of needle nose pliers to squeeze the ends of the spring clips together to release them - once again, the plastic tabs that the spring clips are hooked to are somewhat delicate. Use care removing the plastic faceplate. Also remove the blue and green tinted plastic that indicates the high beams/turn signal. Set the speedo unit aside.
- 10) The numbers on the speedo face plate are painted on. When the 140-MPH decal is applied over these numbers, the numbers may cause raised spots through the 140-MPH decal face. We recommend fine sanding the speedo face with 400-grit sandpaper to remove these painted numbers before the decal is applied.
- 11) With the backing still attached to the 140-MPH face decal, lay the decal over the faceplate to trial fit it. Hold the faceplate and decal up to a bright light so the light shines through the back of the faceplate and you can check for proper alignment of the decal.
- 12) Make sure the faceplate is smooth and clean. Using Windex, spray the faceplate until wet. Peel the backing from the decal and spray the decal back with Windex until wet. Now lightly apply the decal over the faceplate. Hold up to the light to check alignment. If incorrectly aligned, carefully pull the decal free from the faceplate, spray with Windex

again, and lightly reapply. Check alignment again and repeat procedure until correct alignment is obtained. Once you have the correct alignment, set the faceplate with the decal on a table with the decal facing up. Note: Wet the tabletop area with Windex to keep the edges of the decal from sticking to the table. With the decal facing up, wet the face with Windex, place the decal backing paper you removed earlier over the decal face. Working from the center of the speedo face out to the edges, press the decal onto the face plate in a squeegee type motion while working the Windex fluid out from between the surface without creating any air bubbles. Once the decal face is smooth, rough trim the white decal edges with scissors to within about 1/2 inch of the faceplate. Set the face plate aside and allow to air dry for about 24 hours.

- 13) After the faceplate and decal have dried, it is time to trim the decal. Using an Xacto knife or razor blade, carefully trim the decal and cut the openings as required, using the faceplate as a guide. After the decal is trimmed to fit, the white decal edges can be colored using a black felt tip pen. Be careful not to get any black ink from the felt tip onto the decal face.
- 14) After the faceplate is trimmed and finished, it can be reinstalled to the speedo body and the tinted plastic for the high beam/turn signal can be replaced. Replace the face on the body and install the 3 spring clips. Squeeze the spring clips with needle nose pliers and slide over the plastic posts on the back of the faceplate. Release the spring clip after placed in position.
- 15) Very lightly press the speedo needle back onto the shaft. Do not press the needle on very firmly. The speedo shop will need to remove this needle when doing their recalibration. During recalibration, the speedo shop will correctly reinstall this needle.
- 16) Take the speedo for recalibration.
- 17) Upon return, reinstall the speedo by reversing the removal steps. No other adjustments are required to any other part of the speedo system to make your new 140-MPH speedo work correctly.

NOTE: Before reinstallation of the binnacle and instrument cluster assembly, it is a good idea to re-lubricate the upper speedo cable while it is exposed. To do this, just pull (slide) the inner cable out of the housing (the cable housing does not need to be removed), lubricate with grease, and slide it back into place.

CLASSIFIEDS

Classifieds listed below are taken directly from the DMC-News website (www.dmcnews.com) and are posted at no cost to the advertiser, hence DMC-News assumes no responsibility for the information listed, or typographical errors that may be present within.

1981, Nov. build, 13,600 mi., Stainless, gray int., 5-spd., Northern CA. Super clean, fuel system re-worked, new water pump, master brake cylinder, original NCT, Tankzilla, SS clutch line, look great inside & out, runs perfect (510) 354-0771 or DNishihara@aol.com. Pictures available. Never crashed. **\$17,000.**

1981, 17,000 mi., Stainless, black int., 5-spd., San Luis Obispo, CA. Immaculate throughout, definitely collector quality, never rained upon, original owner, driven monthly. Because of relationship with DMC, 28 hours were put into this car at quality control center in NJ before delivery. There has never been a problem with this car in retrofittings, workmanship, or body alignments. Stainless steel skin was even re-worked for evenness and is quite evident compared to other Deloreans. Always garaged. All factory updates performed by original Delorean dealer. Contact me at (805) 594-1003. Please only serious inquiries. **\$20,000.**

1983, Vin # 16584, 19,600 mi., Stainless, gray int., 5-spd., Cincinnati, OH. New rear tires, body in great shape, runs great. Needs minor latch work, door struts weak but work fine. Call me at (513) 942-5452. E-mail: haas@infonet.com. I travel a lot but I will get back with you. **\$13,000**

1982, 60,000 mi., Stainless, black int., A T, Abington, PA. Body in great shape. Interior in great shape. Runs and looks great. Just replaced headliner. Just drove to a wedding in Annapolis, MD. last week and it cruised just fine. Must sell soon. Need garage space for a new hummer. Frank Leone 215-657-2789. **\$12,000.**

