

SHARK BITES



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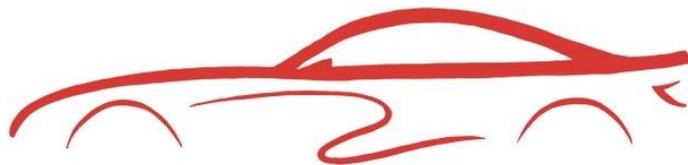
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Contact information for club Leadership can be found on our **Club Website:** www.sharktoothsportscarclub.com
Webmaster: **Jen Maher**, "Maverick MKG"

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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 I sit here at the end of January writing this introduction that will be released on April 1, I find myself putting myself in the April mindset thinking about the winter that has just passed (it has not), spring being upon us (it is not) and the fact that we're already a quarter of the way into the new year (more like 1/12). In some respects, I have my own time machine that allows me to jump ahead 3 months – as time passes quick enough, I really need to wait until the proverbial 11th hour before sending my articles to Steve Bieglecki, our editor - but then that would not be fair to Steve.

So, what I can say, is that we're off to another strong start. Outside speakers are being lined up for our monthly meetings (we had the General Manager for Suncoast Porsche at our January meeting), the event schedule is beginning to fill up, new restaurants are being selected for our monthly dinners, we have staffed our Benevolent Committee and have begun making donations supporting our community. Our European cruise is quickly approaching, and I see those that are going on the cruise are signing up for their shore excursions. I also sense based on my observations when I see Sharks getting together, that our desire to turn memberships into friendships appears to be happening.

So, let's keep this a fun club to be a part of and yes, we have room for a few new members.

Enjoy the springtime weather – even if I'm writing this on January 31.

Ken Maher



"It's standard procedure. Your rates will come down after a few years in the risk pool."

PRESIDENT'S MESSAGE



Uninsured and Underinsured Motorist Coverage

Have you ever taken the time to look over your Personal Automobile Insurance policy? If you are like most people, probably not. So you may not fully understand *Uninsured and Underinsured Motorist Coverage*. Not only is this an important coverage part under your policy, it makes up a significant portion of your annual premium. Why? Because the State of Florida at 24% ranks, second behind Oklahoma with the highest percentage of uninsured drivers.

So, what is uninsured and underinsured motorist coverage? Simply put, **Uninsured motorist coverage** covers you if you're in a not-at-fault accident with a driver who does not have insurance — this includes hit-and-run scenarios. **Underinsured motorist coverage** kicks in when the at-fault driver does have insurance, but the damages exceed the liability limit of their policy.

There are coverage options that can be broken down into two (2) parts: uninsured/underinsured motorist property damage and underinsured/uninsured motorist bodily injury.

a) What is uninsured property damage insurance coverage?

Sometimes shortened to UIM PD, uninsured property damage coverage is similar to collision coverage: it protects your vehicle from physical damage in a car accident. While it usually comes with a deductible, your insurer might reimburse you for it and send an invoice to the at-fault party. A key difference between uninsured property damage coverage and collision coverage relates to the way using them may impact your premium. While it can vary by insurance company, collision claims are typically seen as at-fault accidents to an insurance company. Meaning, they can cause your premium to rise. But by definition, uninsured/underinsured motorist property damage coverage is the result of a not-at-fault accident. Again, this isn't consistent across all car insurance

companies so you should expect some discrepancies.

b) What is uninsured bodily injury insurance coverage?

This coverage kicks in if you sustain bodily injury or harm when hit by an underinsured or uninsured driver. This can include out of pocket expenses such as medical bills, along with compensation for your pain and suffering. Unlike property damage coverage, this insurance does not have a deductible.

When selecting the coverage, if you have multiple vehicles being insured under the policy, you will be asked if you want **Stacked vs. Unstacked** Coverage. Stacked insurance increased your uninsured motorist coverage based on the number of cars you insure. For example, you have three (3) vehicles that are insured with \$100,000 worth of uninsured bodily injury coverage (UMBI). If you're struck by an uninsured driver with stacked coverage, you could aggregate or "stack" the limits applicable to all three (3) vehicles to give you \$300,000 of total coverage.

You should expect an additional increase in your premium if you decide to stack your coverage. Also, this coverage is not available in every state.

Some frequently asked questions surrounding this coverage are as follows:

1) Do I need this insurance coverage?

