

SHARK BITES



**Sutherland
Automotive**

Our Partners
Click on Logo for Website



EXECUTIVE BOARD

President	Ken Maher
Vice President	Dave Love
Treasurer	Tom Lupica
Secretary	Ed Cashman
Membership Director	Bill Mendes
Social Director	Janice Love
Quartermaster	Margret Barcelo
Media Relations Director	Gary Spinnaze

Contact information for club Leadership can be found on our **Club Website**: www.sharktoothsportscarclub.com
Webmaster: **Jen Maher**, *Maverick MKG*

TABLE OF CONTENTS (click on heading to go to topic)

INTRODUCTION 2

PRESIDENT'S MESSAGE 2

VICE PRESIDENT'S MESSAGE 4

CAR SHOWS 7

SOCIAL EVENTS 8

CELEBRATIONS 11

MEMBERSHIP 12

QUARTERMASTER'S LOCKER 12

ARTICLES of INTEREST 12



Newsletter Editor: **Steve Bieglecki**

"Shark Bites" is the quarterly newsletter of the Shark Tooth Sports Car Club. Articles to be considered for publication are due two weeks before the end of the quarter.

INTRODUCTION

Greetings Sharks! As we are at the mid-point of 2023, there are so many exciting things to report and some changes as well. Let us review these past six (6) months:

- We added two (2) new sponsors. *O'Reilly's Auto Parts* (Tamiami Trail, Venice) came on board as a Bronze sponsor and *Sutherland Automotive Group* (Fort Meyers and Cape Coral) came on as a Gold sponsor. Ken Maher and Gary Spinazze are the sponsor liaisons, respectively. Please reach out to these individuals to learn about the exciting benefits being extended to our members by these sponsors.
- In addition to being recognized as an approved club by *Carlisle Auctions* for providing drivers for their February and November auctions in Lakeland, we have also been recognized by *Premier Auto Auctions* to drive at their March and December auctions in Punta Gorda and their June auction in Savannah, Georgia.
- Our Benevolent Committee, co-chaired by Ron & Linda Wencil, and supported by June Dilella, and Margo Maple, and up to just recently Janice Love, are doing splendid work providing funds to area non-profit organizations that provide support to those in the Greater Venice area who could benefit from our good will.
- We presented our first \$1,000 scholarship award at our May meeting to a graduating Venice High School senior who is planning to study aerospace engineering. We look forward to making this an annual award.
- Our members continue to come up with fun events and restaurants for all to enjoy.
- We are looking to bring in speakers to our monthly meetings. We have *Lamborghini Sarasota* slated for our July meeting. We are looking to arrange for *Tire Kingdom* and *O'Reilly Auto Parts* to present at our September and October meetings.
- Our Viking club cruise on the Danube River is schedule for August, which will result in the August meeting being cancelled.
- We have experienced a number of changes in our Leadership Team. Mike and Sandy Connors have sold their home and are headed to Georgia to be nearer family, and Judy Umbreit has asked

to step aside from her role as Social Coordinator. What more can I say that I have not already said, other than THANK YOU for your contribution to our club. Fortunately, Judy and Rich will remain club members and Mike and Sandy will also remain members despite having a Georgia residence, as they look forward to joining us as often as they can. So, the leadership changes in summary are as follows:

- Secretary Ed Cashman replaces Mike Connors
- Social Coordinator Janice Love replaces Judy Umbreit
- Quartermaster Margaret Barcelo replaces Sandy Connors
- Benevolent Committee Margo Maple replaces Janice Love

These past six (6) months has certainly been exciting, and I look forward to the second half of the year. There is also still room for new members. So, if you know a couple with a sports car that is looking to join a fun club, invite them to join us at one of our meetings as a guest or extend an invite to join us for an event.

Ken Maher

PRESIDENT'S MESSAGE



We have a slide that we present during our monthly meetings that shows the diverse manufacturers we have in the club that represents the members primary sports car. We often comment on how many how many manufacturers that are represented, but have you ever thought about how many car manufacturers there are or were, how they began, what their logo represents, or how they got their name? Probably not, but I have.

Many of us know that the industrialist Henry Ford founded the company that bears his name. But what about all the other car companies? Were they all named after their founder and who owns the company today? Well, here is what I came up with, although this list is not all inclusive:

