

The block, oil pan, and valve covers are the same, *everything* else has been replaced. New pistons, competition cam, headers, side draft Mikuni Solex carburetors, new valves, springs, rods, etc. The guy who rebuilt the engine for me was the head mechanic for the Leitzinger Racing Team, a fellow by the name of John Zong. An absolute wizard of a mechanic, and all he charged me for the work was a cup of coffee - seriously! I don't know the horsepower output, since it's never been dyno tested, but I can tell you I have no problem getting to triple digits in a flash (*not that we condone that sort of thing!* - ed). The car is very light - 2005 pounds exactly.

To make a long story short, my car is complete, and as reliable a daily driver as a new car off the lot. I give it a lot of TLC, and love every minute of it.



Now, here's the crazy part. In 1993 I sold the Cimbria! Don't ask me why, but I did. For eleven years I regretted doing so. I finally tracked down the people I sold it to and found out they still had it. I corresponded with them for about six months until I had talked them into selling it back to me. So, about a year ago I bought the car back, with only 4000 additional miles on it! When I sold it in 1993, the car had about 21,000 miles, and when I bought it back, it had about 25,000. The owners had pretty much kept it in their garage and showed it off from time to time.

About six months ago I had all the drum brakes replaced with disc brakes. Man, what a difference! The car now stops on a dime, time after time, without heating up. Then I had the head and intake manifold ported and polished to the max. It probably added about 40 to 50 more horsepower - at least it feels that way to me!. I still plan on getting it dyno tested one of these days.

The next big project is to have the car repainted. It also has two small cracks in the lower rear from the steep driveway of the people I had sold it to. They need to be fixed. The other item is the tachometer does not work, and I can't find any fault in the wiring, so I think it's giving me a hint to have the entire instrument panel replaced with newer gauges. But the number one priority is to have it repainted to show quality.

I look forward to meeting you and some of the club members! Let's get a mini-meet together soon!

Farzad "Fuzz" Sharif
Harrisburg, PA

Probably one of the best car shows on TV - at least in my opinion. Fresh, unpredictable, and totally British. Look for it on The Discovery Channel.



Next issue: Keith Klein's Cimbria - a photo essay of the development of his car from "stock" to it's current, modern form. It's also the year-end issue, celebrating our first year as an organization. I would love to hear from everyone thoughts about how we're doing and what improvements can be made! - Rick Milne

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610.269.7518 fax: 610.269.5341



NATIONAL STERLING OWNERS ASSOCIATION

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Letter from the editor

Whoo-hoo! Third issue already! Where has the year gotten to? This issue comes at the time of year when some of us are getting ready to put the cars to bed; car shows are winding down, the final few weeks of warm weather are disappearing, and the spaces in the garage or driveways are again being cleaned out getting ready for the winter's inhabitant. The rest of you may enjoy year round motoring and car shows, but driving a low slung car quickly down a street littered with leaves on a crisp autumn night is one of the best experiences ever. That is, of course, until the windshield fogs over and your hands start to cramp on the shifter from the cold...check those heater channels!

This issue shares quite a few things. Our regular contributor, Steve, sent in some nice shots and a story from a local show he was in recently, and Dave Aliberti offers a great DIY project in step by step form. Dave was also kind enough to forward on some rarely seen advertisements, so over the next few issues, I will be reprinting them. Some you may have seen, some probably not, but what a great resource to take to shows!

So, sit back, grab your coffee or beverage of choice, and peruse through!

Sterling FEATURE STORY

This story is printed with express permission of Farzad "Fuzz" Sharif, and is excerpted from an email conversation.

I bought my Cimbria SS in 1988 from a gentleman in Michigan who was the original builder of the car. He and a friend had built the car in 1983, and it is titled as a 1983 Specialty Constructed Vehicle. When I bought the car, it had 1200 miles on it - that's all. It was about ninety-five percent complete, yet it needed a lot of work to get it to be a perfect daily driver. I drove it back to Pennsylvania and almost lost my hearing doing so, as the car's muffler had rusted off from sitting in the seller's garage for several years. I also found out that the inner fenders had not been finished off, allowing water to pour inside the car from the sides when driving through wet roads. I drove through a rain storm and the car had over an inch of water inside of it within minutes.

