# NATIONAL STERLING OWNERS ASSOCIATION

Tenth Issue: January 2008
www.nationalsterling.org

***Letter from the editor***

***And we're off and running in another year as a club! Personally, I'd like to thank everyone for their involvement thus far. We've grown in leaps the past year, and new members are almost a weekly addition. eBay ads seem to rule for the moment in sales, and the additions of video clips to the sales sheets look to be the clincher - after all, nobody wants to buy a car that doesn't run (usually).***

***Dave and Sterling Sports Cars keeps the hits coming with contacts worldwide, including some overseas sales as far South (west?) as Australia. His chassis designs keep evolving for the better (and currently has a few prototypes for sale - check his web pages), so expect to see great things in the next year as far as engine configurations and placements.***

***Of course the other large news is the revamping of the website. I'm still learning the program, but the new layout seems to be working. We've had almost exponential growth in visitors since the new site, and several have sent emails to me stating they were able to locate a car and purchase it through the marketplace. Nice to know that's working! And, as most of you know, the Owners page has now instigated a form for provenance on the cars listed. Not all owners have returned their form - and I'd like to urge you to do so - and it has been interesting to see how many of you are actually the original owners! For the folks browsing the newsletter as a reader and not a member, but have a car, I've attached a form in the newsletter if you would like to fill one out. It'll be a copy/paste, easy enough to do, and I still would like to encourage everyone to register their cars.***

***That's it for the moment - for those in the colder climates, Spring is right around the corner!***

# Driver Profile

*Submitted by Mike from the Post-Standard in Syracuse, NY - edited for layout only*

The Post-Standard
AUTO

SUNDAY, APRIL 1, 2007
SECTION G

Find your next car with the help of The Post Standard G2

Also inside: trucks, vans, motorcycles and recreational vehicles

Stephen D. Cannerelli/Staff photographer

**MIKE FABERY**, of North Syracuse, poses with his 1976 Sterling and two dune buggies.

## IT'S AN OLD CHILDHOOD FRIEND

### Owner was 8 when he watched his neighbor build Sterling in 1976

**By Kenn Peters**
Staff writer

Now here's something different: It's a Sterling built from a kit in 1976.

Mike Fabery, of North Syracuse, has owned the car since June 23006, but he was around while it was being built in 1976 by Jim Lapp, a next-door neighbor. Fabery was 8 at the time.

"I used to go over when he was working on it. I probably got in his way, but he was always glad to see me," Fabery said.

The Sterling is built on a 1971 Volkswagen Beetle platform and powered by a '73 VW Bus engine. The Bus engine was chosen because its head design is flat and it was easier to fit into the Sterling's engine compartment.

Fabery remembers that the Sterling kit was $3,300 and included the body, interior, windows, seats, dashboard and gauges. It arrived with the gel coat yellow finish it has now, although the black on the bottom was added later.

**During the build,** Fabery remembers an old Rambler nearby was used as a donor for its hydraulics.

"The top on the Sterling is pushed up by hand, but we used the Rambler's hydraulics so it can be raised automatically," he said.

Fabery recalls that it might have taken six to eight months for his neighbor to build the Sterling, a project that consumed nights and weekends.

Fabery said he always told his neighbor that if he ever wanted to sell the Sterling he would be waiting. That day came just a few months ago when the former neighbor decided it was time to let it go. Fabery was waiting.

"I bought it and had it trucked here," he said.

**Fabery said** one of the reasons he wanted the Sterling is because it's part of his childhood memories.

Stephen D. Cannerelli/Staff photographer

**THE INTERIOR** of Mike Fabery's 1976 Sterling is accessed when the top is raised.

"it was always part of my life," he said.

When the neighbor moved to Atlanta in 1995, the Sterling went with him. In fact, it was the neighbor's daily driver for a few months.

Back in North Syracuse, it will be an occasional driver, driven when the mood strikes Fabery, and then driven carefully. The Sterling isn't his only outlet for fun. He also has two dune buggies, one built by the neighbor and another, called a sandrail, that Fabery built. The sandrail resembles a race car.

**In the meantime,** there's some work to do. The hydraulic system is leaking, the interior needs to be replaced and the car needs a general going over. Fabery thinks he's going to add a touch of luxury with an air conditioning system.

"This is 1976 technology, so there are things that can be changed and updated," he said.