- **Acura**
 - Created by Honda Motor Company in 1986
 - Today it is a division of Honda Motor Company
- **Audi**
 - Founded by August Horch in Germany in 1932
 - The four (4) rings represent the four (4) companies that formed Audi.
 - Today it is a division of Volkswagen Group
- **Bentley**
 - Founded by H.M. Bentley and W.O. Bentley
 - Today it is a division of Volkswagen Group.
- **BMW (Bavarian Motor Works)**
 - Founded in 1916 in Bavaria
 - Today it is an independent company.
- **Bugatti**
 - Founded by the Italian born Ettore Bugatti in 1909 in Molsheim, France which was a German city at the time it was founded.
 - Today it is an independent company.
- **Buick**
 - Founded by David Dunbar Buick in 1897
 - Today, it is a division of General Motors, at one time it was slotted between Oldsmobile and Cadillac. Today, it sits between Chevrolet and Cadillac.
- **Cadillac**
 - Named after Antoine de la Mothe Cadillac, who founded Detroit, Michigan in 1902.
 - The Cadillac crest is his coat of arms.
 - Today it is a division of General Motors
- **Chevrolet**
 - Founded by Louis Chevrolet in 1911
 - Today it is a division of General Motors
- **Chrysler**
 - Founded by Walter Chrysler in 1925
 - Today it is a division of Fiat Chrysler Automobiles
- **DeLorean**
 - Founded by John DeLorean in Ireland in 1975
 - It is remembered for the one model it produced — the [stainless steel DeLorean sports car](#) featuring [gull-wing doors](#)—and for its brief and turbulent history, ending in [receivership](#) and [bankruptcy](#) in 1982.
- **Dodge**
 - Founded by brothers John and Horace Dodge in 1900
 - The brothers at one time worked for Henry Ford building his Model Ts
 - Today it is a division of Fiat Chrysler Automobiles
- **Ferrari**
 - Founded by Enzo Ferrari in Italy in 1939
 - Today it is an independent company.
- **Ford**
 - Founded by Henry Ford in 1903
 - Today it is an independent company.
- **Honda Motor Company**
 - Founded by [Soichiro Honda](#) in Japan.
 - Today it is an independent company.
- **Jaguar**
 - Founded as the [Swallow Sidecar Company](#) in 1922, originally making motorcycle [sidecars](#) before developing bodies for passenger cars. Under the ownership of S. S. Cars Limited the business extended to complete cars made in association with [Standard Motor Co](#), many bearing *Jaguar* as a model name. The company's name was changed from S. S. Cars to Jaguar Cars in 1945.
 - Today it's a subsidiary of Tata Motors which is an Indian [multinational automotive](#) manufacturing company headquartered in [Mumbai](#)
- **Lamborghini**
 - Founded by Ferruccio Lamborghini in Italy in 1963
 - Began his career as a manufacturer of tractors.
 - Today, it is a subsidiary of Audi which itself is a division of Volkswagen Group
- **Lexus**
 - Created by Toyota in 1989
 - Today it is a division of Toyota.
- **Lincoln**
 - Founded by Henry M. Leland in 1917, naming it after Abraham Lincoln
 - Today, it is a division of Ford.
- **Mercedes Benz**
 - Founded by Karl Benz in Germany

- Generally regarded as the first petrol powered car.
 - Today it is an independent company.
- **Mercury**
- Founded by Edsel Ford in 1938
 - It was intended to bridge the gap between Ford and Lincoln
 - At one time it was a division of Ford – company was shut down years ago.
- **Oldsmobile**
- Founded by Ransom E. Olds in 1897
 - At one time it was a division of General Motors, it was slotted between Pontiac and Buick – company was shut down several years ago.
- **Plymouth**
- Created by Walter Chrysler in 1928
 - Designed to compete with Ford and Chevrolet
 - At one time it was a division of Chrysler – company was shut down several years ago.
- **Pontiac**
- Introduced by General Motors in 1926
 - At one time it was a division of General Motors, it was slotted between Chevrolet and Oldsmobile – company was shut down several years ago.
- **Porsche**
- Founded by Ferdinand Porsche in Germany in 1931
 - Today it is a division of Volkswagen Group
- **Rolls Royce**
- Founded by Henry Royce in England
 - Today it is a division of BMW.
- **Saab**
- Founded in [Sweden](#) in 1945 when its parent company, [SAAB AB](#), began a project to design a small automobile.
 - Today it is a subsidiary of National Electric Vehicle Sweden
- **Subaru**
- Founded by Kenji Kita in Japan in 1953
 - Today it is an independent company.
- **Toyota**
- Founded by [Kiichiro Toyoda](#) in 1937 in Japan
 - Today it is an independent company.
- **Volkswagen**
- Founded by the German Labour Front in 1937 in Germany
 - Translates to “people’s car” in German. The car was ordered by Adolf Hitler and was designed by Ferdinand Porsche
 - Today it is an independent company.
- **Volvo**
- Volvo was founded upon the concept of [safety](#) in 1927 in [Gothenburg](#), Sweden. The company was created as a [subsidiary company](#) 100% owned by [SKF](#) (*Svenska Kullagerfabriken*).
 - Today, it’s a subsidiary of Geely (officially Zhejiang Geely Holding Group Co., Ltd), a [privately held](#) global [automotive](#) group headquartered in the city of [Hangzhou](#), in south-east China’s [Zhejiang province](#)

YOLO
(You Only Live Once)

Ken Maher

VICE PRESIDENT’S MESSAGE

How Fast is Fast?

