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# dmc-News

# DME-News

volume one • number one • www.dmcnews.com

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## *Admin Notes*

Many of you know me as the founder and moderator of the DeLorean Mailing List, formerly known as DMC-News (Formerly as of April 21, 1996, that is). With the launch of the new 'zine, DMC-News, we now have both the familiar DeLorean Mailing List and this new publication, which you're reading now.

What's a 'zine? A 'zine is an electronic publication, generally speaking. Most 'zines use an internet distribution method, and are not offered in a print version. Sometimes they're just text files, or they can be more elaborate, like this. 'zine's offer a lot of flexibility over their printed counterparts. Obviously, printing costs are saved. Plus, a 'zine like this one can be distributed faster and creation times are shorter, allowing for more timely information to be published.

Like the DeLorean Mailing List, DMC-News is not sanctioned by any DeLorean club, or parts/service facility. In the future, DMC-News will have some advertisers, and we hope that you'll support them. For now, when you call them with your other parts needs, please mention that you read the DeLorean Mailing List and DMC-News.

Feel free to distribute this file to anyone you think would be interested. This and all future issues of DMC-News will be "print-enabled", which means that you can print out a copy or two for yourself, your local club, or to line the bottom of your bird-cage. It is my hope that each quarterly issue of DMC-News will be a reference that you can keep for as long as your DeLorean.

Please give us me feedback - I want to make DMC-News useful to you. Just as the DeLorean Mailing List has become the premier source for DeLorean information on the internet, I want DMC-News to be your DeLorean magazine of choice.

James Espey

# *In Your Backyard - Clubs, chapters and events*

*Send submissions to [clubs@dmcnews.com](mailto:clubs@dmcnews.com) or fax to (602) 464-5352*

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It's always fun when there's more than one! Photo courtesy of Dick Ryan.

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the world) with your name and address to:**

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## DeLorean Owners Directory

One of features sorely lacking in the DeLorean community is any kind of roster or registry of DeLorean owners. So, DMC-News has taken the lead and begun our own roster of owners and at press time have nearly 100 listed. In the interest of privacy, the roster is only distributed to those who opt to be listed themselves. Fill out the form below and email it to be included. Or, you can fax the completed form to (602) 464-5352 (you can also fill out the form at <http://www.dmcnews.com/directory.html>).

Only items in red will be published. Questions and comments should be directed to "directory@dmcnews.com".

Name: \_\_\_\_\_

E-mail address: \_\_\_\_\_

Street Address: \_\_\_\_\_

City/State/ZIP: \_\_\_\_\_

Country: \_\_\_\_\_

Preferred phone: \_\_\_\_\_

Model Year: \_\_\_\_\_

Last five numbers of VIN: \_\_\_\_\_

Build month/year: \_\_\_\_\_

Original interior color: \_\_\_\_\_

Transmission: \_\_\_\_\_

Are you a member of the:

DeLorean Owners Association? \_\_\_\_\_

DeLorean Motor Club? \_\_\_\_\_

Do you receive the DeLorean Mailing List? \_\_\_\_\_

Please check the appropriate codes below.

**C - Coffee & Conversation Gladly Given**

**T - Tools Available**

**W - Work Space Available**

**B - Spare Bed Available**

**M - Can Offer Mechanical Help**

**E - Contact in Emergency Only**

feature

## ***EuroFest '97!***

Like most DeLorean events I write about, it's hard to know where to begin! I'll skip the boring and LONG flight to Belfast from Phoenix except to say that it was both boring and LONG.

Fellow list member and local member Chris Rabalais and I travelled together on this trip, and we arrived in Belfast around 10:00 am Thursday morning. We picked up our rental car (a 1996 Seat ("see-ot")



DeLorean Test Track, 1997



DeLorean Test Track, 1981

Spanish built economy car). Readers of the DeLorean Mailing List will remember Knut Grimsrud wrote some time ago about my inability to stay on my own side of the road while driving. Well thank God because for this trip the wrong side was the right side.

Later that afternoon we met up with "Senator" Mike Pack and Scott Mueller (two other list members from Maryland and California, respectively). We decided to head down to the factory to see what we could see since we had a few hours to kill before the welcoming reception. The "Senator" managed to sweet talk our



After hours in the hotel bar. From left, "Senator" Mike Pack, James Espey, Dana Swilley, Chris Rabalais, Scott Mueller, bartender, Bill Swilley

way into getting a "behind the scenes" tour from one of the security guards.

