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Contact information for club Leadership can be found on our **Club Website:**
www.sharktoothsportscarclub.com

Webmaster: **Jen Maher**, *Maverick MKG*

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INTRODUCTION

Happy spring Sharks! While it is nice to get a break in the weather, there is nothing better than springtime.

So here we are three months into the year. The first few months have been busy. Monthly meetings, dinners, and events. We had our annual photo shoot and pizza party down at the Venice Boat Launch and I know Janice Love (Social Events Coordinator) is working with many of you to come up with more enjoyable events throughout the rest of the year.

As club President, while there are a number of things I am concerned about with regard to club operations, there are two that I am most concerned. The first is seeing to it that everyone gets something out of the club and that they feel a part of the club. The second is making sure everyone feels welcome.

As for my first concern, while I recognize that we cannot be all things to all members, by asking members asked to step up and take responsibility for planning dinners and events, we hope that it gives you an opportunity to try a restaurant you have been wanting to try or take us to a restaurant that you would like to expose us to. The same is true with planning an event. Plan something that you would enjoy and that you think would be fun. We all do not share the same likes and interests, so trying to come up with something that the entire membership will attend or participate in, is an impossible task. If you plan an event and only a handful of members show up, as long everyone enjoyed the event, then it was a success.

I know Janice has said many times, if you need a hand planning an event, simply ask Janice for some help. There are a number of us that would gladly jump in and lend a hand.

My second concern is making everyone feel welcome. We do the best we can. Coming to a meeting gives you an opportunity to get informed. Going out for dinner afterwards, picking seat assignments out of the proverbial hat at our monthly dinners and asking members to plan dinners and events are all intended to foster socialization among the members and to allow for the conversion of memberships into friendships.

Ken Maher

PRESIDENT'S MESSAGE



Back in the day cars when buying a muscle car, you had to first decide if you wanted a full size car (i.e., Impala (Chevrolet) or perhaps a midsize car (i.e., F-85/Cutlass (Oldsmobile), Tempest/Lemans (Pontiac), Charger (Dodge), Satellite (Plymouth), Chevelle (Chevrolet), Skylark (Buick), or perhaps a pony car (i.e., Nova (Chevrolet), Duster (Plymouth), Dart (Dodge), (i.e., Cougar (Mercury), Mustang (Ford), Camaro (Chevrolet), Firebird (Pontiac), Challenger (Dodge) or Barracuda (Plymouth).

The muscle car era began in 1964 when John DeLorean, the head of Pontiac at the time, put a 389 cubic inch engine in the Tempest/LeMans and called it - GTO. It seems John D. found lightning in a bottle because the rest of the manufacturers quickly followed with performance options of their own. Chevrolet already had SS in their toolbox. The Dodge brothers called their performance options R/T. Ford came up with GT. Oldsmobile not to be out done, came out with 4-4-2. Pontiac added to their line up with Formula for their Firebird. A few years later some of these upgrades morphed into a specific brand of its own like 442 and GTO. In 1972 with the muscle car era coming to a close, these "brands" went back to being a "performance" option once again.

The question of course is what was the meaning of the initials used to designate these performance options. Well, let us take a look at these iconic designations and the meaning behind them:

Chevrolet – SS

This badge has long been associated with performance. Standing for Super Sport, we have seen this designation used on Impala, Nova, Chevelle, Camaro and one of my favorites, El Camino. The SS badge was first used in 1961 when it was initially offered on the Impala for just \$53.80. At the time, the package included interior and exterior SS trim, stronger shocks, power brakes, and a few other enhancements. That

year, 491,000 Impalas were built, with only 453 having the SS badge. SS models would continue to grow in popularity throughout the 60s, 70s and 80s as performance variants of Chevy sedans, and by the 90s Chevrolet even introduced SS editions on their pickup trucks.

The SS brand evolved beyond a performance variant of existing vehicles into its own model. In 2013 Chevrolet introduced the SS as a new model. It was a 4-door performance car that went out of production at the end of the 2017 model year. Will we see SS used again, stay tuned.

Dodge – R/T

The performance marker for Dodge automobiles since the 1962, R/T stands for **Road/Track**. Many of us remember the R/T Chargers and R/T Coronets. These models came with a combination of upgraded suspension, tires, brakes, and more powerful engines. It was also common to see R/T models with monotone paint and stripes. These cars were intended to be equally at home on the street and at the track.

The R/T badge is long gone and replaced by SRT which means “Street and Racing Technology. Originally the name of a small group of performance minded engineers within Chrysler who worked on fine-tuning vehicles, the SRT badge is now applied to the brand’s high performance specialty vehicles.