In my youngest days, cars meant one thing to me - Drag Racing. I suspect this applies to many of you as well. I was (and am) entranced by the raw power of Drag Race cars. The baddest of the bad were always the Dragsters, sometimes referred to as “Rails” back then. My how things have changed. I recently came across an article, written by Steven Myers, about modern day Top Fuel Dragsters. The article is a bit outdated as some of the numbers quoted have since become even more unbelievable. Following is some of Steven Myers article; shortened, paraphrased and partially updated.

Top Fuel Dragsters now make over 11,000 Horsepower at 9500 RPM. That is more than the first 5 rows at the Daytona 500 combined. These cars will consume 1 1/2 to 2 gallons of Nitro Methane fuel PER SECOND during a run (at a cost of around \$50 per gallon). From start-up to shut down, they’ll use around 15 gallons of fuel. Total run time less than a minute. Nitro Methane burns yellow at over 7000 degrees. The spectacular white flames you see shooting up during a run is actually the hydrogen in the atmosphere being ignited by the exhaust gasses.

The spark plugs are mostly destroyed in each run. The engines are generally rebuilt between each pass. At the end of the run, the engine is fired not by the spark plugs, but by the compression in the engine, known as dieseling. The only way to shut off the engine is to cut the fuel supply. If a spark plug fails early in the run, that cylinder will fill with fuel and cause the spectacular explosion that you may have seen. All said and done, if nothing breaks, all the equipment is paid for and everyone works for free, the actual cost of each run is well over \$1000 in parts alone.

So, how fast is fast? As a result of the quick acceleration and high speed of a Top Fuel Dragster, some changes have been made in this class. Drags have always been 1/4 mile in length, 1320 ft. The sanctioning body of Drag Racing, the NHRA, a few years ago changed Top Fuel and their sister Funny Cars to 1000 ft. Before you finish reading this sentence, a dragster will have topped 300 mph! How does that break down? Zero to 100 mph-.8 of a second in the first 60 ft. Zero to 200 mph, about 2 seconds, 350 ft. That is faster than anything on Earth, quicker than a Jet Fighter, quicker than the Space Shuttle. The current World Record holder is Brittany Force - 338.94 MPH in 3.64 seconds. That results in almost 8 g-forces at take-off and negative 6 g-forces when the twin parachutes are deployed to stop the run.

Here's an example - You are in your Super Car doing 200 mph. A mile up the road, a Top Fuel is staged, ready to launch down a quarter mile strip. You blast across the line at 200 mph at the same time the light goes green for the Fuelie. The Fuelie takes off after you. The Fuelie will catch and pass you in 3 seconds or so. He or she spotted you 200 mph and still beat you to the finish line in 1000 ft, in just over 3 seconds! I believe you can call that ACCELERATION!



Dave Love

What Do You Know? (About The Cars in Our Club)

What Do You Know? (About The Cars In Our Club)

Each issue, we'll focus on a car, chosen at random, that has a representative in our club. It won't be your specific car, but rather a generic description of the Year, Make and Model.

This month's spotlight - 2004 Corvette

Everyone, World-Wide, knows the name Corvette. The name has become synonymous with the title "Sports Car". Here is a brief overview of the Corvette and the 2004 model, the last of the C5 generation.

Corvette started as a concept car in 1953. The Assistant Director of Public Relations, Myron Scott, suggested naming the new model "Corvette", after a small maneuverable warship. The name stuck. It was first presented at the GM Motorama in January of 1953. The Motorama was held at the Waldorf Astoria Hotel in New York. The idea was that actual production would begin the following year. Reception was so positive that production was ramped up and the first models were available for sale by June of that same year. That first generation is referred to as the C1. In the decades since, Corvette has gone through 8 generations, with the current model being called, obviously, C8.

1997 was the first year for the C5 Corvette. C5 continued through 2004, with small changes/improvements occurring each year. The C5 was redesigned from the ground up so it was essentially a brand-new car in every respect. Because of the vast improvements to the chassis, suspension, and drive train, the C5 achieved an almost perfect 50/50 weight distribution. The C5 Corvette is the most aerodynamic of all the Corvettes. The new C5 was actually quicker than the previous C4 model ZR1.

The C5, as with other Corvettes, represents superb performance value. The performance was matched only by the Dodge Viper, the Porsche 911 and a handful of exotics, all of which had a much higher price tag.

There were 2 versions of the C5, the base Corvette and the ZO6. The ZO6 moniker was resurrected for the C5, for the first time since 1963. The car was available in Coupe, Convertible and ZO6 hardtop. Two versions of the LS1, 5.7-liter engine were available, depending on the model. Horsepower was either 350 or 405 (ZO6). Zero to 60 was from 4.6 to 5.8 seconds, depending on equipment. The quarter mile was achieved in 13.22 seconds at 109 mph. Top speed of the 2004 was 176 mph. ZO6 was slightly slower at 171, due to gear ratios.