Once arriving in PA, I quickly located the source of the water problem and finished the fiberglass work under the rear fenders, forever fixing the issue. Since the carpets stunk, I tore them out and had a professional shop fabricate custom carpet. Next, I took the car to a local shop of high reputation; I had seen Ferrari and Maserati in this guy's shop, so I knew he must be good. He had a machine shop make the correct piping required for me to put on a Turbo King muffler on the car. I also had a huge radiator (from a full size Ford Bronco) put in the car, so it has never had a heating issue. And, the car had no seatbelts, so I had four-point harnesses installed, along with a new Kenwood stereo and Centerline rims.

When I bought the car, it had a regular two liter Ford Pinto engine in it, coupled to the VW transaxle via a Kennedy engineering adapter plate. I still have the same engine in the car

....well, sort of!

(con't page 8)



Three Bugs In A Barrel Show

September 11th, 2005...a far cry from where I was in 2001. Being a New Yorker and working just 20 miles from Manhattan at a major area newspaper, 9/11 still burns clear in my mind, it can be a difficult time. I had friends in the towers, all of whom got out ok but the memory of sitting in my office watching, watching TV, along with the rest of the world, is still as crisp today as it was on that day in 2001. Running back and forth to the newsroom to see if the reporters had an inside line on exactly what was happening, it was the unknown that made such an indelible mark. But 2005 was quite a different story.

Over the course of 2005 I had become friends with a fellow from the Long Island Volkswagen Club. Before I had my Sterling I had owned a succession of V8 powered classic, antique and muscle cars, so, working on the Volkswagen Beetle platform had been quite a long road of trial and error - it was great to, now, have a friend who not only knew what he was doing, but one that was more than happy to help me trace all the little gremlins that had been getting the better of me for the past two years of ownership. In mid July, "Volkswagen Bill" (as I had learned to call him) told me of the show that his club does each year. Their show, "Three Bugs In A Barrel", had been rained out from it's original date in May and was rescheduled for September 11th, he asked if I would bring the Sterling.

As someone who is not married and has no kids (outside of his German Shepherd) car shows have become a good way to spend an open weekend, if not a great way to keep up with my tan. I said, "of course I'd go", heck this guy had been so helpful, refused to let me pay him for parts he's provided (not the least of which was a new steering box and the afternoon spent installing it with many of his tools) how could I say no?