Ford – GT

We typically see this badge on a Mustang. It typically stands for the term “**Grand Touring**” which has Italian roots – “Grand Turismo.” A high-performance V-8 engine, better suspension, a dual exhaust system, specialized tires and side paint stripes were standard features on the early Mustang GTs.

Oldsmobile 4-4-2

Pronounced four-four-two, originally it meant four-barrel carburetor, four-speed transmission*, and dual exhaust.

**Despite the standard transmission being a three-speed manual transmission, it was still called 4-4-2. I guess with a four-speed manual being an option, the marketing folks assumed that most buyers would select the four-speed option.*

When the option was given to the F-85 and Cutlass, a 400 plus cubic inch engine was not part of the package. In fact, the first 442 was a 330 cubic inch V-8.

In 1965 a 400 cubic inch engine was now standard and Oldsmobile’s marketing literature and brochures, the 4-4-2 designation stood for 400 cubic inch engine, four-barrel carburetor, and dual exhausts.

By 1968 the hyphens were eliminated, and the badging was shortened to 442.

From 1968 to 1971, the 442 was a separate model. In 1972, Oldsmobile recognizing the end of the muscle car era, eliminated the 442 as a separate model. It once again was a performance option to the Cutlass.

As I have a 1972, when my car was ordered, the buyer had to decide if he or she wanted a Cutlass S or Cutlass Salon. The high-performance 442 option would then be ordered. The buyer then selected the W-30 option which took performance to another level.

Given that Oldsmobile was shut down in 2004, the 442 badge will likely never be seen again, but fondly remembered.

Pontiac – GTO

Generally referred to as the first muscle car of the 1960s, it is generally considered to have started the trend with all four domestic automakers.

Offered as an option on the Tempest/LeMans, the Ferrari 250 GTO inspired the name GTO. The moniker is an Italian abbreviation for **Gran Turismo Omologato**.

While an option in 1964 and 1965, in 1966 it became a separate model. In 1972, much like the 442, the GTO reverted back to an option package for the Lemans and LeMans Sport Coupes.

The GTO reappeared again in 2004. Produced in Australia, the last GTO came off the assembly line on June 14, 2006.

Pontiac, which was shut down in 2010, no longer exists. So, it is doubtful if we will ever see another GTO, but it will always be remembered for starting what we all know today as the Muscle Car Era.

Buick – GS

The GS badge is short for **Gran** (not Grand) **Sport** and has been used on several high-performance cars built by Buick since 1965. In the GM brands hierarchy, Buick was surpassed in luxury and comfort appointments only by Cadillac, which up until recently, did not produce

performance models. As a result, Buick GS series were the most opulently equipped GM sport models of their era. This meant that Buick Gran Sports combined powerful engines with comfort.

We have all seen where Hollywood has made certain cars not only famous, but perhaps infamous. Everyone knows the 1968 Mustang in *Bullet*. What about the white 1970 Challenger in *Vanishing Point*. How about the 1969 Dodge Charger known as the General Lee in the TV series *Dukes of Hazard*. What about Eleanor in *Gone in 60 Seconds*. I might even add the 1974 Grand Torino in the TV series *Starsky & Hutch* or the one in the movie of the same name *Gran Torino* starring Clint Eastwood.

But what about Hollywood influencing the naming of cars. Two come to mind. In 1968, Plymouth was looking for a low priced, bare bones muscle car. It lasted four generations from 1968-1975, and as a trim option for another five years until 1980. It was called "Road Runner" and came from the Warner Bros. "Looney Tunes" character from the Wile E. Coyote Series. Plymouth actually paid Warner Bros. \$50,000 for the licensing of the name, which also included the iconic "beep-beep" horn, which was unique to the Road Runner.

Seeing the success of Plymouth's **Road Runner**, in 1969 Pontiac unlike Plymouth whose Road Runner was offered without expensive and unnecessary luxury options, John DeLorean wanted a more upscale and attention-grabbing GTO. Released in 1969 as neither an expensive premium package nor a stripped-down machine **The Judge** was a \$337 charge on top of the GTO's base price. Some may think it was Pontiac's way of implying that it was a judge to all other muscle cars. In truth, it was the Rowan & Martin's Laugh-In TV Series that inspired the name. As the term "here comes the judge" was gaining popularity as a pop culture phrase, John DeLorean chose it as a name for the new package hoping to attract youthful buyers.

And Now You Know.

YOLO

(You Only Live Once)

Ken Maher

VICE PRESIDENT'S MESSAGE

Alternative Energy - What's Coming?

As we all know, there is an enormous world-wide push to replace fossil fuels and the Internal Combustion Engine (ICE). Leading the charge is the Battery Electric Vehicle (BEV). But there is another player that is getting more and more attention as well as more money invested in research - HYDROGEN.

