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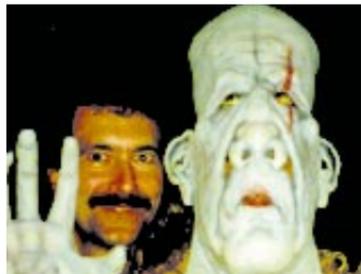
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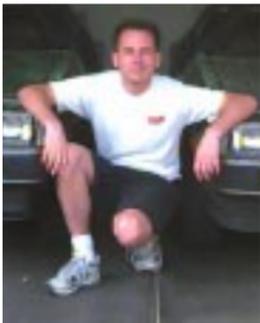
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Admin Notes...where do we go from here?

1998 is looking like it will be a very good year for DeLorean owners: interest in the car is increasing, values seem to be rising for good cars and activity among the various regional groups also is on the upswing. In addition to the DeLorean Owners Association Expo this fall, DML member Ken Koncelik has put together a fantastic event (see page 26), and many of the regional groups (see page 21) have events planned.

As the moderator of the DML and editor of DMC-News, the thing that troubles me most about the DeLorean community is the lack of communication between owners. DeLorean owners, more so than any other owners of a particular car make, are a unique bunch. It takes a special person to own a DeLorean; people cut from a different mold. I also own a Corvette and my fiancée owns an Alfa Romeo Spider as her "hobby car". Based on my experiences with the 'Vette and Alfa clubs, DeLorean owners are a friendlier and more helpful lot. A lot of that comes from the fact we have no factory support, but I think an equal amount comes from the fact that most of us realize that we are all in this together. We, the owners, control the future value and popularity of our cars. To do that, we must be able to work cohesively as a group. The DeLorean Owners Directory was created to fill a void left when the DOA continually failed (for whatever reason) to produce a usable membership roster. The DOD now contains some 400 entries, and the DOA sees the demand for such a directory and are following suit (at least they're not *filing* suit!).

Another part of communication among owners is the distribution of news that would be useful to owners and enthusiasts. The DML took the lead in reporting the transfer of Swedish Autoservice to PJ Grady, the sale of the KAPAC warehouse to DMC (Houston), and the great warehouse tours of 96 and 97. The DML continues to provide the greatest amount of technical information for owners, all of which is instantly accessible to anyone with a connection to the internet. The DML and this 'zine, DMC-News, are today the best sources of information for owners and enthusiasts alike. 1998 will be a very good year for the DeLorean community, stay tuned!

James Espey
Moderator, DeLorean Mailing List
Editor, DMC-News, the 'zine

DMC-News

Cover photo: What happens when you can't wait for spring? Photo by Bob Brandys.

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The DeLorean Mailing List and

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Where? At the Warehouse!

Much has been written about the DeLorean Motor Company warehouse in Columbus, Ohio. Everyone who witnesses the storehouse wants to talk about it. I've been there on three occasions, and I am still excited about it.



Let's recap history for those that may be unfamiliar with the story. When Consolidated International bought out the remains of the original DeLorean Motor Company in early

1983, they contracted with Kapac, owned by Marvin Katz to pack and ship the remaining parts. Inventory from both the factory in Northern Ireland and the Warranty Parts Center in Irvine, California were shipped and stored at a warehouse in Columbus, Ohio. Thus, the spares could continue to be sold to dealers and DeLorean owners. Eventually Consolidated persuaded Kapac to buy the inventory and become the largest source of original equipment DeLorean parts in the world.



Fast forward to 1997. A new NHL arena is being built a stones throw away from the warehouse, making it prime commercial property. With lease rates going up, and after dealing in DeLorean parts for nearly 15 years, Kapac is ready to get out of the DeLorean business.

Stephen Wynne, after partnering with DeLorean One for years had recently re-organized his Houston facility as a separate entity, now called DeLorean Motor Company. In April of 1997, a deal was struck transferring the largest inventory of original DeLorean parts (a 50,000 square foot

warehouse-full) from Kapac to Stephen Wynne's DeLorean Motor Company.

