



# BUMPER TO BUMPER

## MARQUES GONE BY *DeLorean DMC-12*



The **DeLorean DMC-12** (commonly referred to simply as **The DeLorean** as it was the only model ever produced by the company) is a sports car manufactured by John DoLorean's DoLorean Motor Company for the American market in 1981-82. Featuring gull-wing doors with a fiberglass "underbody", to which non-structural brushed stainless steel panels are affixed, the car

became iconic for the appearance of a modified version as a time machine in the Back To The Future film trilogy.

The first prototype appeared in March 1976, and production officially began in 1981 in Dunmurry, a suburb of south west Belfast, Northern Ireland (with the first DMC-12 rolling off the production

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### November 17<sup>th</sup>, 2012 Meeting

On the 17<sup>th</sup> we will meet at Sagebrush Steakhouse, 1505 E Dixie Dr; Asheboro. The time is set at 5:00 PM. Please try to attend, if possible, we will be voting for next year's officers.

Our Christmas party will be December 1, 2012, at Sagebrush Steakhouse. The time will be 5:00 PM. Since it is only two weeks from the meeting, this will be the only notice. Bob Williams will entertain us on the keyboard again this year.



### ZOOLAND REGION OFFICERS AND DIRECTORS

#### OFFICERS

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line on January 21). During its production, several features of the car were changed, such as the hood style, wheels and interior. Approximately 9,000 DMC-12s were made before production halted in late 1982.



The DMC-12 was the only model produced by the company which would go into liquidation as the US car market went through its largest slump since the 1930s. Today, about 6,500 DeLorean Motor cars are believed to still exist.

Texas entrepreneur Stephen Wynne started a separate company in 1995 using the "DeLorean Motor Company" name and shortly thereafter acquired the trademark on the stylized "DMC" logo as well as the remaining parts inventory of the original DeLorean Motor Company. The company, at its suburban Humble, Texas location, completes newly assembled cars from new old

stock (NOS) parts, original equipment manufacturer (OEM) and reproduction parts on a "made to order" basis using existing vehicle identification number (VIN) plates.

In October 1976, the first prototype DeLorean DMC-12 was completed by William T.

Collins, chief engineer and designer (formerly chief engineer at Pontiac). Originally, the car was intended to have a centrally-mounted Citroen/NSU Comotor Wankel rotary engine. The engine selection was reconsidered when

Comotor production ended, and the favored engine became Ford's "Cologne V6." Eventually the French/Swedish PRV (Peugeot-Renault-Volvo) fuel injected V6, was selected. Also the engine location moved from the mid-engined location in the prototype to a rear-engined installation in the production car. The chassis was initially planned to be produced from a new and untested manufacturing technology known as Elastic Reservoir Moulding (ERM), which would lighten the car while presumably lowering its production costs. This new technology, for which DeLorean had purchased patent rights, was eventually found to be unsuitable.

These and other changes to the original concept led to considerable schedule pressures. The entire car was deemed to require almost complete re-engineering, which was turned over to engineer Colin Chapman, founder and owner of Lotus. Chapman replaced most of the unproven material and manufacturing techniques with those then employed by Lotus. The backbone chassis is very similar to that of the Lotus Esprit. The original Giorgetto Giugiaro body design was left mostly intact, as were the distinctive stainless steel outer skin panels and gull-wing doors.



In an interview with James Espey of the new incarnation of the DeLorean Motor Company of Texas, a drawing surfaced showing that the car was potentially to be called Z Tavio. John DeLorean's middle name and his son's first name were both Zachary while Tavio was his father's name and his son's middle name. Due to only sporadic documentation, there is little more that is currently known about the Z Tavio name and why it was ultimately rejected in favor of the DMC-12.

DeLorean required \$175 million to develop and build the motor company. Convincing Hollywood celebrities such as Johnny Carson and Sammy Davis Jr to invest in the firm, DeLorean eventually built the DMC-12 in a factory in Dunmurry, Northern Ireland, a neighborhood a few miles from Belfast city center.

The company had originally intended to build the factory in Puerto Rico but changed their plans when the Northern Ireland Development Agency offered £100 million towards it, despite an assessment by consultants hired by the NIDA that the business had only a 1-in-10 chance of success.

Construction on the factory began in October 1978, and although production of the DMC-12 was scheduled to start in 1979, engineering problems and budget overruns delayed production until early 1981.