There are 2 types of Hydrogen power sources being used for transportation purposes:

-Hydrogen Fuel Cell Vehicles, called HFCV, FCEV or FCHEV

-Hydrogen Internal Combustion Engines, called HICE. These are modified fossil fuel engines, generally Diesel engines. There are also hybrid versions combining these 2 types.

The big push is to create the type of energy that can be used in a vehicle without creating greenhouse gasses such as Carbon. The goal is Zero Emissions. Battery Electric Vehicles produce Zero Emissions, but the creation of the electricity is still a major polluter. Hydrogen is one of the more promising methods of getting energy from renewable, non-fossil fuels.

Primarily, the focus has been on HFCV, Hydrogen Fuel Cell Vehicles. Simplistically put, in an HFCV the hydrogen produces electricity which powers an electric vehicle in much the same way as a BEV (Battery Electric Vehicle). More recently, greater emphasis has been put on HICE, Hydrogen Internal Combustion Engines. These are modified Internal Combustion Engines that run on Hydrogen rather than Fossil Fuel such as Diesel.

Similar to Electric Vehicles, the big stumbling block with Hydrogen is infrastructure. How do you get the energy, be it Electricity or Hydrogen to the consumer. How many hundreds of thousands of gas stations exist as opposed to Electric Charging Stations or Hydrogen Fueling Stations? In reality, there are Charging Stations popping up everywhere. Not so much with Hydrogen Fueling Stations, at least not yet. Almost all of the major vehicle manufacturers are investing big money into this technology. Toyota, Hyundai, Nissan, Honda, GM, Ford, BMW etc are all major players in this research. Cummins is one of the leaders in

developing Hydrogen power for the trucking industry. Energy companies such as Exxon/Mobile are also deeply invested in this technology. Where will it lead? Time will tell.

So, what is Hydrogen? Here is a VERY SIMPLISTIC explanation. Hydrogen is the most common element in the Universe at the atomic level. However, it is always combined with other elements and is never pure. Creating the pure Hydrogen that is needed for a fuel source requires a tremendous amount of energy to “crack” the base elements into pure Hydrogen. Most hydrogen is currently created from Natural Gas. It must be broken down into its various components, leaving only H₂ and its by-product CO₂. When the pure H₂ is combined with Oxygen, it creates electricity. The only “exhaust” is water vapor. Sounds perfect, right? The problem is that most Hydrogen is currently produced from Natural Gas in a process which creates a significant amount of Carbon, a greenhouse gas.

There are other, much cleaner methods of extracting Hydrogen. Hydrogen can be created through Steam Methane Reforming, Electrolysis of Water, Thermochemical or Pyrolytic methods. These create only water vapor. They are, however, extremely expensive at this time. Thus the research.

As of mid 2022, about 2.5 million BEVs were in use in the USA. Compared to that, only around 15,000 HFCVs were being used, almost all in California. The reason being that California is the only State to have any kind of retail Hydrogen Fueling Stations. On the other hand, Ford, for example, currently has tens of thousands of HFCV and HICE vehicles in use around the world. They are primarily vehicles like forklifts and tuggers that work in industrial areas such as enclosed warehouses, industrial freezers and the like. There are a great many Hydrogen powered vehicles already in use as road vehicles, rail vehicles, ships, aircraft and space vehicles.

Driving a HFCV is much like driving a BEV. There is no transmission since ultimately the power to the wheels is supplied by electric motors. Regenerative braking is also a factor to recapture wasted energy. The usable range of an HFCV is significantly greater than a BEV. Also, while it can take hours to recharge a BEV, refilling a Hydrogen tank takes 3-5 minutes, about the same as filling your gas tank.

The infrastructure for Electric Vehicles is growing, but is not quite ready for wide-spread usage. The infrastructure for Hydrogen Vehicles is, in comparison, non-existent. So, Hydrogen is also not ready for wide-spread usage....yet. It will be interesting to see what the future brings.



Dave Love

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 - 2000 Corvette

When someone says the words Sports Car, what images immediately pop into your mind? Very likely, it is something like Ferrari, Lamborghini or Porsche. But, it is also very likely that one of the first images in your mind would be Corvette. If the words were American Sports Car, then undoubtedly, the first (and for some, the only) image would be Corvette.

We have previously gone through the details of Corvette as a Marque, so we'll dispense with that for this time around. In our club there are numerous Corvettes, so they are familiar to most of us. Personally, I admit to being a Corvette fanatic since the age of 9. So, how about the model year 2000?

We know that Corvette started in 1953 and has gone through 8 generations in the past 71 years. The year 2000 falls squarely in the middle of the the 5th version, or the C5. C5 was produced from 1997 through 2004. Incidentally, the C5 is still considered to be the most aerodynamic of all the Corvettes.