#### 1976 Sterling

**Owner:** Mike Fabery
**Chassis:** 1971 Volkswagen
**Engine:** 1973 VW Bus
**Height:** About 3 feet
**Weight:** 1600 pounds
**Transmission:** Four speed standard
**Equipment:** Heater, radio
**Owner's Web site:** www.seemysterling.com

# TECH TIPS

## A nice tip from Mac, troubleshooting his V6 powered Sterling!

Hi Rick...Ok, here's a *few* words for you. Hope you can use it. It took me a month to figure out what was wrong with my Sterling's cooling system so maybe this will save someone some time. Take care, Mac.

WATER COOLING ON A STERLING OR ANY OTHER CUSTOM CAR WITH A REAR ENGINE AND A FRONT MOUNTED RADIATOR.

My Sterling has a very nice sounding and running Ford 3.0 V6 engine in it. The engine is equipped with headers, a large progressive two barrel carb, a four inch riser on the manifold, an isolated dual point ignition system triggering a capacitive discharge unit through a Mallory coil, ported/matched heads and a large oil cooler. The engines oil and water passages were all scrubbed clean. The water pump is a new high volume unit. The radiator was cleaned and is mounted in the front nose at a forty five degree angle to allow it to clear at the top and bottom. It has duct work installed to direct air through it while moving and has a high volume forced air fan mounted behind it. The radiator is connected to the engine via 1 ½ inch pipes that run through a tunnel in the floor pan. They were cleaned and checked for flow. The dash gauges include water and oil temperature units to help me monitor the engine. Overall, it's a clean cooling set up that should have been more than sufficient for this engine.

Unfortunately, there was a problem. At higher rpm's, it cooled fine but would overheat severely and quickly at an idle. I checked for cooling system blockages. There were none. I checked the carb idle mixture thinking that it was running lean at an idle. It was fine. I checked the timing to insure that it was not retarding at an idle and causing the engine to run too hot. It was perfect. Yes, the radiator fan was running at full speed but: It was blowing lukewarm air! The radiator would actually get cool while the engine would overheat badly. I considered changing the ratio on the engine pulley's to increase the water pump speed at an idle but opted to hold off on that since it might fix the symptom but not the problem. This cooling system is more than sufficient for this engine and should easily handle the heat, even at an idle. It's a mechanical water pump and has good clearances. If it's turning, it's pumping water. However, the water that it was pumping was obviously not going through the radiator since the radiator would cool down while the engine quickly overheated.

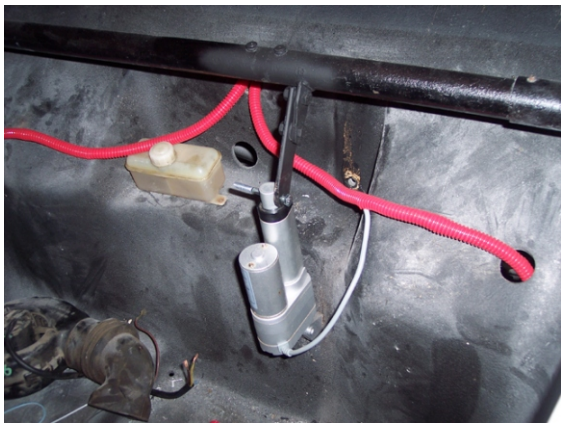
I checked the connecting pipes temperature. They were only warm a few feet away from the engine while the engine would be steaming. I could increase the rpm's, the radiator would get hot and the motor would cool right down. Yes, I checked and replaced the thermostat. The problem was the "Cooling System By-Pass". This is a system found on most water cooled engines and works in conjunction with the thermostat. When the engine is cold, the thermostat is closed preventing water from flowing through the radiator. As the engine gets warm, the thermostat opens and allows water to flow through the radiator. However, the water pump is always pumping water and the water has to go somewhere, even when cold. This is where the "Cooling System By-Pass" comes into play. When the thermostat is closed, water flows through the bypass hose around the thermostat circuit. This water bypasses the entire cooling system. It's not a lot and the hose size is usually only about 3/4". It's never a problem...in a normal car where the motor sits right behind the radiator. The problem is that water is also flowing through the bypass system even when it's hot. Water is lazy and will always take the easiest path. In my engine cooling setup, the water found it easiest to just flow through the bypass system instead of all of the way through the pipe to the radiator and back through the pipe to engine. At an idle, there was not much water flowing so most of it took the shortcut and just kept returning to the engine hot. Of course, it just kept getting hotter and hotter. The fix was relatively easy. I capped the bypass system and removed the thermostat to prevent unacceptable pressure build up. Yes, it causes slower warmup but that's better than continuously overheating whenever I sit at an idle. Overcooling is not really a problem here in hot Arizona but if it were, I would install a thermostatically controlled solenoid valve in the bypass hose so that it closed when the engine did fully warm up. Engine hot = bypass closed= all water flow is through the radiator.