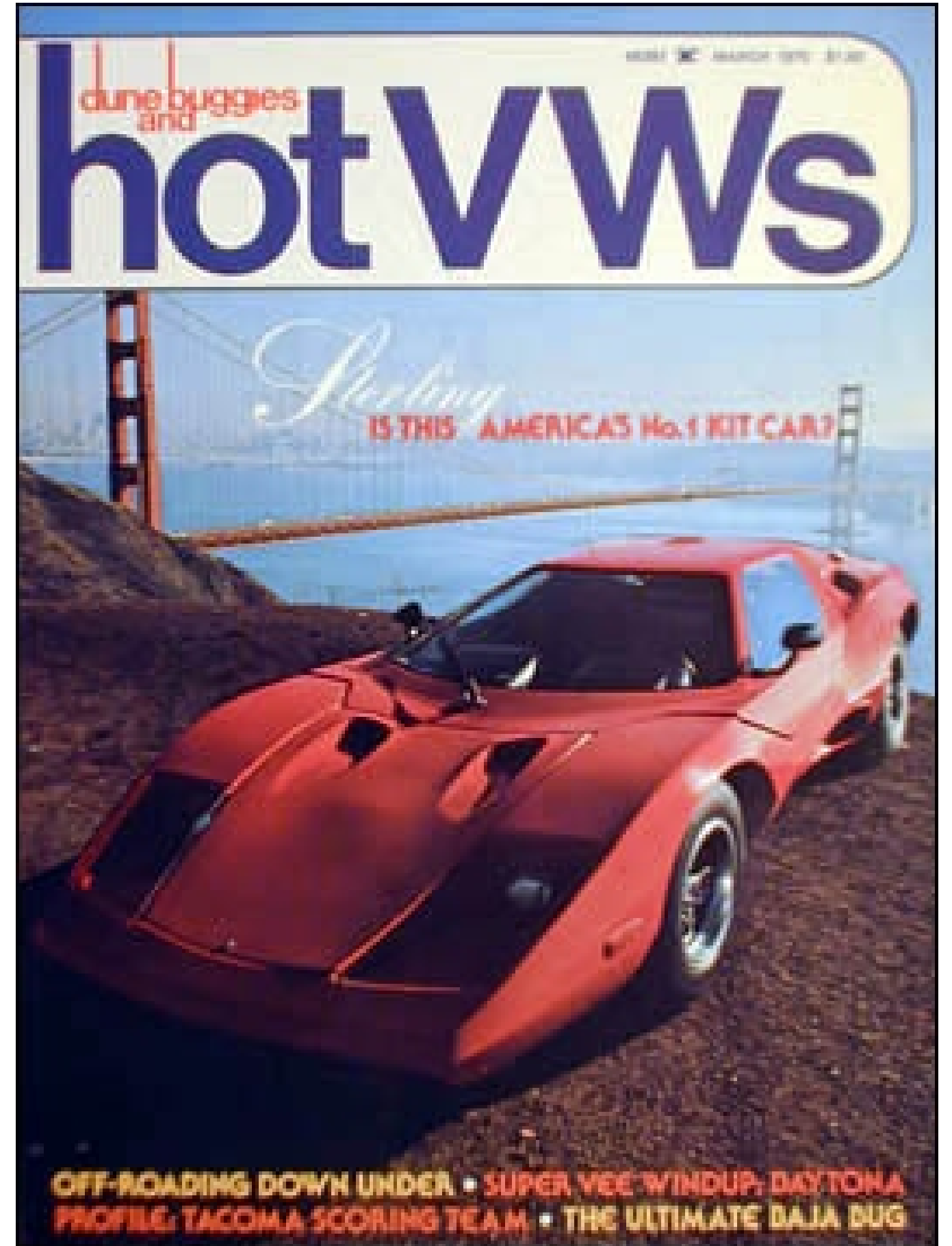
The morning of September 11, 2005 I pulled onto the field to find a terrific set-up - it was \$10 to show your car, free for spectators and everyone got a tee shirt and dash plaque! These guys are purists, no Porsche's or Porsche powered cars, no Audis...no exceptions. They asked if my car was Porsche powered but the president of the club, Ed, stepped in to smooth out the process as he had seen my car before. Ed is a big, jovial, guy who always has a smile and hand shake for anyone who returns the favor - like so many "Car-Guys" I've met before him - I felt an instant connection with this fellow enthusiast. They put me in the "Kit Car - Specialty" class. This was the first show I've done, and I've done a lot of shows, that actually *had* a Kit Car class. The weather forecast called for clear skies and temperatures in the high 80s and it did not disappoint. The 50/50 raffle went to benefit Hurricane Katrina Survivors and the field swelled to about 115 cars. The oldest on the field was a 1950 beetle all the way up to brand new convertible and also to be found were Volkswagen Things, Camper Vans, Vanagons, Carmen Ghias, Scirracos and a host of other types but there were the specialty cars, as well.

By 12 noon a long line of dune buggies had arrived, including a 1/8 drag strip, race prepped, Dune Buggy and two sand rails. Where are these guys the rest of the year?!? I remember growing up in the 70's, buggies were everywhere but you almost never see them now...but here they were, all neatly lined up in all their metal flake glory. Some people came from other states, some from Manhattan and some from next door.

The end of the day came and it was time for the trophies. My Sterling took 1st place in it's class. I returned to my car to pack up my display and get ready to leave when two of the club members warned me to stay till the end. What do ya know... I got another trophy - People's Choice. It is a big three columned wooden and brass thing - wow - what a great way to end the day.