The 2004 Corvette had 2 transmissions available, a 4-speed overdrive automatic and a 6 speed overdrive manual. C5 is a very lightweight car, weighing in at 3116 to 3214 lbs, again varying with options. The wheels are 17" front and 18" rear, with the width varying slightly between the base model and the ZO6. The tires from the factory were Goodyear Eagle GT. The body is a fiberglass/composite, with an all-welded steel frame. Front and rear suspensions are independent, with the rear being a 5-link setup with a single fiberglass transverse spring.

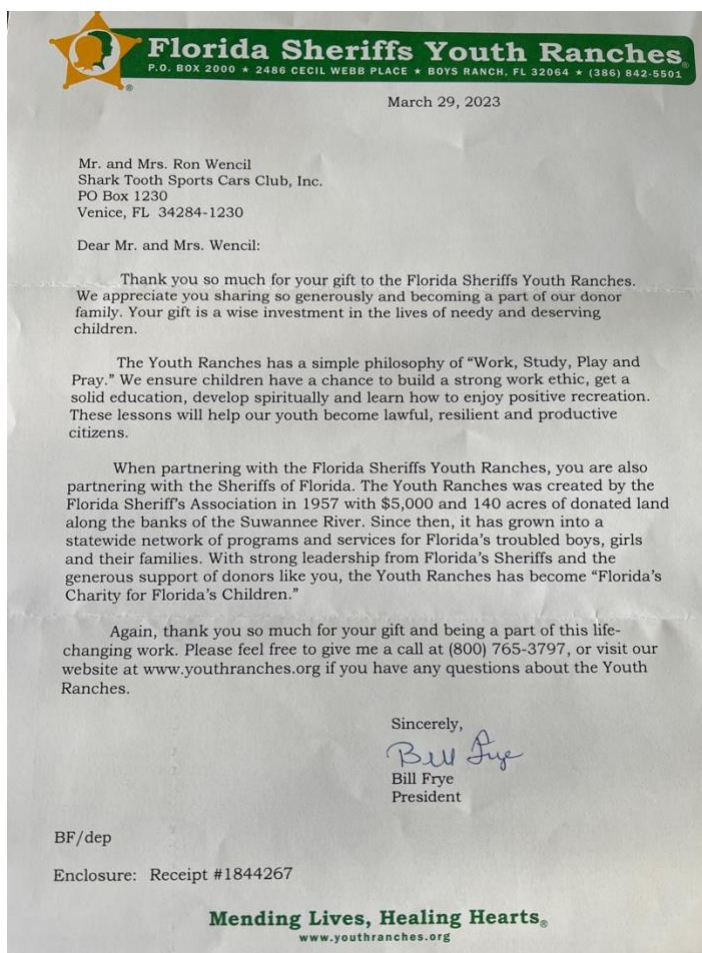
In 2004, Corvette produced a total of 36,064 cars. 16,165 were Coupe, 12,216 were Convertible and 5,683 were ZO6. All were built in Bowling Green Kentucky.

The most popular colors, from most to least were: 1) LeMans Blue Metallic, 2) Black, 3) Torch Red 4) Machine Silver 5) Magnetic Red Metallic 6) Medium Spiral Gray Metallic 7) Millennium Yellow 8) Arctic White.

Corvette is widely known as America's Sports Car. Per Automotive News, "After being featured in the popular 1960s TV show, Route 66, the car became synonymous with freedom and adventure." The C5, including the 2004 model, have helped Corvette become both the most successful Concept Car in history and the most popular Sports Car in history.

By: Dave Love

A Thank You Note from *The Florida Sherriff's Youth Ranches* for our Contribution from the Club's Benevolent Fund



Scholarship Award Ceremony

We had our award ceremony last night's monthly meeting where we awarded a \$1,000 scholarship to Mr. Logan Lang, a Venice High School, who will be graduating later this month with plans to attend the *University of Central Florida* and major in Aerospace Engineering, with hopes to work for NASA or SpaceX someday.

The Sharks were out in full to attend this ceremony. I have attached a few photos from last night's ceremony. The first two have to do with the award presented by the *Shark Tooth Sports Car Club*. These pictures show the student with the Club's Benevolent Committee (Ron and Linda Wencil, Janice Love and June Dilella). The last two photos show the *Target Masters* members holding their ceremonial check. Unfortunately, the recipient was unable to attend the ceremony.

Please note that both *The Gondolier* newspaper and *City Lifestyle* magazine covered the event.



Good work Sharks!



Reporter: Ken Maher

CAR SHOWS

STSCC Area Car Show Schedule 3Q'23

The following listing is accurate as of the date of this publication. Check the club's Monthly Meeting Minutes under "Club Admin" on our [website](#) for updated listings of STSCC suggested area car show events.