As we walked through the grounds, there is literally no evidence that DMC ever existed, save for the test track. The test track in 1997 bears no resemblance to the photos I've seen of the test track from when the plant was new (circa 1980/81). Everything has grown considerably, from the surrounding areas to the trees and shrubs and bushes that now envelope the track.

Speaking of the test track, as we approached the track, four members of the local police were driving around it in their Rover police car. They generously drove us around the track several times and then let the "Senator" drive around. The local police were all wearing body armor and carrying automatic weapons - but they



The front and back views of my Montupet visitor badge, from the "behind the scenes" tour of the former DMCL factory.

were some of the most friendly and open law enforcement personnel I have ever met, as were all the people I met in Northern Ireland.

Continuing our "private tour" we next stopped at the

former "Training Centre". This building was where all new employees were trained prior to working on the assembly line. Undoubtedly the greatest find of the trip was when the "Senator" climbed to the top of a small "chemical shack" within the building. There he discovered a large quantity of old telexes from mid-1980 and mid-1981. We were able to keep all of them; it's obvious they have been there since the factory was closed. While most of them appear to be administrative, some provide an interesting insight into the inner workings of DMC and DMCL. We're making copies of them as we go through them.



DeLoreans entering the banked curve at factory test track.



1982 RHD DeLorean, #12174 built May 1982

As a result of our "private tour", we missed most of the videotaped interview with JZD made last January. However, it was mentioned that the video may become available from the DeLorean Owners Association Products Division, pending authorization from Ulster Television and John DeLorean.

Friday morning had us on the road to the Tyrone Crystal factory, an interesting non-DMC trip. This was where the RHD (right hand drive) DeLorean first showed up. It is said to be one of the cars converted for certification/

testing purposes. Interestingly enough, it has the highest VIN I have seen for the 82 models, #12174 with a May 82 build date.

On the ride back from Tyrone Crystal, I had the opportunity to speak at length with Stephen Wynne, the owner of



**Mike Loasby and Mervyn Richardson examine a concours competitor.**

DeLorean Motor Company in Houston. I am trying to arrange an interview with Stephen regarding his experiences with the DeLorean motorcar and his recent acquisition of the DeLorean parts formerly owned by KAPAC.

**View from the passenger seat entering banked curve.**



Friday afternoon was the tech seminar, given by Mike Loasby, DMC's Director of Engineering. Mike showed a slide show that he had from the days when the factory was running and it was sort of a "step-by-step" how the car was put together. He answered a few questions from the audience, and displayed his DMCL necktie. Unlike the "common" DeLorean necktie of which several hundred (perhaps over a thousand) were made, this tie was one of 14 that were given to the directors. He later auctioned off the tie for the benefit of the "Save the Children" foundation. I am pleased to admit that I was the winning bidder at 200 pounds (approx \$350).



**Aerial view of former DeLorean factory today. Center building was DeLorean Training Center, small building at lower left was Protestant entrance, small building at top right was for Catholic employees.**

Saturday morning had us visiting the factory for the "official" tour, helicopter ride over the facility and ride around the test track. The helicopter ride was a great opportunity to see how much it's changed over the years and get some great pictures. After the helicopter ride, I rode around the track a couple of times before Robin McNeill (a DML'er and co-founder of the new

DeLorean Motor Club) arranged for me to drive a DeLorean around the track. Talk about a rush! I will not soon forget such an amazing experience! It's not hard to imagine what it must've been like when new DMC's whizzed around the track regularly. To get an idea for yourself, a video clip of the drive around the track is available for download at the DMC-News web page.

About a dozen DMC's showed up all together, including the RHD and a red one. Saturday night was the big banquet (complete with the obligatory rubbery chicken dinner served at most DOA events). Awards were given to those that had travelled the furthest, including DML'er Osamu Shimohara who flew in with his family from Japan, and a gentleman from Germany that drove his DMC to the event. A raffle was also held, and while I wasn't one of the winners, three DeLorean posters (see page five) now have new homes as a result of the raffle and many more found their way into the hands of the locals.