The warehouse had not been properly inventoried since the items were brought to Columbus. So, years of re-arranging and consolidating had resulted in many items being misplaced or thought depleted. The best news for DeLorean owners and enthusiasts is that in spite of this, there is still an incredible amount of parts available for our cars.

As the photos indicate, everything from doors to glass to filters to plug wires and nearly everything in between is available, and generally in large quantities. I recently replaced the windshield in my DeLorean, and my insurance company was concerned that they might not be able to get an original equipment windshield. I told them that if they had a problem, I knew of a company that had around 1700 or so - DeLorean Motor Company. That's where they ended up getting it from!



Obscure parts are occasionally found also. I went to the warehouse tour in October of 1996, when it was still owned by Kapac. I spent hours rummaging through boxes and ran across a



Metric cluster above, US cluster below



few burgundy interior pieces, one of them marked "Approved for Color Only - April 2, 1982".

On my most recent trip to the warehouse (which I'll detail below), I found a painted quarter panel, not unusual until I explain that it was painted with what appeared to be a tinted clearcoat. The beautiful brushed stainless showed right through! No one can verify now if this is one of the DuPont test panels mentioned in the book *Stainless Steel Illusion*, but it's another example of the rare items that are stashed in the

warehouse.

The first weekend in November of 1997, Stephen Wynne and DeLorean Motor Company hosted an open house, allowing DeLorean owners and enthusiasts from around the world came to see the “mother lode” of DeLorean parts available. In all, seventy or so DeLorean fans braved the wet day and the chilly warehouse to examine aisle after aisle of parts. In one aisle alone, I counted 135 new motors in crates! Boxes of binnacles, shelves of seats,

containers of shock absorbers, pallets of radiators, crates of doors, sacks of cargo nets - they truly have the largest selection of DeLorean parts anywhere in the world.

In addition to the parts, DMC also has a complete set of engineering drawings for all parts used in the car, and advises us that if the time comes when a particular part can no longer be had, they will look into to having it re-manufactured from these drawings.



Engineering drawings.



Rob Grady (second from left) talking tech.

These drawings take up nearly half of an entire aisle, from floor to ceiling, all on their own.

Also on hand in Columbus was Leif Montin (see “Where are they now?” in this issue), the National Parts Manager for the original DMC, who has returned to help re-organize the warehouse. He had a lot of interesting anecdotes about his time at DMC and is now a subscriber to the DeLorean Mailing List. (Maybe we’ll get some more stories out of him as time goes by.)

Rob Grady, of PJ Grady in West Sayville, New York was the featured technical speaker. He had the unique opportunity to use a rolling chassis, a partially completed car and a

completed door to offer tips, advice and answer questions. Rob drove his green DeLorean in from New York, and took some time to show us some of the other modifications he's made, including the lowering, custom headers and the AmpZilla sound system.



“Senator” Mike Pack poses with out-of area guests.

The lore surrounding the warehouse continues to grow. The actual parts are stored on the third floor of this building, and in the basement of the warehouse is a pretty wild alternative night club. The Saturday of the tour happened to be the day after Halloween. As evidenced by some of these pictures, the locals (and some of the tour attendees) were still in the Halloween spirit.

If you missed the tour this time around, don't despair! As part of the DeLorean Show this June in Cincinnati, Stephen Wynne and DeLorean Motor Company will be hosting another Open House on Sunday, June 14th, 1998. The warehouse in Columbus is approximately a ninety minute drive from Cincinnati and is not to be missed. Bring your cameras and a checkbook or credit card, you won't be able to leave without buying SOMETHING, and the staff at DMC will be more than happy to ship it home for you, too.