ONGOING EVENTS

Cruisin' on Dearborn 1st Saturday Each Month.
Dearborn St in Englewood. 2-8pm
Northport Cars & Coffee @ Cocoplum Village \$10 Donation. 1st Sunday Each Month 8-10am
UTC Mall Cars & Coffee @ Ford Garage. \$10 Donation. 2nd Saturday Each Month. 8-10am
Stingray's Bar & Grill Cars & Coffee 3rd Saturday Each Month. 8-Noon
Lynche's Pub St Armands. Cars & Coffee. 3rd Saturday Each Month 8-10am
AACA Cars & Coffee @ Ideal Classic Cars 4th Saturday Each Month 9-1pm

LANCE'S AREA CAR SHOWS

5/13, 6/10, 7/8. Ideal Classic cars, Venice. 9-1am
5/6, 6/13, 7/1. Hooters, Sarasota - US41 @ Clark Rd. 5-8pm

UPCOMING CAR SHOWS SW FLORIDA

5/29/2023 Memorial Day Island Walk Veterans Car Show. Island Walk Clubhouse
Shark Tooth Sports Car Club will be assisting with the show. Info to follow

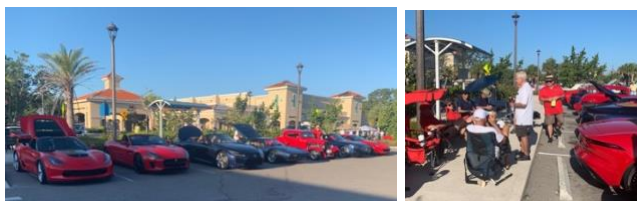
As a Car Show Event Captain, we ask that you take photos and write a short note about your event for posting in the newsletter and on the website. Please send them to Steve Bieglecki (email: sbieglecki@gmail.com) and Jen Maher (jen@maverickmkg.com) Thank you.

Dave Love

Kimal Lumber Classic Car Show

4/23

On Sunday, April 23, Sharks participated in the Kimal Lumber Classic Car Show held in beautiful downtown Venice at the Venice Community Center.



Reporter: Janice Love

6th Annual Island Walk Car Show at The West Villages

5/29

On Memorial Day. May 29th, the 6th annual car show at Island Walk at the West Villages took place with the support of 17 Shark vehicles. Early that morning our Sharks started parking the 38 cars that showed up. Our Sharks represented over 40% of the show cars. After drinking coffee and scarfing up donuts in the early morning, the grill fired up with hot dogs grilled by the Island Walk Veterans.



At noon Taps was played as the flag was raised to full staff in honor of our fallen Veterans. Then a ceremony recognizing 6 Patriots who donated 6 service flags to the Island Walk community, 3 of which are Sharks.

Next the "Canine for Heroes" organization was presented a check for \$10,000 raised by the Veterans of Island Walk at their annual golf outing.

Then on to the awards. Our own Ken Maher won 3rd place in the 1989 an older with his 1965 Shelby Cobra.



Thanks to all of Sharks including Linda Pennington and Denise Mannino who helped make this a great event.

Click [here](#) to see more pictures of this event

Reporter: Gary Spinazze

SOCIAL EVENTS

Hello Sharks. Janice Love here serving as your new Social Coordinator. When you next see Judy Umbreit be sure to give her a big thanks for serving as Social Coordinator since the inception of the Club. She did an outstanding job and I hope to be at least somewhat as organized as she has been!

We have had great dining experiences and enjoyed fun activities with more to come. Here is a look at what we have coming up in the next few months. 2023 Monthly Dinners – date predetermined – **third Monday of each month.**

- Mannino, June 19 Allegro Bistro
- Spinazze, July 20
- Iannone, August 21
- Parkinson/Lupica, September 18
- Lytle, October 16
- November TBD
- Maher, December 6, Holiday Dinner Event, Venice Yacht Club

The host chooses the location for the dinner and provides the details for publication via email to the Social Events Coordinator. The information needed includes the host names, event location including full address, date of event, event start time, price, and details such as caravanning if applicable, dress code etc. As the hosts, you will receive all replies, maintain the attendees list, and prepare table numbers for the attendees to pick from for seating assignments. For example, if you have two couples to a table, you will have two number 1s and so on.

Monthly Outings – host to select date and venue

- Wencil, June 7, Sarasota Classic Car Tour
- TBD
- Mendes, TBD August
- Gruenberg/Umbreit, September, Bok Tower (pending)
- Papon, October TBD
- Cashman/Wiseman, November, Edison Museum Ft. Myers

As the hosts of the monthly outing, the venue is your choice, as is the date. Keep in mind that the dinner that month will be held on the third Monday and the membership meeting will be held on the second Wednesday. As with the dinners, you will send the event information via email to the Social Events Coordinator for distribution.

Submitting your event form: The form for submitting your dinner/event information can be found on the website under the Club Administration tab. Simply fill in the requested information as laid out, save it on your

computer/device and email it to the Social Events Coordinator for distribution. All dinners and events will be listed on the club calendar located on the website. Everyone has busy schedules, so we ask that you have your event details and dinner locations in place three months in advance. This will give everyone an opportunity to reserve the date on their personal calendars. The January through July 2024 dinner and event schedules will be prepared in the next couple of months. If you prefer a particular month during this time, please let me know. Thanks to all who have hosted dinners and events. We look forward to another great year of dining and fun. If you have any questions, please do not hesitate to contact me. I look forward to working with all of you.