The C5 ushered in many advancements in modern automobiles. Not the least of these advancements was the introduction of the 3rd generation GM small block engines, the LS1. The LS family of engines has become arguably the most popular engine in the hot rodding hobby, due to their huge following, enormous aftermarket support and ability to make insane amounts of

power in a relatively easy fashion. Also, new for the C5 was the relocation of the transmission to the rear of the car, connected to the front engine by a "Torque Tube". This gave the C5 a perfect front to rear balance of 50/50%.

2005 was largely unchanged from previous years. As with prior generations, year to year changes within the generation were fairly minimal. 2000 C5 was offered as a 2 door Coupe, HardTop or Convertible, with front engine, rear wheel drive configuration. The length is 179.7 inches and the height is a low 47.7 inches. The engine is a 5.7 liter (346 cid) V8. The LS1 in 2000 produced 345 HP and 350 lb/ft of torque. In a 3300 lb vehicle, that results in a very quick, very maneuverable vehicle.

The 2000 was available with a 6 speed manual transmission or a 4 speed automatic. Final drive ratio is 3.42:1. Rear wheels are 18 X 9.5 while the front wheels are 17 X 8.5. The amount of power going to the ground made the tire size differential almost a requirement. Even with the 275/40 rear tires, the LS1 has very little difficulty in breaking loose and "lighting up" the rear end.

The cockpit of the 2000 feels much more roomy than one might imagine. The occupants sit very low to the ground, giving a sensation of speed even while sitting still. Most find the interior to be very comfortable, very well laid out and nicely functional. The most commonly mentioned problem with all Corvettes, as well as most other Sports Cars, is the ease (or lack thereof) of entry and exit. The generally accepted entry/exit method is "Fall In, Roll Out". If you are going to take the family cross country, this is not "your automobile". Stick with the Deluxe Family Truckster for that. On the other hand, if you want a unique driving experience and a heck of a lot of fun, this might be for you.

2000 had 5 exterior colors available - Ivory, Torch Red, Space Blue Metallic, Ivory White and Black. Interior options were - Black. In 2000, there were a total of 33,682 Corvettes produced. Of that number, 52.5% were Coupe, 39.0% were Convertible and 8.5% were HardTop. As with all late model Corvettes, they were produced at the Corvette assembly plant in Bowling Green Kentucky. The engines were built at the Tonawanda Engine Plant in Tonawanda (Buffalo), New York.

The cool thing about the 2000, and all C5s, is that there were a fair number of them built and there are still lots of them around. While many of them

have been trashed, a diligent search can still find an excellent example of this very capable vehicle. While they have held their value very well, by today's standards a person can find a super nice C5 for relatively affordable money. From a "Bang for the Buck" point of view, a C5 is a great choice and an awesome car..

By: Dave Love

BENEVOLENT FUND NEWS

The Benevolent Committee donated \$500 to each of the following organizations so far in 2024:

January - **Backpack Angels**. This worthy organization provides hygiene products for the homeless/needy children in North Port and enables them to remain in school. The Shark's donation to Backpack Angels was hand-delivered to them by our Judy Umbreit who has been a long-time supporter of Backpack Angels and who recommended the Sharks provide a donation to them, and we thank her for all the products she has collected over the years to make the lives of kids impacted by homelessness, etc. somewhat easier and more comfortable.

February - **Sheriff's Activities League of Sarasota County**. This organization's mission statement reads: "Cultivating positive and meaningful relationships between our deputies and our youth." Deputy DeWayne Hill, Law Enforcement Deputy at the Sarasota County Sheriff's Office (see photo below) provided an excellent and lively presentation at the Shark's March club meeting and explained how he and his staff identified, mentored, and worked with area students on various levels to help and encourage them in many facets of their lives. Our



very own Gary Spinazze recommended the Sharks provide a donation to this organization and we are grateful to Gary for doing so. We miss you guys Gary!!

March - **Venice Area Pregnancy Care Center** located on Venice Island. This much-needed organization assists parents with children who are in need to provide safer, healthier lives for their children. They provide cribs, swings, highchairs, diapers, etc. to families in need. They are able to provide their services due to grants from community organizations and local businesses as well as monetary donations from individuals and groups such as the Sharks. This organization is primarily run by volunteers! At the time of this writing the Benevolent Committee is trying to set up a date to meet with the President of the Venice Area Pregnancy Care Center to tour their facility and hand-deliver the Shark's donation.



The Benevolent Committee is off to a great start in 2024, and we look forward to being able to provide more local organizations with a helping hand to allow them to meet the needs of the various families or individuals who rely on them, whether it be for a short time or an extended period. Kudos to our sponsors and our members who have given funds as well as their time volunteering at the auctions driving cars to raise money to be able to donate to those organizations in need in Venice and greater Sarasota county. Job well-done by all!