Sunday we visited the Ulster Folk and Transport Museum where the original Giugiaro wooden mockup is

on display. Also on display is car #514, the surviving one of the two that the local auto club in Belfast put 50,000 miles on for testing purposes.

To all who visited the museum and got pictures, this is the one roll of film that I lost on the way back home! I will gladly pay for reprints of your pictures of these cars and the rest of the museum's DMC exhibits! Please email me!! With luck, I'll have these pictures for the next issue of the 'zine.

I saw very little memorabilia for sale at the event. I only saw one former employee there with items for sale, and it was a full size copy of an architectural drawing of the factory. Interesting item, and if anyone is interested, I will look into having copies made (30x40 inches). I also purchased a "regular" DeLorean necktie, new in a never-opened bag for just 10 pounds (\$16.50 approx).

Robert Lamrock and David Howarth put on a wonderful event that went off very smoothly. All in all, it was a great event that will never be forgotten.

---

*Chris Rabalais and Bill Swilley contributed to this story*

# YOU WANT MORE?

***Visit the DMC-News web page at***

***[www.dmcnews.com/zine/more.html](http://www.dmcnews.com/zine/more.html)***

***to view/download these  
and more items!***

***Photo of DMC architectural drawing  
Photos of both DMC neckties  
Test track drive QuickTime movie  
DMC dealer sign***

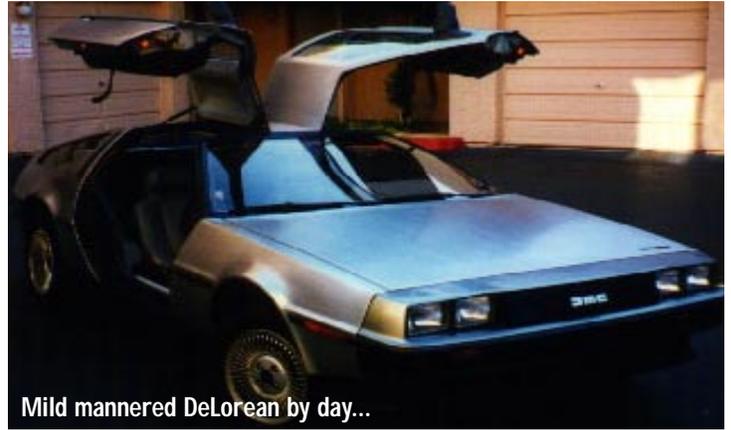
# Renting your DeLorean for fun and profit...

It all started out quite by accident. One day I received an email from a company here in town that had seen my car at a local show and wanted to know if I would consider renting it to them for \$400 a day. That was enough to get me interested, so I replied asking for more information.

It turned out that they were an event planning company, and a client of theirs was holding their annual sales meeting at one of the resorts here. With a theme of...you guess it, Back to the Future (BTTF). They wanted a DeLorean to display in the lobby as their attendees arrived to check in. No one would drive the car, though they wanted the car to be open for people to sit in for pictures and the like. They even hired a local actor to appear as "Doc Brown" and greet the guests.

Four hundred dollars for my car to sit in a resort lobby for eight hours? That would just about cover the cost of the new seat covers I wanted, so I agreed. On the day of the big event, my girlfriend followed me to the resort

early in the morning and with the help of the concierge, I backed the car into the lobby. The only thing I did



Mild mannered DeLorean by day...

other than clean it was put an "OUTATIME" license plate from Universal Studios on the back of the car. We hung around for awhile to see some of the reactions, but the first time someone sat in the car, my girlfriend sensed my anxiety and got me out of there.

At the end of the day, we drove back and picked the car up. Aside from 30 million fingerprints, the car was fine. End of story? Not quite, for a week later I got a call from another company, this one in San Francisco, who was planning an event in Phoenix and had heard that I had a DeLorean that I rented for events. Okay, sure!

This was to be a far more elaborate event, and they really wanted the car to look like the BTTF car. So much so that they contracted with a local set designer to build a "fixture" that would bolt on in place of the louvre.



Since this required me to take the car in for a "fitting", we negotiated an hourly rate for the rental. In addition to the "fittings", there was a three hour rehearsal and then the three hours they wanted for the actual event. They had also hired an actor for the role of "Doc Brown", and had a costumer make an equally elaborate costume for "Doc".