Janice Love

Social Events Coordinator
JaniceSharkTooth@gmail.com
505-259-9324

Smile, you may be on candid camera! As the host of an event or dinner, we ask that you take photos and write a short note about your dinner/event for posting in the newsletter and on the website. Please send them to Steve Bieglecki (sbieglecki@gmail.com) and Jen Maher (jen@maverickmkg.com) Thank you.

April Monthly Mini Golf Outing

4/11

On April 11 Sharks turned out for a round of mini golf hosted by Gary Westfall and Margaret Barcelo at The Fish Hole in Lakewood Ranch. Congrats to Bobbe Lytle for posting the lowest score for 18 holes – an impressive 40. Golf was followed by lunch at McGrath's Irish Ale House.





Well...not sharks but close enough!

5/23

What a perfect day to spend on the water with fellow sharks circling Dolphins.

Reporter: Janice Love

Sharks on the Moon! (Maybe the longest club cruise yet)

The Shark Tooth Sports Car club went to the moon and back. Talk about an out of this world adventure. Gary Westfall and Rich Gruenberg suited up for the journey. They made a safe landing and were picked up by the ground crew, Margaret Barcelo and Judy Umbreit.



Reporters: Judy Umbreit and Darlene Bieglecki

May Dinner at La Rocca – Hosts, Roger and Margo Maple

5/15

Margo and I wanted to thank everyone who attended the STSCC dinner at La Rocca Restaurant. There was a total of 20. Hope everyone enjoyed the food and camaraderie.



Reporter: Roger Maple

A Day at the Range

5/31

Everyone had a great time at the range and enjoyed your meal afterwards at *Deep Lagoon*.



Click [here](#) to see more pictures of this event

Reporter: Ken Maher

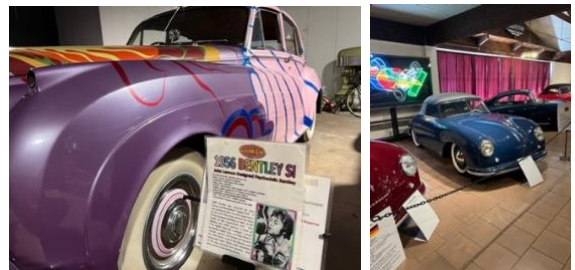
Sarasota Classic Car Museum Tour

6/7

Sixteen Sharks toured Sarasota Classic Car Museum on Wednesday, June 7th.



Our group had a private tour guide named Tom, a museum volunteer and former parts manager for several different car dealerships in his working career, and who is currently re-building a 1934 Ford. In addition to providing us with numerous car tidbits and historical info about the multitude of classic vehicles on site at the Museum, he also mentioned the Museum has the distinction of being the second oldest continuously operating classic car museum in the Country, with a museum in Michigan having the honor of being the oldest. The Sarasota Classic Car Museum opened in 1953 and this year is celebrating its 70th anniversary.



After our museum tour we enjoyed lunch at Der Dutchman in Sarasota. I think all 16 of us had the buffet. We just heard last week Der Dutchman has recently been named the number 1 buffet in the Country by USA Today readers.

Reporters: Linda & Ron Wencil

Click [here](#) for breaking news about the museum

Savannah or Bust

6/8-11

On June 8-11, the Mahers, Lytles and Loves were in Savannah, GA to drive vehicles for the Premier Auto Group Auction in the Savannah Convention Center. There were a lot of really nice cars, some of which sold for 6 figures. What a fun weekend with cars, sightseeing, trips on the ferry across the Savannah river and of course good eats! You always hear about Southern hospitality but in Savannah you experience it first-hand.



Reporter: Janice Love

CELEBRATIONS

Happy Birthday



- July
 - 5 Bobbe Lytle
 - 15 Alex D'Angelo
 - 30 Judy Umbreit
- August
 - 21 Mike Connors
 - 25 Bill Jereb
 - 28 Margo Maple
- September
 - No birthday celebrations

Happy Anniversary



- July
 - 3 Parkinson/Lupica
 - 29 Bieglecki
- August
 - 9 Pennington
 - 15 Cashman
- September
 - 18 Wencil
 - 19 Spinazze
 - 22 Connors

MEMBERSHIP

We currently have 25 memberships.



<u>VEHICLES</u>		<u>COLORS</u>	
Alfa Romeo	1	Red	8
Aston Martin	1	White	6
Audi	1	Blue	6
BMW	6	Silver/Gray	4
Chevrolet	9	Black	1
Ferrari	1	Beige	1
Ford	1	Green	1
Jaguar	2		
Mercedes	2		
Nissan	1		
Porsche	1		



Bill Mendes

“Cool” New Member Candidate

Membership recruitment is ongoing. Our new member candidate, Jimmy, the Coca Cola polar bear, will be over for a visit when his gig at Disney comes to an end. 🍷🍷🍷



Reporter: Judy Umbriet

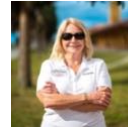
QUARTERMASTER'S LOCKER

Hi everyone from your new Quartermaster, Margaret Barcelo. I am taking over for Sandy Connors.