Reporters: Ron & Linda Wencil

CAR SHOWS

STSCC Area Car Show Schedule 2Q'24

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
- Wellen Park Cars & Coffee Downtown Wellen Park 1st Saturday each month 8-10am
- 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

- Every 1st Saturday Hooters, Sarasota - US41 @ Clark Rd 5pm-8pm
- Every 2nd Saturday Ideal Classic Cars, Venice. 9am-1pm

UPCOMING CAR SHOWS SW FLORIDA

- 03/30/24. CARS & ART CONCOURS DE CARACTÈRE. This is a new date as the original show was canceled due to weather. Spectator only. We have 5 entrants from Shark Tooth.

- Invitational International Classic, Exotic & Sports Car Show Presented by Porsche, Ft Myers
- Peace River Botanical & Sculpture Gardens. 8527 Riverside Dr, Punta Gorda
- 03/17/2024 Venice FL Corvettes A Vette Together (Corvettes Only) Centennial Park 8am-2pm
- 03/24/2024 AACA Classic Car Show, Centennial Park, Venice. 9am-1pm
- 04/14/2024. Island Walk Veterans Car Show. Island Walk Clubhouse 8am-1pm
- 04/21/2024 Kimal Lumber Car Show Venice Community Center 9am-3pm
- 04/27/2024. AACA Cars & Coffee. Ideal Classic Cars, Venice. 9am-11am
- 05/11/2024 Lance's Car Show. Ideal Classic Cars Venice. 9am-1pm
- 05/25.2024. SRQ Cars Caffeine & Gasoline. BMW of Sarasota 5157 Clark Rd 8am-10am



SOCIAL EVENTS

Hello Sharks,

Once again the Sharks have been quite busy! A big thanks to the members who have hosted dinners and events in the first quarter of this year.

- Tom & Geri Moore
- Rick & June DiLella
- Gary Westfall & Margaret Barcelo
- Frank & Tina Gambino
- Rich Gruenberg & Judy Umbreit
- Ken & Kathy Maher

Here's what we have coming up in the next 3 months.

April 15	Dinner at Oak & Stone	Dave & Janice Love
April 23	Southwestern Guide Dog Multisensory Event	Ron & Linda Wencil
May 20	Monthly Dinner TBD	Ed Cashman and Joyce Wiseman
May TBD	Go Karts - pending	Ken & Kathy Maher
June 17	Monthly Dinner TBD	Tom Lupica & Carol Parkinson
June	Monthly Event TBD	Roger & Margo Maple

Monthly Dinners – Date Predetermined – Third Monday of Each Month

To review, monthly dinners are always held on the third Monday of each month. This was decided upon by group vote so that members can plan in advance. We've had a few requests from hosts in the past, to change the date for the dinner. Rather than change the date, the Social Coordinator will work with the hosts to find a month where the third Monday is more convenient for them to host. The host chooses the location for the dinner and provides the details for publication to the social events coordinator. As the hosts, you will coordinate with the restaurant, receive RSVPs from members, maintain the attendees list, and assist the members in seating at the restaurant.

Monthly Events – Host to Select Date and Venue

As the hosts of the monthly event, 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 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.

If you have any questions, please do not hesitate to contact me. I look forward to working with all of you.

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.
Janice Love

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

REGENT SOCIAL SHARK SIGHTINGS



Fourteen car club members headed over to The **James Museum of Western and Wildlife Art** in St. Petersburg on **January 27th** hosted by the DiLella's.



Our private tour highlighted various types of artwork depicting the peoples, landscaping and wildlife of the old American West.

Afterwards, we enjoyed an authentic, Sicilian dinner at Carmen's Italian Cafe in Bradenton.



Sharks enjoy our **February** event, the **Marina Jack** Sunset Dinner Cruise hosted by Frank and Tina Gambino.



The Shark Tooth Photo Shoot in **February** was a bit chilly and windy. The photos of new cars and

new members however turned out just great. Check them out on our Shark Tooth web site.



On **March** 18th the Sharks met for dinner at the historic **Columbia Restaurant** in St. Armands Circle.



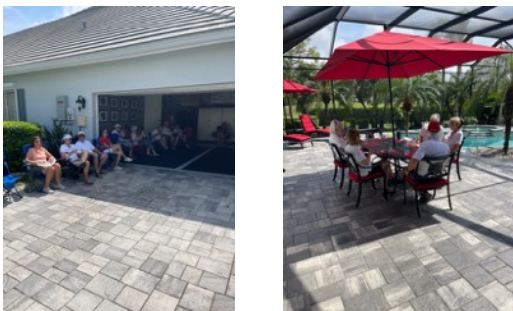
The **February** dinner at **Libee's Sports Bar and Grill**, hosted by Gary Westfall and Margaret Barcelo was a big hit.