A very special thank you to Stephen Wynne and his staff at DeLorean Motor Company for hosting a fantastic event. More details about the warehouse and a neat new online store where you can search and order parts is available at their web site:

<http://www.usadmc.com>

More info on the Cincinnati show and a registration form can be found in this issue of the 'zine on page 26. Complete details on the Cincinnati show can be obtained by sending an email to “show98@dmcnews.com” or pointing your web browser to:

<http://idt.net/~dmc1219>

James Espey is the moderator of the DeLorean Mailing List and editor of DMC-News, the 'zine. He owns an '81 (#6776) and an '82 DeLorean (#10570). He and his fiancée, Marla Rountree, live in Mesa, Arizona.

The latest John Z. DeLorean interview now available on videotape!



In his first interview in years, John DeLorean speaks with Belfast's Gerry Kelly. Available exclusively from Ephesians 6:12, this 60 minute interview on VHS videocassette is only \$24.95. The interview covers DeLorean's days with General Motors, the rise and fall of DeLorean Motor Company and his life today. A must-have for every DeLorean enthusiast, get your copy today!

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feature

An 81 mile DeLorean

This is one of those stories you hear and say “yeah, right.” But I have the photos to prove this one.

About three years ago, I was talking to a good customer in Switzerland, who has owned several DeLoreans there. He asked my help in finding him a brand new one. I just chuckled and said “Sure, I’ll try, but don’t expect one anytime soon.” When I got off the phone I picked up the latest copy of Hemmings Motor News and turned to the “D” section. Several low mileage cars were listed, but one in particular caught my eye for two reasons - it was in Oregon, which meant it was within driving distance of my home in Washington; and it said the car had 81 miles on it.

I figured they must have confused the mileage with the year, but it was worth a phone call to find out. I called the owner and verified that it did indeed



have only 81 miles, and was located in a small town on the southern part of the Oregon coast. Deciding this was too intriguing to pass up, I took a day off work and asked my elderly mother if she wanted to go for a long ride.

We drove about 200 miles south down I-5, and then cut over to the coast. After many long hours

in the car we got to the owner's 200 acre ranch, home to ostriches, emus, buffalo, yaks, and one DeLorean. The elderly gentleman explained how he had bought the car new in Reno and had it shipped to storage when he lived in California. When they moved to this ranch, he and his wife had a 7 bedroom house but no garage. The car sat in a carport for a short time.

"One day when mama was in town, me and the hired man took a chainsaw to the back wall of one



of those unused bedrooms," he explained. With carpeting, wallpaper, makeshift ramps and plywood doors still in place, there it. The fit was so tight that from the inside door of the bedroom you could only get to one side of the car, having to either crawl through or open the outside "doors" to reach the driver's side.

He claimed that once a month he opened the plywood doors and started the car up, then, every six months he siphoned the fuel out and replaced it.

We fired it up, and it idled down perfectly. The car, a 5 speed with gray interior, looked and smelled new. The heatshields by the muffler and catalytic converter were not even discolored, and the muffler itself barely showed signs of having been used. In a word, it was perfect.

He went on to tell me that he had bought it as an investment, but that now his health was failing. In fact, he would soon be selling everything he owned. We had a long and very nice visit, but had to head for home. Now I was faced with an ethical

dilemma: I had promised my customer in Europe to find him a new car, and would probably not have located this one had it not been for that request. On the other hand, I would probably never again find a car as pristine as this one at such a fair price.

When we got home I called Switzerland and described the car, and told him to let me know very soon if he wanted it.

I could have just bought it for myself and he would have never known, but I had given my word. So, that was not an option. Plus, I was in no position to consider buying it for myself anyway. I already had three of my own, my daily driver, my super-charged Chevy powered project car, and a turbocharged project.

In the next week there were frantic calls to Oregon and to Switzerland as we tied up the deal and awaited the transfer of funds.



