

kind enough to allow the use of pictures of his DeLorean restoration, and John Chapelhow who has corrected all my mistakes! Other individuals who have provided photos are credited in the relevant captions, all other photos are the property of the author. And a special thanks to my long suffering wife Suzanne who puts up with my DeLorean addiction!



(Courtesy Mike Hooper)



# 3 Living with a DeLorean

– will you get along together?



If you and your passenger can live with a left-hand drive car in a right-hand drive country, then the DeLorean is a great car to drive. It was never a sports car, more a 'GT' (Grand Tourer). In LHD countries, then, driving is clearly much easier. Like any car, a DeLorean is at its best when used regularly, the PRV V6 engine in DeLorean specification was de-tuned to meet US emissions regulations, so performance was not exactly blistering. Fuel economy can range from 20mpg up to 35mpg depending on transmission type and style of driving. The engine and transmission are robust, and parts are readily available to support home/DIY servicing. Daily checks are simple to do. The doors, though often criticised, are very practical, and any 'drooping' doors are usually just down to a failed gas strut that can be replaced in under a minute.

In day-to-day use the car has very good storage/luggage capabilities; a generous (but shallow) boot/trunk and the cargo net protected parcel shelf hold far more than you might think. Even the small cubby hole behind the driver's seat and the glovebox can help with storage.

When driving, all gauges are in view, and the exterior visibility is reasonable. This can, however, be improved with modern convex rear view mirrors. Driving position is good, and the car has plenty of room for tall drivers. The cabin can seem fairly dark in a black interior car, but this is down to personal



**The V6 engine is easy to work on, and daily checks are all simple to perform. Access is also reasonable for any required maintenance.**



**The doors should stay upright without assistance, if not, check the gas strut before attempting any other adjustments. The front amber marker lights on the wings/fenders can be modified to also act as indicator side repeaters – a wise modification.**



**The parcel shelf can be surprisingly accommodating.**

## 4 Relative values

– which model for you?



As there is basically only the one model, then values are similar. Some variations are more sought after, but this is down to personal preference rather than actual desirability. Some individuals prefer to buy an early car with a fuel filler flap, a black interior, and manual transmission. For others it may be a grey interior with automatic transmission, with a later flat hood, and others prefer any variation of the above! It really is down to personal choice. Even the wheels had minor revisions, the early wheels being dark grey in colour with a dark grey centre cap, while the later cars had silver wheels with a black centre cap. All of the centre caps feature an embossed DMC logo. The casting of the wheels also varies slightly, later wheels have a marginally deeper and thicker casting to them.

Values really come down to the type of car you're looking for; is it a non-running project, a running project car, a usable daily driver, or concours condition car? Prices vary depending on the car's actual condition rather than any other factors.

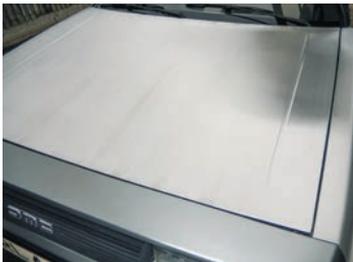
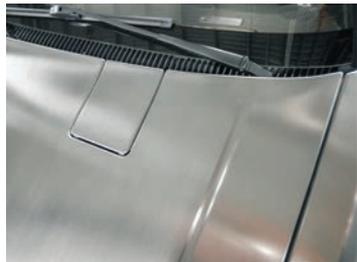
Due to the car's starring role in the *Back to the Future* films, you may also come across a DeLorean modified to look like a time machine. The value of these cars can vary enormously depending on the quality and accuracy of the work done. Because the films used a grey interior, manual transmission DeLorean, then these are sometimes the more sought after.



**Left: a black interior five-speed car, note the separate digital clock fitted just in front of the gear lever, and the aftermarket stereo.**



**Right: an all original, late 1982 manual gearbox car with fitted black floor mats. No separate clock as it's built into the radio.**



**Left: the first DeLorean hoods/bonnets were produced with both a fuel filler flap and grooved 'accent' lines running down each side. Centre: the mid-style hood with the omission of the fuel filler flap, but retaining the grooved 'accent' lines down each side. Right: the final variation of hood, completely flat with an additional raised DeLorean badge on the front corner.**

Non-original engines will affect the value. However, note that some have been fitted with aftermarket turbochargers, and it is down to personal preference if this is something you require. Major changes to the interior will reduce the value, as will missing components; likewise non-original wheels will detract, as originals are expensive. In principle, the more original equipment (OE) parts that are absent, the lower the value, as some are very costly to replace.



**Unique GKN cast alloy wheels were used with plastic centre caps: 14in at the front and 15in at the rear. They look great but are difficult to keep clean.**

**A Legend Industries prototype twin-turbo engine. Although this is very rare, several manufacturers did produce aftermarket turbos for the DeLorean, including a BAE Systems single turbo and twin IHI turbos.**



The large black side stripe on an early car with dark grey wheels. (Courtesy Claire Wright)



Original black carpet mats.



An original car cleaning set and its contents.

### Undesirable features

Non-stock engine, non-stock interiors, upgraded stereo system depending on your preference, badly botched electrical systems, or aftermarket wheels.

### Striking a deal

Negotiate on the basis of your condition assessment, mileage, and fault rectification cost. Also take into account the car's specification. Be realistic about the value but don't be completely intractable: a small compromise on the part of the vendor or buyer will often facilitate a deal at little real cost.