Some states require you to carry uninsured motorist coverage. If uninsured and underinsured motorist coverage isn't required in your state, you might consider this policy anyway, for the following reasons:

- Your state has a large number of uninsured drivers – we already said that Florida ranks second in uninsured drivers.
- Your state's minimum liability coverage is unusually low. If we think back to our definition of underinsured, this coverage can protect you from being empty-handed with your coverage.
- You want protection against a hit-and-run driver or being hit by a car as a pedestrian (both of these are also covered by uninsured/underinsured motorist coverage).

Remember, about one in four drivers is currently uninsured in the State of Florida. Therefore, there's a one in four chance you could be involved in an accident with an at-fault driver who is uninsured. If this gives you cause for concern, consider adding uninsured coverage to your policy if it's not already required by the state in which the vehicle is registered and insured in.

2) Is uninsured motorist coverage worth it?

This question is difficult to answer. You should ask yourself whether you are comfortable with the risk and if severely injured in an accident with an at-fault driver, are you receptive to not being insured/compensated for your pain and suffering because the at-fault driver is uninsured or in the case of underinsured motorist coverage, receiving something much less than what your claim is worth because the at fault driver was underinsured.

3) How much uninsured motorist coverage do I need?

As we stated, uninsured motorist bodily injury-related coverage will insure you against medical expenses and related costs in the case of injury, while property damage coverage will protect your motor vehicle. Depending on your preference and your state, you can elect to carry one or carry both. In terms of dollar value limitations, it is recommended to have your liability limits and your uninsured motorist limits match. Most experts recommend keeping liability limits on your insurance policy at 100/300.

4) How much does uninsured motorist insurance coverage cost?

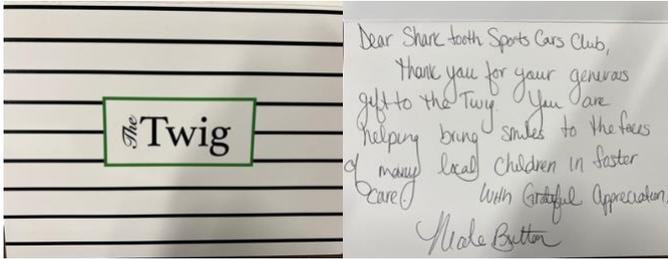
The cost of uninsured motorist coverage varies widely, depending on a number of factors, including age, vehicle, and location.

If you have any questions regarding the coverage, contact your insurance agent. They should know the requirements of your state of registration and can generally answer all of your questions. Hopefully with the information provided above, you'll now be a better-informed consumer, able to make informed decisions about an important component of your insurance policy.

YOLO – You Only Live Once, so do it in a Sports Car

Ken Maher

A Thank You Note from *The Twig* for our Contribution from the Club's Benevolent Fund



Au Revoir Mike & Sandy

As everyone has probably heard, Mike and Sandy Connors have put their home up for sale and will be moving back to Georgia to be closer to family. What many may not know is that Mike and Sandy, along with several of us first met as members of Venice Florida Corvettes. When I wanted to start a new club, Kathy and me, Mike and Sandy, along with the Loves, Spinazzes, Wencils, Jerebs and Mendes' started the club as founding members. Mike agreed to be Secretary and Sandy offered to be Quartermaster.

If anyone has spent any time with the Connors, you know how much fun they are to be around. While we are saddened to see them leave, we understand why. While we have always considered them a part of our Shark Tooth family, it's impossible to compete with grandchildren.

So, as we say goodbye, we thank Mike and Sandy for not only their contribution to our club, but their friendship and the many memories we all share. We wish you the very best and you are always welcome to attend a future club function as we consider you both Emeritus Members.

May we see you down the road again, regardless of what car you might be driving, even if it's a mini-van in your future (preferably with the sport package) as you travel from one soccer game to another. If just won't be the same asking someone else to bring up the gifts!

Ken Maher
For all the Sharks

VICE PRESIDENT'S MESSAGE

You get in your car, crank it up and head on down the road. There are lots of things between you and that road, the last one being the tires. Have you ever thought about them, other than when you clean them or every few years when you have to spend big bucks to replace them? Here is a VERY brief history of tires, taken mostly from Wikipedia:

The wheel has been around essentially since the dawn of mankind, but when did tires enter the scene? At its purest definition, the tire is a covering applied to a wheel to improve its traction, strength, and durability. Originally, tires were applied to wooden wheels and were made of leather, then iron and finally steel. The term "tire" is actually a short form of the word "attire". It was thought that when a wheel was covered it was "dressed", covered with its "attire" or "tire". In the UK, the official name is now "tyre".