The plan called for "Doc" to drive into the opening reception as the company president was welcoming everyone to the meeting. The impressive sound system had a special "soundtrack" that was meant to coincide with the car's entrance into the meeting. Rehearsals went flawlessly, but at the actual event, many of the 500 attendees were shocked by the sudden appearance of the time machine being driven into the reception and the car and the music were slightly out of sync.

I received \$525 for seven hours, plus I got to keep the "fixture" that the event planner paid to have constructed. Since that time I have created a "portfolio" on the car and I have sent it to local and state chamber of commerce offices, meeting/event planners throughout

the Southwest, and some talent/booking agencies. I don't have an agent, but I do have a contract that was drawn up with the help of an attorney and subsequently reviewed by my insurance agent. If you'd like a copy of the text of the contract, send me an email message and I will forward it to you.

As of this writing, I have "made" a little over \$900 by renting my DeLorean. It is a small dent on the \$3,000+ I have put into the car, but it has enabled me to get new seat covers and a new front fascia. Speaking of the extra income, don't forget that the IRS will want their take. I am most always paid as an independent contractor and I'll get a form 1099 at the end of the year that I must file with my taxes. I have yet to discuss this with my tax advisor, but I intend to look for a way to deduct some of the parts I have bought off this "rental income".

---

*James Espey is the founder of the DeLorean Mailing List, a former board member of the DeLorean Owners Association and a charter member of the DeLorean Motor Club.*

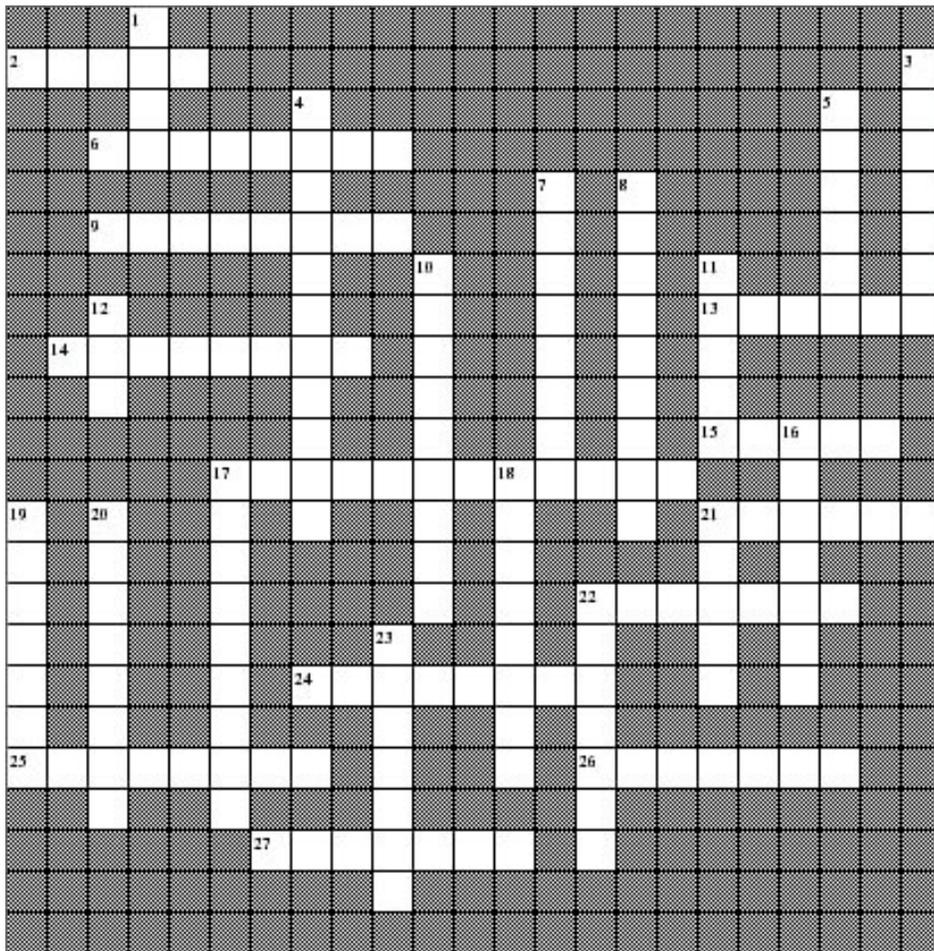
### ***Attention former DOA chapter and other DeLorean clubs...***

One of the former DOA chapters asked me about hosting a web site for them on my server and I've given it some thought and wanted to offer it to all the clubs and former chapters. In the interest of keeping things simple and cheap, here's how it'll work...