But, the process became mired in paperwork, and the seller was getting nervous as other prospective buyers were telling him he had sold it too cheap. Finally I called my mother and said “ready for another long ride?” We hitched up my car trailer, hit the bank for a quick loan (thanks to an open-ended home equity account), and headed south. I bought the car, drove it out of the bedroom onto my trail-

er, and headed for I-5, only to find the route inland closed. So up the coast we headed again, this time with a precious cargo.

For one week, I actually owned 4 DeLoreans, including possibly the best, lowest mileage one remaining. Then the buyer's funds arrived, and I made arrangements to have it shipped overseas. At his request, my final act was to soak the entire exterior in WD-40 to lessen the possibility of salt air damage. It was very sad to see it leave as I will probably never have an opportunity to own another one as nice. It took 30 days for the car to get to Europe, and it arrived with no problems. The last I heard, he was going to use it to drive it, not store it. That's alright though, that's what they were made for.

Darryl Tinnerstet is the owner of Specialty Automotive (see sidebar) in Olympia, Washington.



Specialty Automotive has over 10,000 parts in inventory, and sold DeLorean parts for ten years until a bitter divorce nearly wiped him out. Today he has recovered his two DeLoreans, including supercharged one above with chromed wheels. He is actively selling parts again and expects to be online soon. In the meantime, he may be contacted at:



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Darryl Tinnerstet
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Olympia, WA 98512
(360) 786-0243

feature

Speed, Power & Stainless

BUILDING TWIN-TURBO KITS FOR THE DELOREAN

Many of you probably wonder how a woman could become involved with building a twin-turbo kit for any car, let alone a DeLorean. First of all, I was engaged to Tom Dieckhoff who had designed this kit for the car. After his death, I inherited the business since no one in his family wanted to become involved. It certainly was a good thing that I had fallen in love with the car.

Since Tom had been an advertiser in the DeLorean World Magazine, I had already met some of the members of the DeLorean Owners Association and many of the dealers. Since these people were very supportive and there was inventory in Tom's shop, I decided to continue what he had started.

Putting together the first kit on my own was a horrendous experience since I did not know what many of the nuts and bolts were or what many of the other parts were. All I had to go by was the parts list. Of course, I did manage to get

it together and shipped out on time. Since that time, there have been some changes to the kit. For example, the kit now comes with catalytics, so there is no problem bringing your car for its annual inspection.

The next thing I had to do was to start attending the Expos that the Association planned; and so after school one Friday I flew to Buffalo, New York for my first. What a great time I had meeting so many people from all over. Of



course, many were surprised that a woman was building these turbo kits. Thus, I became known as the “Turbo Lady.” This was only the beginning of my travels all over the country, meeting DeLorean owners and handing out packets of information on the kit.

August 1988 was especially eventful for me. I purchased my very own DeLorean up here in Massachusetts (where I now reside). Of course, the first thing to be done to the car when I got it home was to have John Conway (he had



worked with Tom) put the kit on my car. This was the original kit with mufflers-no catalytics. He also lowered the car and put skirts on it. Being very safety conscious, John also put a third light on the top back louver. Some owners feel very strongly about doing anything to their cars that would make them no longer stock. My personal feeling is that most of us like to customize many of the items which we purchase. Why should our car be any different?

Times were changing in the auto world and EPA wanted all cars built after a certain time to have catalytics on them. John found the perfect size “cat” to put on the car, and mine soon had the mufflers taken off and the “cats” on. It wasn’t long before I was going around to car dealers trying to find another “cat” for the kit, because mine was not being manufactured anymore. In retrospect, I probably should have just used Walker after-market catalytics, but I persevered and finally found a young man who took the time to help me. He checked out the different ones his dealership carried, and there it was.

By this time there were many cars with kits already on them; so I put together an update kit so those cars can

have catalytics on them also. This kit includes all the other changes which have been added to make the car perform more efficiently. By the way, the cars with the kits pass inspection with no problems, are not gas guzzlers as some might think, and certainly give you more power to pass people or, if you wish, to get where you're going a bit sooner.