The first pneumatic (air filled) tire was patented in 1847 by Scottish inventor Robert William Taylor. However, he never put any tires into production. The first practical pneumatic tire was put into production a couple of years later by Scottish-born Irishman John B Dunlop. Due to a lack of legal follow-through, Dunlop was never given a patent for his tire. Dunlop was a veterinarian who had a young son with a problematic back. Dunlop developed an inflatable rubber tire for his son's tricycle to help smooth out the bumpy surfaces that cause discomfort in the son's back. The product caught on and proliferated. Dunlop tires are still among the most popular tires today.

Virtually all of the early pneumatic tires were designed for bicycles. When automobiles were introduced around the turn of the century, there was an automatic market for the tire. During this time, there was a lot of development in legal, engineering and materials necessary for the product. The Bayer Company invented synthetic rubber in the 1920s. Rubber shortages during WWII prompted research into rubber alternatives such as leather, asbestos, rayon, felt and even paper. In the 1920s, right here in FL, Thomas Edison spent several unsuccessful years trying to make rubber from Goldenrod plants.

In 1946, Michelin invented the radial tire, which is what all mainstream tires are now. The US was slow in getting onto the radial tire bandwagon, preferring to stick to the old Bias Ply design. As of the mid 1970s, The US had lost so much market share to Europe and Japan that virtually all US tire manufacturers had been bought out by European and Japanese companies.

There are hundreds of variations in tire manufacturing. Tires are used on everything from toys to massive space shuttles and enormous mining and hauling vehicles. For

many years there has been a huge effort in developing airless tires in which the wheel and tire are essentially one piece. So far this has had limited success for passenger vehicles. Airless tires are already commonly used in areas where punctures are likely, such as construction equipment, fork lifts etc. Many Electric Vehicles require special tires due to the weight of the batteries.

Finally, there are about 450 tire manufacturers world-wide. Production of new tires is over 300 BILLION tires per year. The top 3 manufacturers, by revenue are 1) Bridgestone 2) Michelin 3) Goodyear. Following them are Continental and Pirelli. And so, that is the big lesson for today. Now I'm "tired".



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 - 2021 LEXUS LC500

The Lexus LC500 starts with Toyota. Toyota is Japan's largest maker of cars, now based in Toyota City Japan. (Lexus is based in Nagoya, Japan). Toyota was a spinoff of Toyota Industries, a machine manufacturer founded by Kiichiro Toyoda. In 1937 Toyota automobiles were introduced.

After WWII, Toyota began to grow largely due to a post-war alliance with the USA. Thanks to a positive post-war economy Toyota became the largest automobile manufacturer in the world. In 1960, Toyota released the Toyota Corolla, the largest selling vehicle in the world. Toyota was the first to produce 10 million vehicles per year and in 2012 produced their 200 millionth vehicle.

In the early 1980s, Honda released their luxury brand Acura, Nissan their luxury brand Infinity and Toyota their luxury brand Lexus. The luxury Lexus LS 400 was debuted in 1989. Today, the largest market for Lexus is the USA.

In March 2016, Toyota announced a new flagship model as a 2017. It was a 2 door called the LC 500. It had the availability of 2 engines, a V8 and a hybrid V6. In 2021, the LC 500 still had the 2 engine options. The interior borrows heavily from the luxury LS model as well as the

LFA Supercar. Technically, the LC 500 has seating for 4 but the rear seating, according to Car & Driver magazine, is better suited for "personal items and puppies". 2021 was the first year for the LC500 convertible. Also new for 2021 was "Active Cornering Assist" and 21" wheels.

The primary engine for 2021 was a 5 liter, 32 valve, DOHC V8, producing 471 hp & 354 lb/ft torque. Also available was a 3.5-liter V6 with twin electric assist motors, combining for 354 hp. The V8 came with a 10-speed automatic while the V6 had a Continuously Variable Transmission (CVT). All of this combined to provide surprising performance with very good fuel economy.

Actual performance for the V8 model was provided by Car & Driver magazine, using real world conditions. Their testing was: 0-60mph in 4.6 seconds, 0-100mpg 10.5 seconds, standing start 1/4 mile - 13.0 seconds at 112 mph, top speed 168 mph. All quite remarkable for a 4500 lb car.

Available colors for 2021 were Ultra White, Flame Yellow, Atomic Silver, Caviar, Obsidian, Nightfall Mica, Nori Green Pearl, Infrared, Liquid Platinum, Smoky Granite Mica and Cadmium Orange. In 2021 Lexus produced 2782 LC 500s for the USA market. The Lexus LC 500 is, without a doubt, a beautiful, impressive car.