By that time, the unemployment rate was high in Northern Ireland and local residents lined up to apply for jobs at the factory. The workers were largely inexperienced, but were paid premium wages and supplied with the best equipment available. Most quality issues were solved by 1982 and the cars were sold from dealers with a 12 month, 12,000-mile (19,300 km) warranty and an available five-year, 50,000-mile (80,000 km) service contract.

The DeLorean Motor Company went bankrupt in late 1982 following John DeLorean's arrest in October of that year on drug trafficking charges. He was later found not guilty, but it was too late for the DMC-12 to remain in production.

Approximately 100 partially assembled DMCs on the production line were completed by Consolidated International (now known as Big Lots). The remaining parts from the factory stock, the parts from the US Warranty Parts Center, as well as parts from the original suppliers that had not yet been delivered to the factory were all shipped to Columbus, Ohio in 1983–1984. A company called KAPAC sold these parts to retail and wholesale customers via mail order. In 1997, DeLorean Motor Company of Texas acquired this inventory. There has also been a long-standing rumor that the body stamping dies were dumped into the ocean to prevent later manufacture. More recently, evidence emerged that the dies were used as anchors for nets at a fish farm in Ards Bay, Connemara.

About 9,200 DMC-12s were produced between January 1981 and December 1982. Almost a fifth of these were produced in October 1981. About one thousand 1982 models were produced between February and May 1982, and all of these cars had the VINs changed after purchase by Consolidated to make them appear as 1983 models. There are the 15XXX, 16XXX, and 17XXX VINs which were originally 10XXX, 11XXX, and 12XXX VINs. Only twelve 12XXXX VIN cars still exist. These are the Wooler-Hodec right-hand drive cars.

The car was named the DMC-12 because of its original price of US\$12,000. New DMC-12s had a suggested retail price of \$25,000 (\$650 more when equipped with an automatic transmission); this is equivalent to approximately \$63,909 in 2012. There were extensive waiting lists of people willing to pay

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#### VOTING

Enclosed is the ballot for next years officers. Please bring the card with you to the November meeting or mail it to be received by the 16<sup>th</sup> of November. Late ballots will not be counted.

up to \$10,000 above the list price; however, after the collapse of the DeLorean Motor Company, unsold cars could be purchased for under the retail price.

The DMC-12 was only available with two factory options including a no-cost manual transmission or automatic transmission and the choice of a grey or black interior. Several dealer options were available, including a car cover; floor mats; black textured accent stripes; grey scotch-cal accent stripes); a luggage rack and a ski-rack adapter. The standard feature list included stainless steel body panels; gull-wing doors with cryogenically treated torsion bars; leather seats/trim; air conditioning; an AM/FM cassette stereo system; power windows, locks and mirrors; a tilt and telescopic steering wheel; tinted glass; body side moldings; intermittent/constant windshield wipers; and an electric rear window defogger.

For Christmas 1981, A DeLorean/American Express promotion planned to sell one hundred 24k-Karat Gold Plated DMC-12s for \$85,000 each to its gold card members, but only two were sold. One of these was purchased by Roger Mize, president of Snyder National Bank in Snyder, Texas. VIN #4301 sat in the bank lobby for over 20 years before being loaned to the Petersen Automotive Museum of Los Angeles. It has a black interior, and an automatic transmission.



The second gold-plated American Express DMC-12 was purchased by Sherwood Marshall, an entrepreneur and former Royal Canadian Naval Officer. Mr. Marshall donated his DeLorean to the William F. Harrah Foundation/National Automotive Museum in Reno, Nevada. This car, VIN #4300, is the only one of the three existing gold-plated examples to be equipped with a manual transmission. This car has a tan interior. Like its golden siblings, it is a low-mileage vehicle with only 1,442 miles (2,307 km) on the odometer.

A third gold-plated car exists with 636 miles (1,018 km) on the odometer; it carries the VIN plate for the last DeLorean, #20105, though final assembly was actually completed in Columbus, Ohio in 1983. This car was assembled with spare parts that were required by American Express in case one of the other two that were built were damaged. All necessary gold-plated parts were on hand, with the exception of one door. The car was assembled after another door was gold-plated, though the added door does not precisely match the rest of the car in color and grain. The car was first acquired by the winner of a Big Lots store raffle. Consolidated International, which owned the department store, had purchased 1,374 DMC-12s during the DeLorean Company's financial troubles, acquiring the remaining stock after the company went into receivership. Now held by a private owner in La Vale, Maryland, the third and last gold-plated DeLorean is currently for sale at the price of \$250,000. This car and the example in Reno have saddle-brown leather interiors, a color scheme which was intended to become an option on later production cars. However, these two cars were the only DeLoreans to be thus equipped from factory parts.