A year or so ago I drove my car to Nashville. What a fabulous trip! First of all, I love to drive. I'm not a speed demon, but I found myself stepping on the gas pedal and before long I was doing well over 100 mph. For me, that's much more than I like to do, but it was exhilarating. I don't need some fancy Maserati or other car. I have my sports car with its sports car look and sound! I also love to be outside on a beautiful day and clean and clean and clean. That includes the engine compartment.

Dick Ryan, a longtime DML'er, has had my turbos on both his DeLoreans, an '81 automatic and and '83 five-speed. "Living as I do, " he says, "at nearly 7,000' altitude, the turbos really make up for the loss of power due to the thinner air."

Dick also reported a two-plus second reduction in his zero to sixty times with the turbos installed on his automatic car. He had the turbos installed at 50,000 miles and put on another 35,000 miles before trading it on the '83.

He's put over 6,000 miles on his '83 5-speed and claims "Mountain passes are fun now and passing triple bottom trailer or long lines of cars is a joy!"

If anyone is interested in obtaining a packet of information on the kit, please give Eleanor a call at 1-800-449-1248, or write her at 841 Worcester Road, Suite 304, Natick, MA, 01760. She'll be delighted to send a packet to you.

collectibles

If you've gotta have one of everything...

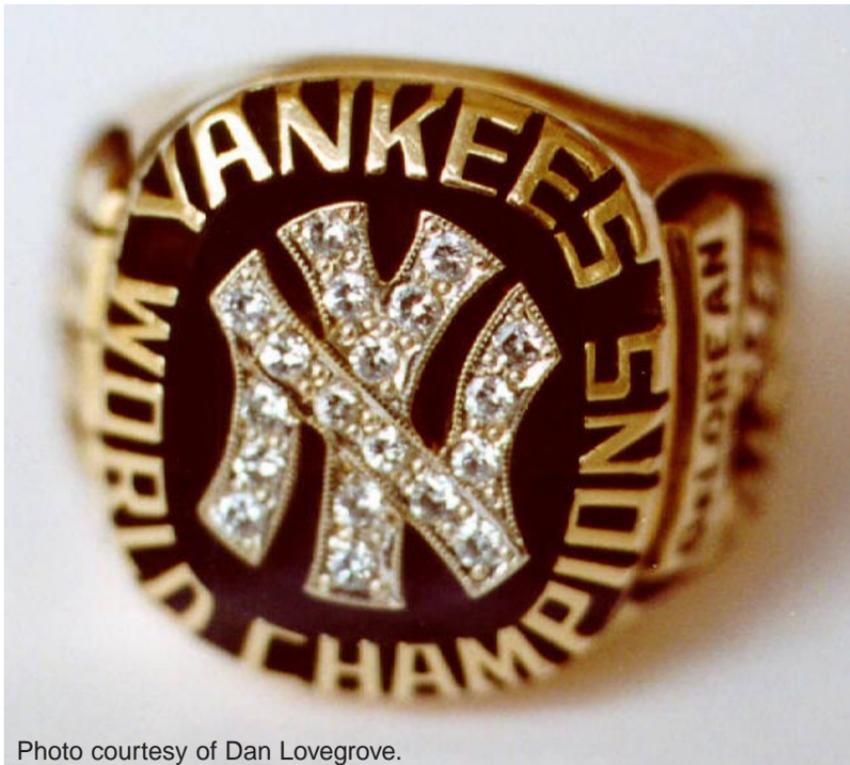


Photo courtesy of Dan Lovegrove.

This column will show up periodically featuring the many things that DeLorean owners and enthusiasts collect...or wish they could collect, as is the case with this item. In 1977 the New York Yankees won the World Series, and as a partial owner of the team, John DeLorean was given an official World Series ring.