I'll give you 5 megabytes of server space, with all the bells and whistles (cgi's, form-reply, password protected areas, image maps, etc) - all you have to provide is the HTML files and \$5 a month (or \$15 per quarter or \$60 per year, whatever is convenient). This is my cost for the additional server space.

This offer is open to DeLorean clubs/chapters only - email me at "clubs@dmcnews.com" for more details.

# DMC-News Crossword



## ACROSS

- 2 Designed electrical system
- 6 Penned shape of DeLorean sports car
- 9 First production gullwing
- 13 DMC Engineering Director
- 14 Second production gullwing
- 15 Used to have all the old DeLorean parts
- 17 Sold the last of the new DeLoreans
- 21 Designed twin turbo for DMC
- 22 Where JZD made his name
- 24 OEM tire manufacturer
- 25 Suburb where car was manufactured
- 26 Main man at Lotus
- 27 Best source of DeLorean info on the internet

## DOWN

- 1 Productions car's underbody
- The "Z" in JZD
- 4 Book by William Haddad
- 5 Engine used in Peugeots, Renaults and ?
- 7 DeLorean OEM headlight supplier
- 8 Where JZD lives now
- 10 What body is made of
- 11 Interior colors were gray and ?
- 12 Original idea for underbody construction
- 16 Service facility in New York
- 17 Scotch maker whose ad's featured DMC
- "Real" star of BTF movies
- 19 Where JZD got his start after school
- 20 Style of doors
- 21 Engineered production car
- 22 Wanted too long to engineer production car
- 23 First DMC engineer, Bill ?

# DeLorean Cooling Fan Relay Re-wire

by Darryl Tinnerstet / SPECIALTY AUTOMOTIVE (from work by Harold McElraft)

One weak spot in the DeLorean design is the electrical circuitry for the radiator cooling fans. Proper operation of the fans is critical to keeping the operating temperature down as well as to making the air conditioning function correctly. Fortunately this flaw is fairly easy to correct.

The original design had the two fans wired through the single 30 amp Bosch fan relay, a 35 amp circuit breaker, and then through the fan fail relay. The fans pull some 17 amps each on startup, and run on around 11 amps each. Together with the added resistance of the blade-type terminals on the circuit breaker and the fan fail relay which often was defective, the current draw can be enough to cause the breaker to cycle on and off, causing added strain on the already overloaded single fan relay. The function of the fan fail relay was to sense an imbalance of load between the two fan circuits or excessive current draw and turn on the "fan fail" indicator light. In reality this relay itself almost always fails sooner or later, causing the fans to quit.

The factory authorized "cure" for this flaw was to discard the blue plastic fan fail relay, replacing it with a fabricated 3-way jumper wire. However, this quick fix

ignored the rest of the problem with this circuit. A better solution, apparently devised by Harold McElraft of Houston and described here, involves re-wiring the fan fail relay socket to match the fan relay socket next to it, and then providing separate relays to power each of the two fan motors. In addition to reducing by half the current load, this provides the added benefit that, should one fan or relay fail for some reason, the other will continue to work and probably keep you cool. Another suggestion was to replace the 35 amp blade-terminal circuit breaker with a 40 amp post-terminal one (NAPA #CB6323 or equivalent). This will usually remedy one of the "cycling" problems when the A/C is on. (Two other causes of the A/C cycling on and off are incorrect freon pressure or a failing A/C pressure switch located on the accumulator behind the right front tire). There is another improvement you can make that we will also explain at the end of this article.