In **March**, Ken and Kathy Maher hosted the **3rd Annual Reserve Collector Car Display, Hoagie Fest and Concert**. The street was lined with beautiful collector and sports cars.



Sharks and neighbors enjoyed Jersey Mike's while listening to music by Music Box Duo. Some folks even danced in the driveway!



Premier Auto Auction

3/15 & 16

The Sharks really turned out for Premier's Spring Auction at the Charlotte Harbor Convention Center in Punta Gorda. We had 14 Sharks driving on Friday and 13 on Saturday. By all account everyone had a good time, and everyone had a chance to drive a fair number of cars across the auction block. Once again, we drove more cars after lunch than before. Several of us were called upon to even push some of the cars in the convention center and across the block. Afterwards many of us got together for dinner both nights and enjoyed an adult beverage and talked about our day, and who got in trouble that day – it wasn't who many of you think it was this time.

The Premier guys called me aside first thing Friday morning and commented how much they appreciate what we do for them and noted that

they see that we are there first thing Friday morning, and they still see a sea of blue Shark shirts when the last car goes across the block both Friday night and Saturday night. No other club puts forth the effort that we do.



Premier's next auction is scheduled for August 23 and 24 in Savannah, Georgia. More details to follow. One last note, the Carlisle Auction scheduled for the Fall in Lakeland which we thought was cancelled, may still be a possibility. Again, details to follow.

Thanks to all the Sharks that participated in this fun event. We also received two months' worth of donations that will benefit our community. A win-win-win!



Reporter: Ken Maher

Shark Tooth Sports Car Club Road Rally

3/23/24

Another successful event is on the books! What a great day we had. On Saturday, March 23, 2024, Sharks met in Englewood at the Lemon Bay Plaza to head out on the days adventure. Joining us were Bill and Michelle St. Clair, Al and JoAnn Royal, Jeff and Linda Wachman, Bobbi and Dave Lytle, Steve and Michelle Iannone, Mary and Ron Biomonte, Tom Rossi and his navigator, Ed Cashman.



After rally details and directions were distributed at the drivers meeting, it was time to release the drivers. The weather was perfect, tops were down, and everyone was anxious to head out. Cars were released at three-minute intervals with the release time noted.

Along the drive, which took them past beautiful beaches and through interesting neighborhoods, they had to answer forty-five



questions. Some easy, but some a bit more challenging. We ended the drive at check point two, where the return time was noted, and sheets turned in. Rally sheets were tallied and based on the number of correct answers and, in the event of a tie, the time of completion, the winners were determined.

Then, it was time to announce the winners. Coming in with 40 correct answers were Jeff and Linda Wachman, who received a \$75 gift

certificate for dinner. Second place resulted in a tie between the Iannones and the St. Clairs, with 39 correct answers each. Based on the time of completion for each team,



Bill and Michelle were awarded second place and received a \$50 dinner certificate. Coming in last were Ron and Mary Biomonte, which we attribute to the fact that they are not only newcomers to the club but had

never

been along the route and were so busy enjoying the beautiful beach and lovely homes along the way, that they forgot to answer some questions. The Biomontes will be enjoying a bottle of "Gary's



We enjoyed dinner, beverages and exchanged stories about the drive on the back patio at Paraiso Mexican Grille.



Now for the best part, in addition to the driving, sightseeing, fun and laughs, we will be donating **\$100** to the Benevolent Fund, making this day well worth the effort.

Thanks to all our drivers. It was a pleasure hosting this fun event and we appreciate your support.

Reporter: Judy Umbreit

Note: More pictures of this event can be found on our website

CELEBRATIONS

Happy Birthday



April

- 6 Carol Rossi
- 10 Tina Gambino
- 15 Jeff Wachman
- 17 Michelle Iannone

May

- 2 Steve Iannone
- 8 Mary Bimonte
- 10 Sandy Connors
- 15 Linda Pennington
- 18 Geri Moore
- 28 Joyce Wiseman

June

- 1 Dave Love
- 6 June Dilella

Happy Anniversary



April

21	Bimonte
25	Moore
27	Iannone

May

8	Lytle
10	Wachman
15	Rossi
31	Gruenberg

June

4	Royal
9	Dilella
25	Maher

QUARTERMASTER'S CORNER

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

MEMBERSHIP

Membership Facts

24 Memberships

48 Members

37 Cars

Member's Cars



Manufacturer Representation

Alfa Romeo

Aston Martin

Audi

BMW

Chevrolet

Dodge

Ferrari

Ford

Jaguar

Mercedes Benz

MG

Countries Represented

United States, Germany, United Kingdom and Italy

Primary Sports Car Colors

6	Red	4	Blue
4	White	2	Green
2	Silver/Grey	1	Black
1	Yellow		

ARTICLES OF INTEREST

Finding an Old Friend

By Ken Maher

It's time for a story, a car story, a car story that has been 53 years in the making. This story begins in April 1970. I was 22 years old and had just returned from a two-year tour in Vietnam. More than anything I couldn't wait to buy a new car. My plan was to attend Ferris State College (now FSU) in the fall and study accounting.