John DeLorean sold his part of the Yankees in 1982, and as recently as 1996, the ring was on the auction block at Christie's in New York as part of a sports memorabilia auction.

Details are fuzzy as to how it left his possession and ended up on the auction block at Christies in 1996, but I recently spoke with Mr. DeLorean and he told me that it came up from missing from his home back in the mid 1980's. His daughter recently saw it on the Internet (much like I did), and he's instituted proceedings to have the ring returned to him.

On the other end of the spectrum are the DeLorean neckties. The tie on the right is the “standard” tie that was created for DeLorean Motor Company employees as a Christmas gift. According to my sources, the ties were commissioned but never paid for by DMC. I bought mine in Belfast for about \$17 USD.

The tie on the left is one of 14 ties created for the Directors of DeLorean Motor Company Limited (DMCL). This tie was owned by Michael Loasby, Director of Engineering for DeLorean Motor Company and formerly of Aston Martin.



Michael Loasby donated this tie to be auctioned for the benefit of the “Save the Children” foundation at the EuroFest in May of 1997. I bought this tie at that auction for approximately \$360 USD.

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 400 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

Identify the Part



A. _____ B. _____ C. _____ D. _____

In the last issue we had a crossword for fun. Now we'll try this. To make it interesting, the first (as evidenced by when I receive the email) person to correctly identify all four parts and send an email to **idthepart@dmcnews.com** will win a DeLorean hood emblem and a DeLorean poster (see page 4). To be eligible, you must include **full name, mailing address, email address** and, obviously, **the names of the above parts** (as described in the factory parts manual). The decision of the judge (me) is final. Contest open to anyone in the world, except where prohibited by law or custom. One entry per person.

Winner will be announced on the DeLorean Mailing List and in the next issue of the 'zine.

Entries will only be accepted by email.

In Your Backyard - Clubs, chapters and events

Send submissions to clubs@dmcnews.com or fax to (602) 464-5352

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CINCINNATI DELOREAN SHOW • June 12-14, 1998

See the details and registration form on page 26

DeLorean and Collins first collaboration - the XP-833

by Mike Substelny, photo by Donn Nottage



The year was 1964. A brilliant young automotive engineer named John DeLorean was racing up the GM corporate ladder as fast as NASA was racing to the moon. In those days, DeLorean was at Pontiac and his boss, Semon E. "Bunkie" Knudson, dreamed of a Pontiac sports car on par with Chevy's Corvette. DeLorean and

Pontiac engineer Bill Collins set out to create one. The result was the XP-833 "Banshee" concept car.

Public response to this beautiful two-seater was overwhelmingly positive. Unlike most of the gaudy, exaggerated concept cars of the day, the Banshee's fiberglass body was lean and graceful. Its Mako Shark styling predated the similar production Corvette, and its refined chrome treatment predated the Firebird (a later DeLorean / Collins project). It could supposedly outperform a production Corvette on the track. While purists may dispute whether or not it looks better than a 64 Corvette, at the time the Banshee undoubtedly seemed "futuristic."

The white convertible pictured is part of the Bortz Dream Car Collection. Photographer Donn Nottage took this picture when the Bortz collection was visiting Cleveland in 1995. Look for it to travel to an automobile museum near you, or visit the Bortz collection (I think it is in Illinois). According to museum literature, John

DeLorean considered the Banshee to be his best project ever. However, GM politics would not allow Pontiac to break into the sports car business, which they somehow felt belonged to Chevrolet.

About ten years later, because of their experience together with the Banshee, Firebird, GTO, etc., John DeLorean lured Bill Collins away from GM to become his chief engineer at the DeLorean Motor Company. The car Collins designed for DeLorean was called the DMC-12. It was different from the car DMC eventually produced for the public, which was actually called "The DeLorean Sports Car" in DMC company literature. The DMC-12 had a polymer underbody instead of a traditional frame (a process called Elastic Reservoir Molding, or ERM was to be used), side windows that slid horizontally, and a simple electrical system.