This issue will most likely apply to all water cooled engines adapted for rear engine drive with a front mounted radiator. If your car/engine has a similar problem, the test is easy. Let it get hot and then crimp off the bypass hose. This will force all of the water to flow through the radiator and cool down. Hope this helps, Mac McGraw.

# TECH TIPS

*If the group can remember, back in July/August last year, Tracey was having some issues with his fuel tank and headlight actuators for his Sebring. The stock Beetle fuel tank just wasn't working for some reason, and his headlight assembly needed work. Well, here's his solutions to those problems - and great ones at that!*

Gang,
Thanks for all the suggestions. Attached is a pic of a stock tank in the space where a tank should go. As you can see, it's not a good fit. Rick, perhaps the Sebring back walls are further back that Sterlings? Also attached are some pics of the interior as it is today (about 15minutes ago).
My plan is to get this tank...and the cheapest I've found for a total package:
http://bugsandbuggies.com/Parts.asp?CN=970&SN=105&GN=7
...with a tube type sensor and a VDO gauge. Total is $215.02 shipped to my door (shipping is free because the total is over $200)
I think this will be a good and easy solution and the cost is less than I expected. One of my concerns was the fill being under the lid, but I think that's a small issue. The Sebring does not have scoops or louvers...for those that mentioned those issues. I plan on mounting a "roll out" strip of plastic to cover the body when I fill it up.
The interior! It's shaping up well I think. My wife made all the interior panels and seat covers. They are not perfect, but they are good. More than anything, this kit is about the process and including my wife in that process. It's the journey...although the destination will be fun:) I love the fact that my wife is making stuff for this car...things she never thought she was capable of. There's a huge amount of love in this car so far. Between her and my brother and nephew helping out, this is shaping up to be a labor of family love more than anything.
Lastly, there was some mention of a headlight pop-up problem. I think it was someone selling a Sebring. I wrestled with the best way to fix my headlight problem and my solution is a 2" linear actuator (see attached pic). With the built-in limit switches, it was easy to wire in and it works like a charm! Mostly, the lights don't SLAM shut:)
Um, ignore the messy "trunk" and the insanely long bolt used on the actuator...it's still "in-work".
Regards,
Tracey



| Body Serial Number | Year | OEM Exterior Color | Chassis | Engine displacement |
|---|---|---|---|---|
| | | | | |
| | | | | Gearbox |
| | | | | |

| Original Features/Equipment |
|---|
| |
| |
| |

| Owner additions/modifications |
|---|
| |
| |
| |

| Previous owners, last owner listed first | Location |
|---|---|
| | |
| | |
| | |
| | |
| | |

OEM Exterior Colors: Sebring/Snow White, Daytona/Buttercup/Mellow Yellow, Ferrari Red, International/Hot Orange, Neon/Cool Blue, Hot/Loud Lime

If you would like to have your car listed on the site using this form, please do one of the following:

a) Email me for the form in MS Word format
b) Print the form and fax to 610-269-5341
c) if you're really good - copy/paste into your choice of programs and email it back to me!

My personal email: Milne2@msn.com

Sample shown

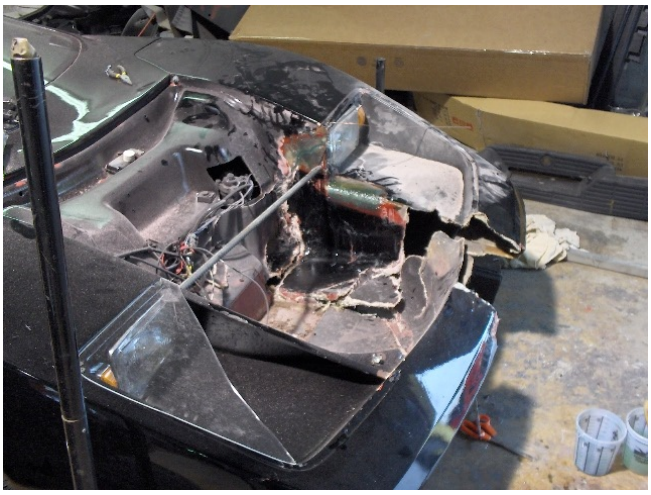
| Body Serial Number | Year | OEM Exterior Color | Chassis | Engine displacement |
|---|---|---|---|---|
| CCC114 | 1974 | International Orange | VW | 1300 |
| | | | | Gearbox |
| | | | | VW 4 speed |