My dad went with me to a few new car dealerships in Grand Rapids to help me find the right vehicle. I wanted something with some performance like a Camaro SS or a Duster 340 but dad convinced me I just needed basic transportation, "a car is just a way to get from point A to point B. Don't waste your money on fancy stuff." I ended up buying a new Chevy Nova coupe from Nischan Spaulding. The Nova was Autumn Gold and was devoid of any frills. It was powered by a 200hp 307 cubic inch V8 with a 2-barrel carburetor. The 3-speed transmission had a floor shift while the radio was AM only. It had a black interior with a bench seat and rubber floor mats. The lug nuts on the black wheels were covered with dog dish style caps. Out the door with tax and title included, I paid \$2466.00.

I had worked for Expert Coating Company during the summers of 1966 and 67 and was able to

return there for the summer of 1970. Many of the guys who worked there were gear heads and a few were serious drag racers who raced prepared cars at US131 Martin Dragway. Chevy's 307 engine already had a reputation for being a low performance engine and the guys chided me for buying "a slug". I was challenged to take the Nova to Martin to find out just how slow it was. I finally gave in and headed south to the track one Saturday afternoon. I knew very little about how cars were classified back then so I just got in line for the Tech Inspection with my entry form in hand. The tech guys looked the Nova over carefully, wrote the class designation on the entry form and sent me to a gal with some white paint and a small paint brush. She wrote O/PS on my side window along with a car number and told me to head over to the pits. I found the guys from Expert Coating and they gave me some advice on how to race. The Nova ran around 17.10 second quarter mile times as I remember and I won a couple rounds before losing to a guy driving a sharp blue pickup truck.

I was somewhat discouraged by the slow times of the Nova and I asked questions the next week about what I could do to improve performance. I joined the NHRA (National Hot Rod Association) which was the sanctioning body of Martin Dragway and poured over the rule book for Pure Stock. Modifications in PS were quite limited but I made a list of things I could do. Over the next few weeks, I replaced the rear end with a 4.10 geared unit, added a 2 1/2" dual exhaust system and a Hurst shifter. My coworker, Richie Vitunskas, taught me how to power shift and it wasn't long before I broke that weak little Saginaw 3 speed transmission. A junk yard replacement had the same fate so I found a Muncie 4 speed transmission and added a Hurst Competition Plus shifter. The narrow factory installed tires were replaced with some F60-14 glass belted tires mounted on new 14 x 7 Cragar Super Sport wheels. Gradually, the ET (Elapsed Time) improved to the 15.5 second range and I was

winning my class (O/PS) every week. I also won class every Sunday at Grattan Raceway.



When the drag racing season ended, it was time to head off to college. I had the gear changed to a 3.55 and took off the Cragars in favor of the factory wheels and tires. I lived with my parents at this time in the north end of Grand Rapids and commuted to Ferris every day. It was a little over an hour drive to Big Rapids. I still needed employment so I found a job as a night manager at a Texaco gas station on Alpine Ave. I used the car wash every day to keep the salt off the Nova. Around April of '71 I got discouraged with accounting and school and withdrew from Ferris. Expert Coating hired me again for the summer and I found my own apartment. I raced the Nova all summer again and continued my class win streak running a best ET of 15.35 at just under 88 mph. Near the end of the season, NHRA announced they were restructuring all the classes in Stock and Super Stock and were dropping Pure Stock entirely! I knew the Nova wouldn't be competitive in Stock Eliminator so I decided to build the car for Modified Eliminator instead. I secured a sponsorship from USA-1 High Performance, a local speed shop, and contracted with GR Electronic Balancing Service to build me an engine. I was entering an area way beyond my financial means but I kept at it. I helped others with their cars in '72 and it was late '73 before the Nova was ready for the track. I was married by then and working at USA-1 after quitting my job at Kelvinator Inc. The Nova was a giant disappointment in performance and I only

ran it at a couple of small tracks before parking it as the season ended.