# Ethanol Fuel and Your Classic

I have been doing some research on the effects of ethanol fuel in cars and small engines. I have found opinions vary from, you have nothing to worry about to, it will totally destroy your fuel system. Much of the difference of opinion seemed to be connected with the interests of those stating the opinion. For example, those repairing damaged cars had opinions that differed from, say organizations that blend the fuel. One thing that most agreed with is, if your car was built in the mid eighties or later, the E10 fuel will probably not hurt it.

If you have an older car, even those promoting ethanol blends admit that some more frequent maintenance may be needed. Such things as replacing fuel tanks, fuel lines, fuel filters, fuel pumps, and carburetors, or their components. I know of one person that used a blended fuel in his late seventies Dodge, equipped with a 440/4 barrel. While on a cross country trip the body of the carburetor and some fuel lines "melted", resulting in some very expensive repairs. Even if it does not do damage to the vehicle, performance will probably be negatively affected. Such things as poor starting, rough idling, and lower fuel economy. The legal and manufacturer recommended limit for ethanol in conventional gas is 10%. However, ethanol is not blended at the refinery but, locally because it would absorb too much moisture during transport. Gas stations are not legally required to monitor the percent of alcohol in gasoline and contaminated or over blended fuels may invalidate engine warranties.

Most sources also agreed that the shelf life of ethanol fuel is about three months and some recommend refueling every four weeks. Blended fuels also have a lower BTU and MPG drops of 2-40 percent have been reported. Basically, the more "high end" the engine, the worse the affects. So, what did the experts recommend if you have to use ethanol fuel. One said don't worry about it, just drive more to burn it up faster. Another recommended hiring a professional company to pump the fuel out of the car and disposing of it.

There are many companies that sell additives that are claimed to treat the blended fuel to make it safe for older cars. Be careful if you choose to use an additive, some contain alcohol to absorb the moisture. It doesn't make sense to add alcohol to treat the affects of alcohol.

There is a web site that lists stations that sell ethanol free fuels, it is <http://pure-gas.org/>. The site list stations selling ethanol free fuel in the US and Canada. Some of those listed in our area are listed below but, there are others in Greensboro, High Point, and other areas close to us.

Balfour BP; 1553 N Fayetteville St, Asheboro

Briles Oil & Gas; 514 McDowell Rd, Asheboro

Kellys Farmer Station; 7223 Old Hwy 49, Denton

Trading Post; E 1<sup>st</sup> Street, Denton

Randleman Service Station; 224 S Main St, Randleman

Country Store; 1004 S Chatham Ave, Siler City

H & M Grocery; 5708 Us Hwy 311, Sophia

I don't know about the others but, the Randleman Service Station has 'Real Gas' but, charges about 30 cents more per gallon than the other stations in the Randleman area.





# Automotive History

## Nov. 5, 1895

**Selden Patent Granted:** Despite not having a running or driving machine, George Selden manages to patent the concept of the self-propelled automobile. In theory all other manufactures would have to pay royalties to Selden or his assignees — he sold the patent rights in 1899 — should they manufacture a motor vehicle.

## Nov. 6, 1899

**First Packard Runs:** James Ward Packard tests the single-cylinder motorcar bearing his name.

## Nov. 9, 1960

**Robert McNamara Named President of Ford:** The motoring giant's new president is one of a group of bright executives known as the "Whiz Kids." He would ultimately leave Ford to become Secretary of Defense for John F. Kennedy and, later, Lyndon B. Johnson.

## Nov. 10, 1885

**Paul Daimler Becomes First Motorcyclist:** On a two-wheeled machine built by his father, Gottlieb, Paul Daimler becomes the world's first "Biker."

## Calendar

### November 2<sup>nd</sup>, 2012

Shelby Taillon - Birthday

### November 4<sup>th</sup>, 2012

Reece Amick - Birthday

### November 14<sup>th</sup>, 2012

Bill & Pat Wright - Anniversary

### November 18<sup>th</sup>, 2012

Pat Pugh - Birthday

### November 20<sup>th</sup>, 2012

Jack Ferree - Birthday

### December 11<sup>th</sup>, 2012

Dolores Routh - Birthday

### December 19<sup>th</sup>, 2012

Susan Geubtner - Birthday

### August 10<sup>th</sup>, 2013

Zooland Region 23<sup>rd</sup> Annual Car Show

Zooland Region AACA  
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Cedar Falls, NC 27230

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<http://local.aaca.org/zooland/>