| Original Features/Equipment |
|---|
| Cadillac hydraulic roof pump and rams |
| |
| |

| Owner additions/modifications |
|---|
| R.Milne: custom paint and interior, HID headlights, custom retractable spoiler with built-in oil cooler |
| |
| |

| Previous owners, last owner listed first | Location |
|---|---|
| Rick Milne | PA |
| Larry McCarthy | MI |
| | |
| | |
| | |

Ooofff! Something we all don't want to think about, but what happened to Ross a little before Thanksgiving: a meeting with an immovable object. Ross didn't say how fast he hit, and he assures me he's fine - thanks for the photos!



# Owner's Rides

*Chuck Suess*

*Jay Laifman*

*Kevin Nguyen*

*Jack McKain*

***Sterling Registry***
0001 Sovran, sold to the UK
S002, Chet Dunican, CT
022, current location CA
033, Jerry Taylor, CA
NOVA #35, Peter Hillyer, WA
S042, Robert Davidoski, TX
S050, Bill Lewis, CA
B80, Mike Fabery, NY
B90, Scott Bailey, NY
095, Dennis Albright, MN
114, Bob Paden, OH
123, Jay Horsley, OH
130, Nick Born, MN
132, Larry Hoganson, CA
168, Stan Swenson, MT
183, Jack Clay, WA
195, Dave Aliberti, PA
234, Allen Cunningham, OR
270, Rod Whittaker, NY
272, Mac McGraw, AZ
283, Jack Clay, WA
297, Robert Hilditch, CA
319, current location CA
331, Cynthia Mendoza, CO
354, Ken Morgan, TX
360, Shane Williams, CA
404, Warren Daugherty, PA
416, Nic Bardea, CA
444, Anthony Bemis, CA
467, Greg Hampton, CA
460, Donnie Luschen, AK
461, Sean Clay, CA
551, Joshua Davis, FL
685, Anthony Jaworowski, CA
697, Greg Hampton, CA
701 Mike Walz, TX
704, Kevin Nguyen, CA
705, Mark Barradas, CA
706, Brian Smith, MI
707, Wayne Fricks, CO
710, Mac McGraw, AZ
752, Tom Cahill, NY
869, Warren Daugherty, PA

***Sebring Registry***
Hank Zellers, TN
Mike Woolley, MI
Tracey White, CO
Mark Albanese, FL
Gary Anagnostis, OH
Steve Andrejeski, NY
Mark Johnson, FL
Jay Laifman, CA, #203
Chuck Suess, MO, #149

***Cimbria Registry***
Mark Williams, CT
Farzad Sharif, PA
Norbert Sliwinski, PA
Keith Klein, WA
Alex Kreuzer, WI
Scott McKinley, WI
Seth Canterbury, GA
Max Fuller, FL

***Active members***
Ahmad Abdo, TX
Mike Leach, IN
Wally Kolcz, MI
Eddie Ortiz, CA
Tom Paquette, NY
Paul Petrali, CA
Arlen Fountain, MS

***"Orphan" cars, vehicles that the data plate is missing or destroyed.***

Mike McBride, OR, NSOA honorary member, Sterling
Steve Silverstein, NY, Sterling
Wil Weber, UT, Sterling
Al Agolio, CT, Sterling
Mike Allen, FL, Sterling
Ben Dodd, PA, Sterling
Greg Hampton, 2 Sterlings, 1 Cimbria (currently for sale)
Bill Jones, AL, Sterling
Dan McGee, MI, Sterling
Jeff McKain, PA, Sterling
Ross Pivnik, FL, Sterling
Jeff Warnke, MI, Sterling
Rick Milne, PA, "Norm Rose car"

# Drivers & Members

Created and published by:
Tam Arte Design Studio
Sign & Vehicle Distinction