To begin with, as always when working with the electrical system, disconnect the battery. These are all live, high amperage circuits. One wrong move and you could cause a very expensive melt down. Next open the relay compartment behind the passenger seat by pulling back the shelf carpet and pulling the lid out from

under the vertical carpeted bulkhead. Look at figure 1 to become familiar with where the appropriate relays and circuit breakers are located. Keep in mind that most cars will by now have had some modifications performed, usually the replacement of the blue fan fail relay with the three way jumper wire. The string of relays closest to the front of the car is the one where the fan and fan fail relays are located. Remove the blue relay (if its still there) and the fan relay next to it. Also, remove the two relays at the opposite end of the string so that you can remove the screws holding the relay sockets in place, and lift them out. It may help to also unfasten the other set of relays and even lift up the fuse box in order to have sufficient room to work.

You will need an additional wire and barbed female blade terminal, the type that snaps into the relay sockets. You can either use a new one, such as a NAPA #723111, or if you don't mind cutting into the original wiring harness you can "borrow" an unused one. (At the back of the relay compartment, protruding from the large wiring loom, is an unused relay socket. With a tiny eyeglasses-type screwdriver or similar tool, remove the black wire and terminal from this socket and cut the loom tape back far enough to allow 4 inches of this wire to be cut off.)

Figure 2 shows the terminal layout (as viewed from the

top of the socket) for the standard Bosch-type 5 pin relay. If you look at the relays you will notice the terminal numbers are next to each terminal (sometimes the #30 terminal will be marked as #51.) We will use those numbers in this discussion in order to end up with the wires in the right places.

Starting with the fan fail relay socket (the one on the outboard end of the string) remove both black/green cooling fan motor wires that are in the #85 and #86 positions. Next remove the fan fail light wire from the center #87a position - it should be a small gauge brown/purple or black/orange wire. Plug it into the #86 spot, measure down about 4 inches, and cut it off (or use a new terminal and wire if you don't want to cut any). Remove the black wire from the #30 spot and plug it into the #87a center hole. Insert the black wire removed from the empty socket (two paragraphs above), or a new terminal and wire if you prefer, into #85. Plug either of the two black/green cooling fan motor wires (removed in step one) into the #30 spot. The brown/slate or black/orange wire at #87 stays put. Using a blue parallel-type wire tap, connect the black/orange or brown/purple wire now in the #86 position to the small gauge black/orange wire in the #85 or #86 position in the adjacent fan relay socket. Be careful not to attach it to the large brown/orange or black/orange wire in the #30 spot of the fan relay.

Use another blue parallel tap and connect the new wire we put in the #85 hole to any of the black wires in the relay string (they are all grounds). Make sure all the terminals are firmly locked into the old fan fail relay socket.

Moving to the fan relay socket, remove the brown wire from the #87 position. This wire will need to go to the ACC terminal on the cooling fan circuit breaker, which may require removing some tape from the wiring loom to get enough slack. Next remove the large gauge brown/orange or black/orange wire from #30 and put it into the #87 spot. Now plug the remaining loose black/green cooling fan motor wire into #30. The two relay sockets should now look similar, and each will control only one of the cooling fans.

Locate the cooling fan circuit breaker, *usually* the one next to the fuse box, but sometimes it has been switched with the heater-A/C blower fan breaker. The cooling fan breaker should have a brown/orange wire from the battery and a brown/slate or black/orange wire leading to the fan fail relay socket. The heater blower breaker should have one brown wire from the battery and two brown wires leading to the blower 3rd and 4th speed relays. To make this part simpler and fix another potential problem in the process, I recommend replacing both of these breakers with 40 amp post-type

breakers. Just be sure that the wires from the battery are connected to the proper "BAT" terminal of the new breaker (usually the shorter of the two terminals). Cut the plastic connectors from the wires, slip a piece of shrink tubing (Radio Shack) onto each wire, crimp and solder new 10-12 gauge ring terminals to each wire, slip the tubing over the bare lug of the terminal and heat it carefully with a lighter or heat gun to insulate the connection. Install the wires onto the new breakers. The brown wire mentioned in the paragraph above should also have a new ring terminal added and be attached to the "ACC" terminal of the new cooling fan breaker. Make sure that the breaker wires do not touch each other or short out.

Fit the new breakers into the original breaker brackets and reinstall the relay socket strips and relays. An additional Bosch-type 5 pin relay must be installed in the old fan fail relay socket. An excellent replacement for these (and the other 6 identical #106269 DMC relays) is the Potter-Brumfield #VF4-85F11 relay which is rated at 40 amps and costs considerably less than the original 30 amp Bosch units. They are even easier to install and remove since they have a plastic tab sticking up on them. I have these in stock. Its also a good idea to fasten a copy of figure 1 to the compartment lid so that mechanics or future owners will know that this circuit has been upgraded.