Rather than continue with the ill-fated Modified Eliminator project, I formed a partnership with a car club friend to race his 1969 Z28 Camaro. That proved to be a wise move as that car was very successful from 1974 thru 1978. A lack of money and a pending divorce forced my partner to sell the Z28 and I brought the Nova out of storage to prepare it for the 1979 season. I used the entire driveline out of the Z car and the Nova ran consistent times in the 11.60 range. The consistency and my ability each week to win a few rounds led to a season Points Championship in the Super Pro category.

The 302 engine from the Z28 was getting tired so I opted to build a new 350 cu in engine for 1980. However, my son was due to be born in June and money was very tight. Instead of racing, I again parked the Nova and took a job working at Martin Dragway. About that time NHRA introduced three new heads-up classes; Super Gas, Super Street and Super Comp. I set to work over the next year preparing the Nova for Super Street. The 10.90 ET looked attainable since I had run a best of 11.42 with the little 302 in the car. All the modifications proved successful as I was able to run 11.85 on the second pass when I brought the car out in 1982. Up to this point I had used a tow bar and towing hubs to get the car to the track but with the new configuration I need a trailer or car hauler truck. I had to face the reality that I didn't own a tow vehicle or trailer so I put the Nova up for sale. Most racers were running automatic transmissions by this time making the Nova with a 4 speed not a very popular option. I finally decided to install an automatic trans and raced the Nova for the final time at the 1984 Super Chevy event at Martin Dragway. Still no buyers so I sold the engine and transmission to a couple of guys and parked the Nova outside next to the garage. Life got in the way and in March of 1988 my wife said she wanted a divorce. The brother of an old racing friend called later that summer

and offered to buy the Nova as a rolling chassis. As I remember, I sold it for \$2500 to Carl Keizer. I had a lump in my throat and my eyes were wet as the car left on Carl's trailer. Carl owned a used car lot in Cutlerville. He called me the next summer, 1989, and asked me to help him tune the car. He had installed a 396 cu in big block Chevy and an automatic transmission, painted the car black and removed the gold anodizing from the wheels. I met him at the car lot and tweaked a few things but I declined his offer to go with him



to the track. That was the last time I saw my old Nova. We had 18 good years together.

Jump ahead to 2010. In August I bought a totally stock 1941 Chevy Sedan from an old friend and began attending a few car shows and cruise ins. Guys would come up and say, "Aren't you Jon Hansen? Didn't you used to race a car called Panama Red? We thought you died! No one has seen you in years!" It was fun renewing old friendships and another question often asked was, "Whatever happened to your Nova?" I'd tell them I sold the car in 1988 and had no idea where it ended up. When Greg Weaver started the US131 Dragway Facebook page, I joined and again, folks would ask, "What happened to your old Nova? Who has it now?" I had the same answer, "I have no clue where it is now."

Now jump ahead again to last month, mid-June 2023. I was sitting out front at Culver's Cascade chatting with a couple I had come to

know over the past couple years. Ron and Connie Bush at one time owned a business of selling consigned used cars. It was called Classic Auto Showplace. They were located on 84th street just off the US131 freeway. Ron was recalling some of the cars he had sold and off hand mentioned this beautiful black Chevy Nova that he bought from Carl Keizer. I just about jumped out of my chair! "Was that Nova a 1970?" I queried. Ron said it was and that he had it in a booth at the GR Autorama car show back in 2005. The car got a lot of attention. Ron shared that he had purchased the car in 2004 from Carl and sold it to a guy in Florida in 2005. The car was a SS396 car with a 502 crate motor. That seemed odd as the car was not an SS when I bought it. Ron & Connie checked thru their old business records and found pictures of the car as well as the name and phone number of the buyer in Florida. Connie emailed the pics and the guy's name and phone numbers they had on file. They also told me the title they got from Carl was still in my name and issued in 1972 when I moved the financing to Kelvinator Credit Union!

I couldn't believe I was close to finding my old Nova! I checked the internet for the buyer's name and found someone in the Ft. Lauderdale area with that name. I tried the phone numbers Ron &



Connie gave me and one was disconnected. The other went to a generic voice mail with no name. I left a message that I was looking for someone

who knew about this Nova purchased back in 2005 in Michigan. Days went by without any return call. On Wed, July 5, Pete Derridinger and I were driving to the Good Guys show in Columbus, Ohio when my cell phone began to ring. The area code was 754. I realized the caller was in Florida but I dared not pick up the phone due to the new laws about not having a phone in your hand while driving. Once we were set up at the campground in Columbus, I returned the call. Once again, I got the voice mail system! Bah! I left another message and it was only a short time before I got another call. The guy's name is Len and he still has the Nova! He was stunned when I gave him a brief history including the 307/3 speed part. He thought he had a true SS396/375 car like he had owned in the early 70's. We've since exchanged emails and traded pictures. We're both enjoying the memories and it brings a smile to my face to think the old girl has enjoyed a wonderful life.