Collins wished for the DMC-12 to be a pure sports car. He liked the classic lines of the stainless steel and the distinctive gullwing doors, but he did not like troublesome frills like power windows, power mirrors, power steering, power locks, etc. .

Collins left DMC shortly after Lotus was hired to do engineering work. Except for the Guigiaro styling, Lotus redesigned most of the car from the ground up. They did away with the ERM underbody, instead installing a double wishbone frame like most Lotus cars used which made the car much heavier. They adapted the car to use Lotus-owned GRP technology instead of DeLorean-owned ERM, which undoubtedly cost DMC and helped Lotus. They added a complex electrical system to support many of the power-assist frills that Collins had opposed. These flouncey features distinguished Bill Collins' DMC-12 from Lotus' "DeLorean Sports Car."

You can find more historic information, including pictures of the aluminum-body "Aerovette" that Chevy had while DeLorean was in charge, at:

<http://www.archive.vintageweb.net/prototyp.html>

Mike Substelny is the coordinator of the DeLorean Club of Ohio and owns 1981 DeLorean #1280. A longtime subscriber and regular contributor to the DeLorean Mailing List, Mike and his wife Patti live in Cleveland, Ohio.

Where are they now?



Leif Montin
National Parts Manager

DMC-News seeks out former DeLorean Motor Company employees to find out their memories of their time when our cars were new. Have someone you'd like us to track down? Send us an email at "zine@dmcnews.com"

What was your position and your responsibilities at DMC:

National Parts Manager/Parts Director
Responsible for all parts operations and parts administration.

When did you start/end of employment with DMC:

September -79 through Oct -82,
Consolidated International/Kapac Nov -82 to mid-84.

Where did you work before DMC:

Saab-Scania, Sweden, 1962 - 1969, Engineer-Volkswagen Service Division; Representative-Scania/Volkswagen Parts

Saab-Scania of America, 1969 - 1979 National Parts Manager/Parts Director

Where have you worked since DMC, including now:

Yokohama Tire Corporation, Natl Dist. Manager
Daihatsu America, Parts Director
New York Life Insurance Company
Consulting

What is your best memory of your time at DMC:

The excitement of the planning and implementation of the total parts importation/warehousing/distribution/pricing from scratch. Having the opportunity to set up a nationwide network and prove to yourself that your theories worked.

Do you now, or have you ever owned a DeLorean automobile:

Yes, SCEDT26T3BD001630

If so, how do/did you like the car:

Love it with its peculiarities, shortcomings and uniqueness

Would you involved with a startup/niche auto manufacturer again?

Did so with Daihatsu and would do it again.

Special thanks to Leif Montin who graciously agreed to appear in this section. You may get a chance to meet him yourself at the DeLorean Motor Company Warehouse Tour this summer in Cincinnati, June 12-14. See page 26.

Original Equipment Style Key blanks now available!

After being unavailable for many years, DeLorean Mailing List member Lee Seiler (lseiler@radiance.com) took the initiative to create a die to produce original equipment style molded head key blanks.

Original DMC key blanks previously sold for up to \$70.00 each, but Lee offers these key at just \$20.00 per pair! The keys come with a blank for the later production "one-key" system of DeLorean locks (the same key operates both the ignition and doors). If you have the earlier "two-key" system, you'll need to send him a set of pre-cut keys which he will then mold heads on.

There is a limit of one order of two keys per person. Send orders to:

**Lee Seiler
1726 Francisco Street
Berkeley, CA 94703**

Email: lseiler@radiance.com

Check, money order or Visa/Mastercard accepted.

DMC Molded Key Blanks



Black

Gray

**Hand Crafted by
L Seiler**

DeLorean Car Show Cincinnati

12-14 June 1998

"A fabulous weekend, with events to please any DeLorean enthusiast at a bargain price!"