Hook the battery back up, and if you don't see a lot of smoke and sparks you must have done it correctly. You can test which fan relay controls which fan by turning on the ignition and setting the mode switch to A/C, which should make the fans come on (except as noted below). You can also test them by connecting the two wires that go to the coolant fan switch (located in the coolant pipe by the engine on the driver's side) with a temporary jumper wire. By removing one of the two relays at a time you can check which fan it operates.

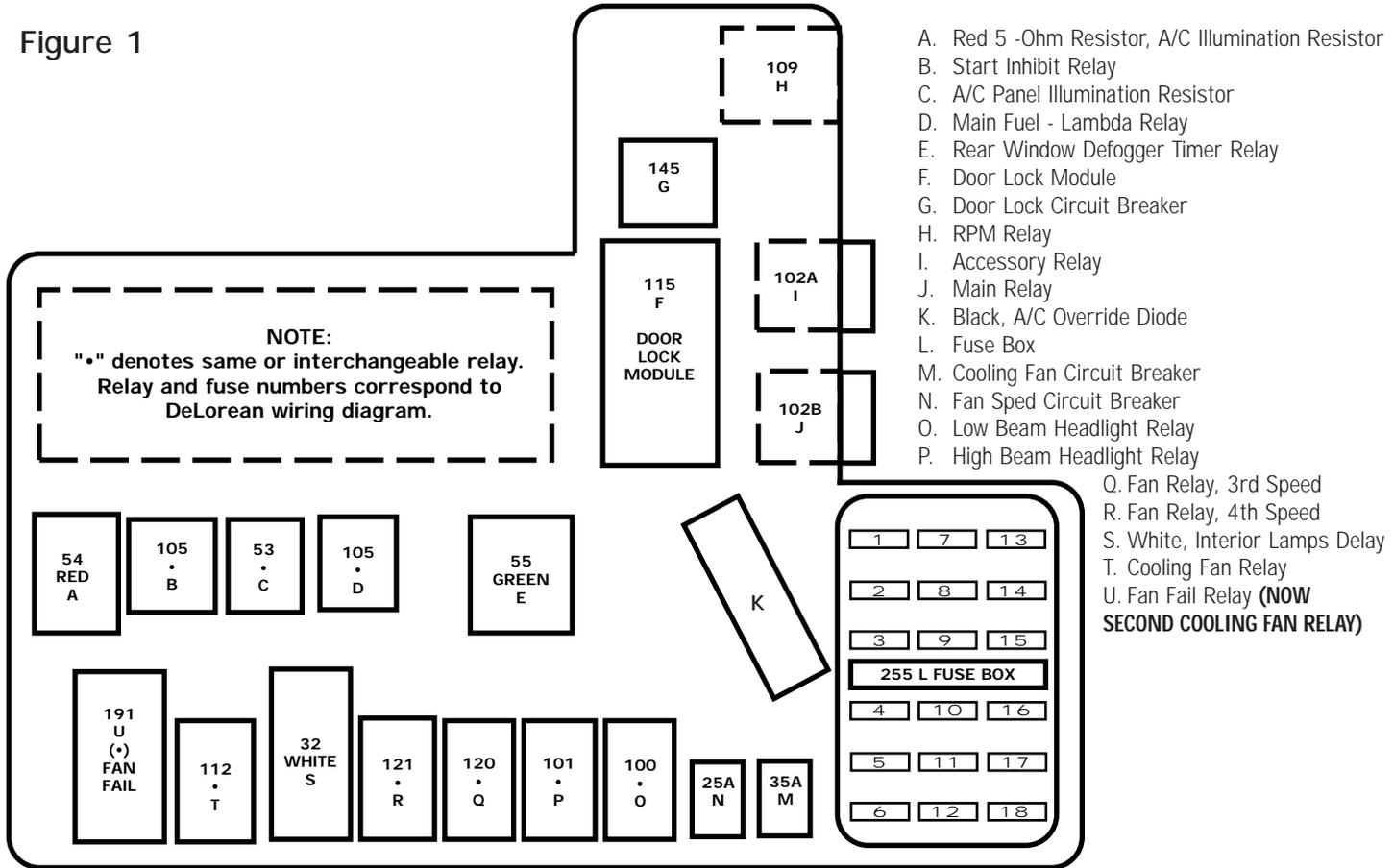
As mentioned at the beginning there is another improvement to the cooling fan system that is quite easy to do. The cooling fan relays (now plural) are activated by either the coolant fan switch, or when in A/C mode by the power going to the A/C compressor clutch. Since the clutch will cycle on and off most days, this also makes the cooling fans cycle on and off, causing an unnecessary load on the circuit. To prevent this and make the fans run any time the mode switch is on A/C, find the tubular looking diodes in the large wiring loom just inboard of the fuse box. Locate the pink wire and disconnect it from the diode. On a length of 16 gauge wire install an appropriate blade connector and plug it to the diode where the pink wire was. Route this wire under the console by tucking it under the lip of the console and then pulling up on both ends. The other end of the wire should be up on the floor hump