1981, Stainless, gray int., 5-spd., Saginaw, MI. Mint DeLorean! Doctor's Pride! Original owner, from first half of '81 manufacturing run, with gray interior in mint condition. Only 14,700 miles. Original equipment (including stereo cassette deck), with manuals. It's as it was off the dealer lot in 1981 (with appropriate maintenance). Car has been stored in heated garage at all times. I can send photos or a short home video to "show you around" this gem. 312-856-4087. **\$20,000.**

1981, Stainless, gray int., A T, Grand Rapids, MI. 81 DMC Automatic: 1-owner, Absolutely Show Room Condition. Gray Leather Interior. Only 3,672 Actual Miles. Heated Storage. Original Tires. All Technical Modifications, Books and Manuals. Perfect for the Concourse, or the Road. Asking \$20,500 Call Bill: (616) 381-0354 (Grand Rapids, MI) or E-Mail to: mro1@prodigy.net **\$20,500.**

1982, Stainless, gray int., 5-spd., Tampa, FL. 22kmi on 2nd M.D. owner DMC. No exterior flaws, interior is excellent also. Runs well, weekend driver. Orig radio, front NCTs, nothing

broken. Buying Boxster, so losing garage, Brian, 813-786-4505 or johnson1@gte.net. **\$13,900.**

1982, Stainless, gray int., 5-spd., Grand Rapids, MI. Includes: Twin Turbos, Car Cover, Floor Mats, Retractable Antenna (rear), Engine has been blue-printed, Full Shop Manuals (extremely detailed), Must see to believe. Call Mike at (616) 669-0625. **\$16,500.**

1981, 13,600 mi., late 1981 - V in #6882, Stainless, gray int., AT, Lake Mary, FL. NTCs on all four rims. All updates done. Very Good Condition. This DMC-12 was loved. Breaks my heart but I must sell my baby. Call 1-407-330-0721 or email me at razzzzd@aol.com. I can download photos if you wish. **\$16,000.**

1981, 6000 original mi., Stainless, gray int., 5-spd., North Carolina. All updates, ice cold air, polished wheels, new tires, the car is kept in a garage, no dents. (919) 383-6187. **\$16,500.**

1981, Vin #6600, 12,000 miles, gray int., 5-spd., Atlanta, GA. Beautiful silver sheepskin seat covers, tankzilla, all manuals (parts, service, drivers), perfect running order, 18,500, original NCT tires available. Please call 770-536-2410, or email seanm@atcom.net. **\$18,500.**

1981, Stainless, AT, southeast MI. Leather interior, excellent condition. (734) 482-2637. **\$19,000 (OBO).**

@ large, continued from page 6

at a firm pedal, even when the pads heated to the point of serious fading. It only took about two miles for them to cool to the point of recovery. The rest of the car worked very well, although a bad connection in the wiring loom feeding the knock sensor box held my rev's down a bit. I was able to pass early Porsche 911's and actually stayed right with a Viper coupe through turn one and again through the hurry downs. He'd leave me in a cloud of ten cylinder exhaust fumes on the front straight but by turn nine I could catch up and hang with him until the mad sprint from the carousel to Canada corner, when again I'd be breathing Viper venom. All of this merriment culminates with all of the participating cars getting a police escort from the track to downtown Elkhart Lake where the streets around Seibkin's resort are blocked and our cars are put on display. A group of automotive journalists voted Seibkins the second best racing hangout in the world a few years back but actually, Bruce's, just outside of town is less crowded and has great food.

All of this has set my next priority which is to find some better brake pads and give some consideration to the cross drilled rotors that have been mentioned in past News Letters. The stock brakes are more than adequate for everyday driving but for really spirited work they need some upgrading. Somehow I have the feeling the "look" may again appear as my wife's long suffering car heads for the snow bank again next winter.



Preventive Maintenance

Accessories Installed

Wheel Alignments - Tire Balance

Twin Turbos Installed

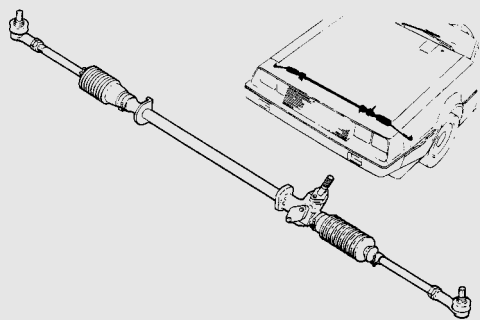
Updates and Improvements Installed

Frame Rustproofing

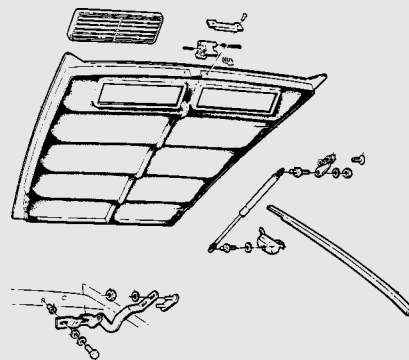
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