September 11th 2005 was a clear warm day just like in 2001...but this time it was a day to remember for all the right reasons.

Steve Silverstein
Ronkonkoma, NY



Mark Albanese
9980 Boca Ave. North
Naples, FL 34109
Dean of Students
bettereducation@comcast.net
Sebring

Dennis Albright
Technology Integration
ISD 229 100 Kirkwood
Lanesboro, MN 55949
Professor and golf course supervisor
americansterling@hotmail.com
Sterling # CCC95

David Aliberti
5208 Jean Street
Verona, PA 15147
Manufacturing & imports
prodevelopment@msn.com
Sterling # CCC195

Gary Anagnostis
480 Banbury Drive
Gahanna, OH 43230
Co-owner Internet Hosting Co.
garya@completeweb.net
Sebring

Seth Canterbury
225B W. Lakemont Dr.
Kingsland, GA 31548
Medical Coding Instructor
tscanter26@hotmail.com
Mid year Cimbria

Jack Clay
21221-118th St. Ct. E.
Sumner, WA 98390
jf42000@hotmail.com
Sterlings #CCC183 & CCC 283

Warren Daugherty
940 Huff Road
New Columbia, PA 17856
Orthodontist & mad scientist
farfegnubbin@yahoo.com
Sterling

Arlen Fountain
13808 La Cala St.
Ocean Springs, MS 39564
fountain@datasync.com

Paul Hawkins
165 Barbee Lane
Smiths Grove, KY 42171
paulky_2000@yahoo.com
Sebring

Larry Hoganson
18691 Deer Trail Road
Banning, CA 92220
Sterling # CCC132
Contractor

Bill Jones
511 Roosevelt Drive
Dothan, Alabama 36301
Bjones9950@comcast.net
Sterling

Keith Klein
13936 Wollweber Road
N.
Edwall, WA 99008
kcklein@icehouse.net

Wally Kolcz
14832 Alberta Ave.
Warren, MI 48089
Web designer
wkolcz@scoutmediagroup.com
active observer

Mike Leach
2730 Setters Ln.
Warsaw, IN 46582
Jazz_68@yahoo.com
active observer

Donnie Luschen
813 SW Arrowhead Drive
Bentonville, AR 72712
dluschen@cox.net
Sterling # CCC460

Mike McBride
PO Box 927
St. Helens, OR 97051
www.kitcar.com/sterling/home
Honorary Member

Scott McKinley
3010 London Road
Eau Claire, WI 54701
Audio expert
sgmckinley@yahoo.com
still looking!

Rick Milne
103 Bondsville Road
Downingtown, PA 19335
graphic artist / signcrafter
milne2@msn.com
Sterling # CCC114

Eddie Ortiz
17117 Passage Ave.
Bellflower, CA 90706
Military
Collectorman5000@aol.com
Sterling # CCC393

Paul & Judy Petrali
7814 Olympic Way
Fair Oaks, CA 95628
fools4sterlings@yahoo.com
Sterling

Miguel Santiago
17955 Tanleaf Ln.
Prunedale, CA 93907
High School student
Turkeyb0y@myrealbox.com
G2 Sterling (version after Sovran)

Farzad "Fuzz" Sharif
306 Kent Drive
Harrisburg, PA 17111
Fuzz148@comcast.net
Cimbria #04246

Steve Silverstein
85 West 1st Str.
Ronkonkoma, NY 11779
Newspaper marketer
superpuppy1@excite.com
1975 Sterling

Brian Smith
6403 Cedar Run Road
Traverse City, MI 49684
avengergt@hotmail.com
Sterling

Wil Weber
PO Box 215
Farmington, UT 84025
Willden4weber@yahoo.com
Sterling

Shane Williams
5208 Curtis Street
Fremont, CA 94538
brastic_shane@yahoo.com
Sterling

Mike Woolley
1491 Scio Ridge Court
Ann Arbor, MI 48103
University professor
sebring_83@yahoo.com
1983 Sebring



Three Bugs in a Barrel

Owner's Rides



Farzad "Fuzz" Sharif



Donnie Luschen



Paul Hawkins



Steve Silverstein

IT'S ALL IN THE DETAILS!