First, I would like to thank Sandy and Mike for all they have done for our club. Also want to thank Sandy for taking her valuable packing time to train me for this position. They will be greatly missed.

Prices for official club shirts (\$61) and embroidered items (#6. per logo) remain the same. If you need to order anything you can contact me at margaretbarcelo@msn.com.

Look forward to working with you.



Margret Barcelo

ARTICLES of INTEREST

Why You (Almost) NEVER See a Corvette in the Same Garage as a Porsche

By: Joe Kucinski, The Corvette Forum



Corvette and Porsche each have a rabid fanbase yet rarely do those fans cross party lines. Why don't we see more garages with each?

I am sure the moment this is published there will be a flood of pictures showing a **Corvette** and a Porsche sharing a garage. I know there are plenty of people that do in fact own both. But to be clear, I am not talking about uber-wealthy collectors that have 50+ cars in their garage mahal. And Porsche makes a number of vehicles nowadays, so I am talking specifically about their sportscar models. A Corvette and a Macan SUV doesn't count. You don't need to be rich to own a **C4 Corvette** and a Porsche 944. A **C8 Corvette** and a new 911 is a pricier proposition for sure but it can be done. Yet it seems that in most cases folks with that kind of money will instead have two Corvettes or two Porsches.

Why don't more people sample both?

I will be honest upfront. I didn't interview every single Corvette owner and every single Porsche owner for this article. So, what I am saying is more opinion than scientific fact. However, it is a somewhat well-informed opinion. I know many Porsche owners and many Corvette owners. I have been to the **Corvettes at Carlisle** event several times. It is one of the largest Corvette gatherings in the world. I have been to Porsche Parade which is one of the largest Porsche gatherings in the world. I have spent plenty of time with both brands and owners. They love their cars, yet many won't consider ever switching sides or even adding the other brand to their garage. Why?

The Corvette is made in Kentucky. The Porsche 911 is not. For some folks, it is as simple as that. Porsche makes great cars but not in America. The Corvette is THE American sportscar. Buying a foreign brand is not an option for some Corvette owners. Even if they didn't have to get rid of their Corvette to do so. You can put the top down on a Corvette convertible and look right at home as part of an Independence Day parade. Try to do the same in a Porsche Boxster and it just doesn't seem quite right. On the other side of the aisle, there are some folks that purposely WON'T buy an American car. Even one as good as the Corvette. There are certainly some lines drawn around where the car is produced.

The Corvette is known for its V8 engine. There is nothing like a naturally aspirated V8 sportscar. If that is what you want, then you are buying the Corvette. Porsche sportscars are known for their flat-six engines. They are great as well but make power differently and sound very different. Some people like both and those are the few that may actually have one of each in their garage. But more commonly people are in one camp or the other. It has to be a V8 or nothing. The engine is the soul of a sports car. You like what you like and that is it.

If you are reading this, then you likely grew up a Corvette fan. Your family had one or several. Maybe a neighbor did. Or your first girlfriend's dad had one. If in your impressionable years, you were exposed to

Corvettes, it is likely you carried that with you into adulthood when you can afford to buy your own sportscar. On the flip side, some folks grew up in the Porsche world and they have similar strong ties to that brand. It is not easy to change the way you feel about something that you had instilled in you since childhood.

Porsche Pricing



There is no way around it. A Corvette is less expensive to buy and maintain than a Porsche. Even the pricey Z06 has a starting MSRP of less than half of the starting MSRP of a 911 Turbo S. Some folks just don't want to pay Porsche money for what is essentially a toy. Especially when you consider that a modern C8 Corvette can perform as well if not better than several more expensive Porsche models. Where is that extra money going? Well, to some Porsche folks that badge on the hood is worth a lot. And the thought of going to a Chevy dealer simply does not appeal to them.

Transmission



Sadly, this is a thing now with the C8 generation Corvette at least. If you are a diehard, save the manuals, I would rather walk than drive an automatic type of person. You simply can't buy a new Corvette. Porsche does still offer several models with a real manual transmission. That is the one feature in a sportscar that

you can't substitute. It is one thing to say you prefer a Burmester audio system to a Bose system. You can still get the Bose and probably be happy with it. Or at least tolerate it. But there is nothing like a true 3-pedal car. And unfortunately, Corvette has given up on that.

Corvette and Porsche have strong followings and a very active community of owners. There are events for each brand going on around the country just about every week. But the events tend to be different. One is not better than the other, but they are just different. As I said at the outset, I have been to plenty of events for both brands. I truly enjoy all of them. But some folks may not. Some just want to hang with the Corvette crowd and others feel more at home with Porsche people. I like to live life experiencing a little from column A and a little from column B. But everyone is not like that. And those folks will have a Corvette or a Porsche in their garage but never both.