FEATURING

Eastern Regional DeLorean Run 8 • DeLorean Motor Company Warehouse Tour • DCO Summer Extravaganza
Mid State DeLorean Club Festival • The Tennessee Contingency • DeLorean Mailing List Face-to-Face
DeLorean Midwest Connection • And more!

The Car Show will be held at The Cincinnati Museum of Natural History, (Ezzard Charles exit of I-75 near downtown Cincinnati.)
Overnight accommodations will be at Comfort Suites Riverfront (420 Riverboat Row, right across the river in Newport, KY)

DELOREAN CAR SHOW SCHEDULED EVENTS

Friday, 12 June • "Get Acquainted Dinner" at the Montgomery Inn Banquet Center. We may schedule another fun activity after dinner.

Saturday, 13 June • Car show and other events at the Museum Center. Technical sessions and a parts sale table, as well as other events. Judging of the cars will begin at noon. The banquet begins after the Museum closes at 5:00pm. They will serve dinner and announce the winners of the car show. There will be a raffle for DeLorean car parts and accessories.

Sunday 14 June • DMC Warehouse tour. Sunday you have the rare opportunity to tour the gigantic DMC parts warehouse, two hours away in Columbus. A caravan of DeLoreans will be making the trip from Cincinnati. If you need transportation, please contact Ken Koncelik or note on your registration form.

More details and up-to-the-minute info available at: <http://idt.net/~dmc1219>

REGISTRATION FORM IS ON NEXT PAGE

DELOREAN CAR SHOW CINCINNATI REGISTRATION FORM

Dinner at Montgomery Inn Boathouse 6/12/98 \$22.00 per person x _____ = _____
children's menu available

Comfort Suites \$87.00 per night x _____ = _____

Car Show - Saturday 6/13 \$40.00 per person x _____ = _____
(includes Banquet, Tech Seminars &
Eastern Region DeLorean Run 8 Commemorative pin)

Vehicle Registration (covers trophies and judges) \$10.00 per car x _____ = _____

Museum Admission and OMNIMAX ticket Adult \$11.00 x _____ = _____
Child \$ 7.00 x _____ = _____

TOTAL

If you will be staying at the Comfort Suites, you must make reservations through Ken Koncelik to get the discount rate. Ken must have all reservations 2 weeks in advance (May 28, 1998). You may make your own accommodation arrangements if you wish.

It is requested that the dinner at the Montgomery Inn be prepaid, this is a special rate that we must pay at the door (Note: bar is extra). Car Show/Banquet and Vehicle registration must be prepaid so that we can have an accurate meal count for the banquet and to allow time to categorize vehicles entered.

DEADLINE for \$\$ is 1 May 1998, full refund will be given until 11 June 1998. Make checks to:

DeLorean Car Show • 4500 Woodland Dr. • Mason, Ohio 45040

For other questions and the latest details you can contact Ken by phone or E-mail:

(513) 398-2445 • KKoncelik@aol.com

What's at www.dmcnews.com?

- **Downloadable Factory Parts Manual!**
- **RPM to MPH Conversion table**
- **John DeLorean's mailing address**
- **DeLorean Production Chronology**
- **DeLorean Owners Directory**
- **Lists of DeLoreans for sale**
- **Make your own Window Sticker for free**
- **Test track video from EuroFest '97**
- **Over 350 Back issues of the DeLorean Mailing List**

**There's always something cool at dmcnews.com,
the premier source for DeLorean-related
information on the internet!**

In the next issue:

- **Factory Luggage Racks? We install one!**
- **Mode Switch hissing? How to rebuild it!**
- **Headliners Sagging? How to replace them!**
- **More Collectibles!**
- **Trip reset shaft repair for less than \$30!**

- **DeLorean Car Show Cincinnati Wrap-up!**
- **Where are they now? We find Bill Haddad!**

**Be sure to watch for the next issue of
DMC-News, the 'zine in Summer, 1998.**