under the dashboard on the passenger side near where the wires from the mode switch go to the pressure switch on the A/C accumulator behind the right front tire. Disconnect the pressure switch plug (not all cars had them) and with the ignition switch on and the mode switch on A/C, use a test light to find the pink/orange wire leading to the pressure switch that is "hot". Turn off the ignition and using a parallel wiring splice connect the new wire to this hot lead. Reconnect the pressure switch plug and test the system. The cooling fans should now run any time the mode switch is on A/C, regardless of whether the A/C compressor is cycling on and off or not.

For additional information contact:

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Figure 1



# CHMSL Installation



By Chris Sheperd  
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Soon after getting my second DeLorean, and reading the horror stories of others who had been rear ended, I decided that a third brake light was an absolute necessity.

A Center High Mounted Stop Light (CHMSL) or "third brake light" was mandatory on all new cars built after 1985, when studies conducted by the National Highway Traffic Safety Administration indicated that a significant number of rear-end collisions, particularly on small and "low-slung" vehicles could be prevented with an additional brake light, mounted in the center of the rear of the car.

I looked at several of the aftermarket kits offered by the auto parts chains, but all of them were kind of

"klunky" looking, so I started looking at cars around town. A friend has a "Suburban" that has a nice little strip of LED's on the roof so I went to a Chevy dealer to see what the unit looked like. Nice, small black housing and the curve matched the curve of the louvers. As I remember the cost was around \$110.00.

I didn't want to do anything permanent to the car (holes, etc.). So, how to mount it? It has a couple of tits on the bottom that fit alignment holes in the Suburbans' roof. I cut them off. Then, I used "peel and stick Velcro" to attach mine. Any good double stick tape could be used including the 3M tape used to hold the rubber strips on the side of the car.

I placed mine on the second louver from the top, right up against the center support. Splice plenty of wire to the two wires coming out of the unit. Open the louver and remove the little grill above the rear window. Run

the wires through the grill and over to the passenger side of the car. There's a hollow in the quarter panel above the side window. Run a stiff wire or thin welding rod up this hollow from the back of the panel, right above the rear fascia. Tape the electrical wires to this rod, or hook them, or something and pull the wires back through the hollow.

Splice the ground wire to the black wire at the base of the quarter panel. It's right next to the hollow your wires are coming out of. Don't try to loosen the attaching screw; it's really a bolt and I have no idea how to get to the nut.

Remove the passenger side taillight and splice the positive side to the green/purple wire in the harness (check your wiring diagram). Test it by pushing your brake pedal. Hey, it works!!

Now, while you've got one taillight off you might as well remove the other one and do the fix (see sidebar) to the boards that has been described on the list many times.

All the usual disclaimers apply!!

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## QUICK TAILLIGHT FIX

From the DeLorean Mailing List Archives

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Tired of your rear lights working when they feel like it? Before you drop \$120 on a set of new circuit boards, go to Radio Shack and buy one package Cat.# 64-3010, and one package Cat.# 64-3017 (small machine screws and nuts). Remove your light boards and put one screw through each of the hollow rivets holding the light sockets. Tighten these down with a vengeance. This improves electrical contact immensely. Fixed mine, try it. Additionally, if your boards are dirty, clean them first. RS also sells an oxide cleaner that seems to work.