Corvette and Porsche Final Thoughts

In this article, I clearly made some generalizations. There are exceptions to everything. Don't take anything personally. The Corvette is an amazing car. Porsche makes some amazing cars. Some folks loved one. Some folks love the other. A few folks love both. Feel free to tell me how wrong.

Images: Joe Kucinski; AutoTrader; Chevrolet

National Council of Corvette Clubs Bans the E-Ray from Competition

By: Joe Kucinski, The Corvette Forum



Also, if you bring an E-Ray to a track just to watch, prepare to park it at least 30 feet away from other cars and all buildings.

Imagine you just spent **big money to purchase a new E-Ray Corvette**. You can't wait to get it out on the racetrack to see what that 655 horsepower can really do when pushed to the limit. But there is a problem. Your

new six-figure E-Ray is not welcomed on the racetrack. In fact, you can't even park it near the track, or any of its buildings or any other cars. The **National Council of Corvette Clubs (NCCC)** has recently updated its 2022 – 2023 competition rulebook. And one of the updates is to ban all EVs and hybrid vehicles from all track competitions. Section 1.8.1 item 14 reads:

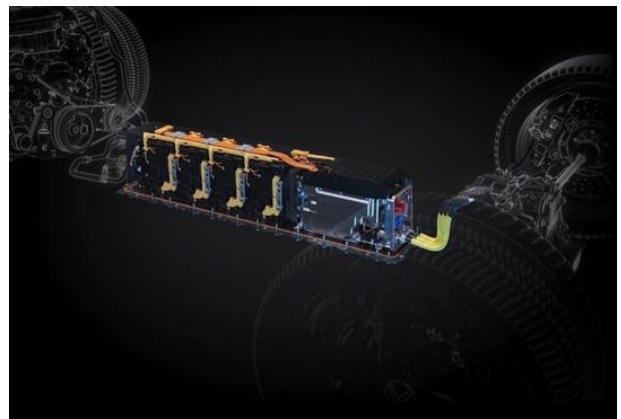
Electric Vehicles/Hybrids using lithium type battery packs are prohibited in competitive events. If driven to NCCC events, they should be parked 30 feet minimum from structures or other vehicles.

And the NCCC is not alone. Summit Point Motorsports Park is a popular racetrack in West Virginia. It is about a ten-hour drive from Bowling Green, Kentucky. As recently reported by **Grassroots Motorsports** Summit Point has also enacted a ban of EVs and hybrids. **Edwin Pardue**, Director of Motorsports Operations at Summit Point Motorsports Park said in part:

Summit Point Motorsports Park's decision to take a "tactical pause" in halting the use of electric and hybrid electric vehicles in all motorsports disciplines at our location is purely based on ensuring we establish an EMS response policy and procedure based on technical knowledge provided by the electric and hybrid electric vehicle industry community to better support the motorsports community.

There is no word on how long this ban will last. But if you are a track junkie you probably want to stick to a **traditional gasoline-powered vehicle** for the foreseeable future.

Why the Ban?



Because these people are afraid of losing to battery-powered racecars! Just kidding. Here's the deal:

Most EVs and hybrids today use lithium-ion batteries. That includes the new Corvette E-Ray. If there is a component failure with the battery or it is damaged during a crash this can cause a fire. A fire from a high-voltage battery poses additional risks when compared to

a traditional gasoline fire. The damaged cells in the battery can experience uncontrolled increases in temperature and pressure called thermal runaway. This can lead to the fire reigniting after the flames were put out and everyone thought the condition was under control. In addition, there are risks of electric shock when dealing with these types of incidents.

The National Transportation Safety Board (NTSB) **released a statement** a couple years ago highlighting the risks with these vehicles. Having these running at high speed on a racetrack only increases the risk. That is why these bans are being put in place.

More To Come



In the short term, we expect racetrack bans on EVs and hybrids to become more widespread. These cars are being produced in greater numbers but as is the case at Summit Point, many facilities are not yet equipped to handle the fire potential that these vehicles carry. In addition to the facilities themselves, more track organizations will also likely enact some sort of ban on these vehicles to keep their members safe. The NCCC will not be alone. I know if I was at a track day and an EV or hybrid vehicle camped next to me in the pit area I would promptly relocate. I don't want to risk my car or myself being engulfed in flames if there should be a battery fire.

Long Term

As the EV and hybrid becomes more and more common, there will be improvements to safety when dealing with these vehicles. That will likely lead to the lifting of these types of bans. However, there is no telling when that time will come. If you are considering purchasing a car for track duty we suggest you stick to old fashioned internal combustion. A 1975 Corvette with only 165 horsepower can lap faster than the new almighty Corvette E-Ray that isn't allowed within 30 feet of a track.

Images: Chevrolet