By David Aliberti

What separates a great car from an outstanding car? The attention to details. If the details are well executed and thought out they will improve the overall appearance of your car. They will give the car a modern, high end production look. Study the details of other cars - really look, because frequently they go unnoticed. Here is a great way to study and remember details on a car: from a short distance: close one eye and trace the detail in the air with your finger. It works, even though you will look stupid standing in the middle of a parking lot waving your finger. Don't be afraid to constantly modify and perfect the accents you add to your Sterling. With refinement, they will evolve into a well integrated part of your car. Outlined here is a DIY project recently completed on my Sterling. With common household tools, you too can add dimensional screens to your intake vents!



Inspiration from the Porsche Carrera GT (background) and Lotus Elise (pictured)



1 Sterling hoods are sometimes left open, or have flat screens behind them. Some use door edge molding to outline the vent opening, and others paint a silver edge detail. Both look good when done carefully. My car has machined billet aluminum rings.



2 First step is to trace all your vents onto a stiff cardboard or posterboard. Make sure to mark them LH or RH, top/bottom and inside/outside



3 Next, cut the templates and fit them inside the openings. Trim as needed so there is a 1/8" gap all the way around.



4 Make certain you make templates for all four vents on your Sterling. They may all be a little different in size. The lower side vents are different from each other, too.



5 Trace the templates onto a 1/2" thick piece of wood. Then, offset to the inside the line you just traced another line 3/8" from the first line.



6 Cut the wood on the inner line with a band saw or jig saw, with the blade set at a 45 degree angle.



7 After you cut the wood parts, match them to the vents LH and RH because some Sterling openings are right and left handed.



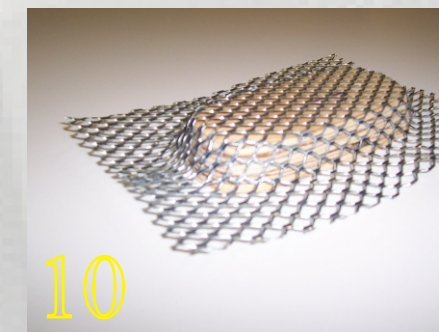
8 The wood should pass easily through the opening with at least a 1/8" gap all the way around. The space is needed for the screen to fit. Sand the wood for a perfect fit.



8a Now the fun begins! Screw the LH and RH wood parts together with the new vent screen between them. Use long screws so both parts can be secured directly to each other and into a solid surface for stability. Gutter Gard screen is a common screen, but any can be used as long as it's flexible.



9 Start to hammer the mesh down around the parts you made. Hammer onto a rounded block of wood, and work your way around the form until the screen sits close. If the screen breaks, insert another piece and try again! Notice the LH and RH blocks are face to face, so I could hammer either direction.



10 After unscrewing the wood apart, you can see the screen has taken the shape.



11 The completed screen, ready to trim to fit behind the vent opening.



12 This is the completed, formed screen vent on my Sterling. Note that some owners glued door edge molding neatly into the vent, and others painted the edge to set them off. The billet aluminum rings on mine are "L" shaped so the small end slides into the hole. A local machine shop can make these for you if you trace the opening, or I can provide engineering drawings.



Photo of the plain, flat screen before the upgrade. A little too simple for me!



New mesh intakes. I used adhesive to glue them in place from underneath. Notice how they curve out and look refined and more complex.

I hope that you found this article interesting. I will continue creating ideas for other DIY sections. If anyone has ideas they would like to share, let me know. I can create a layout of your ideas so it can be used in upcoming newsletters. If anyone has questions regarding another area of the car they would like to see detailed out, let me know. Good luck and feel free to call if you have questions. If you would like more information about the machined rings, contact me at prodevelopment@msn.com

David Aliberti, Verona, PA 412-704-5659