By: Dave Love



Members Gary Westfall's & Margaret Barcelo's
2021 Lexus LC500

CAR SHOWS

STSCC Area Car Show Schedule 2Q'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

- 4/8, 5/13, 6/10. Ideal Classic cars, Venice. 9-1am
- 4/1, 5/6, 6/13. Hooters, Sarasota - US41 @ Clark Rd. 5-8pm

UPCOMING CAR SHOWS SW FLORIDA

- 4/1/2023 Kars for Kase, Fundraiser for Kase Knight. Stingray's B&G. 12-5pm. \$25 pre-reg. \$35 Day of Show. Info - hhauto941@gmail.com
- 4/23/2023 Kimal Lumber Car Show Venice Community Center. 9-1pm
- Club Designated Show
- 4/30/2023 Devereaux/Kaiser Classic Car Show 25 yrs. & Older Sarasota Fair Grounds 8:30-2pm
- 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.



Dave Love

SOCIAL EVENTS

Hello Sharks,

How time flies. We are already in the second quarter of 2023. 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 three months.

2023

Monthly Dinners – date predetermined – Third Monday of each month

Love	April 17 Cody's Roadhouse
Maple	May 15 at LaRocca
Mannino	June 19 Pending

To review, monthly dinners are held on the third Monday of each month. The host chooses 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

Westfall/Barcelo	April 11 Mini Golf
Pennington	May Dolphin Watching (date Pending)
Wencil	June 7 Sarasota Classic Car Tour

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 director 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 send via 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 July thru December dinner and event schedules are being prepared now. If you prefer a particular month during this time, please let me know.

Thanks to all who have hosted dinners and events to kick off 2023. 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.



Judy Umbreit

Social Events Coordinator

Jumbreit@me.com

941-451-4911

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 on the website. Please send them to Steve Bieglecki (email: sbieglecki@gmail.com) for inclusion in the newsletter.

Thank you

Sharks in a Crow's Nest a better situation than you might think.

1/16

Our January club dinner was hosted by Gary Westfall and Margaret Barcelo and was held on January 16 at the Crow's Nest in Venice.



Reporter: Judy Ubreit

Sharks Cruisin' with the Gators

2/17

The Shark adventure for February was a trip to Snook Haven complete with a boat tour down the Myakka and lunch. Beautiful weather, good food, great friends!



Reporter: Janice Love

Sharks in the Slammer! It had to happen eventually

2/12



On Tuesday, February 28th, a number of Sharks once again gathered at Venice Police Headquarters, not for our monthly meeting, but rather a tour of the facility. We met with Sgt. Sean who provided us with a history of the department, its scope of responsibility, it's capabilities and the challenges they face. We had the opportunity to talk with members of the Detective unit and learn about the digital technology they used in the investigation and solving of crimes. We visited with two (2)

representatives of their Forensics unit and had an opportunity to look inside and learn about the Department's mobile crime scene unit.

One of the most interesting visits was visiting with K9 Palmer, who proudly, if not playfully, is a member of the Department's K9 unit. We observed Palmer's search for planted drugs, as well as an assignment to locate a hidden object based on its scent.

Overall, a very informative visit with the Venice Police Department who, along with the Sarasota County Sheriff's Department, serve our community for which we are grateful and appreciative of their efforts.

What would a Shark event be without food, so afterwards a number of Sharks gathered at Valenti's Ristorante for a meal and to continue building friendships among the membership.

Another fun experience.

Reporter: Ken Maher

February Dinner at Madfish Grill

2/20

The Shark Tooth February dinner was held at the Madfish Grill located at 4059 Cattlemen Road in Sarasota. 14 members and one guest enjoyed a delicious dinner of seafood/fish. Dave Love shared birthdays and anniversaries along with last minute reminders with the group. Thanks to all who attended and a special thank you to the Taylors for joining us. It was great seeing you.



March Outing to ECHO Farm

3/14

The March Shark event was at the Echo Global Farm in North Fort Myers where we toured the farm with our delightful and entertaining docent, Pat. He shared with us a "good news" story about the "hope against hunger" and the strategies for growing and sustaining food in Third World Countries. We also met a few of the interns working on the farm and they, in turn, shared their stories and future plans. As we toured, we had our "salad course", sampling from many various edible plants that are high in nutrition. Lunch followed at Hogbody's Bar & Grill in North Fort Myers, a casual ribs, wings and burgers bar. Attending were Ken & Kathy Maher, Dave & Janice Love, David & Bobbe Lytle, Rich Gruenberg & Judy Umbreit and Judy's sister, Jean, and Roger & Margo Maple.



What happens at ECHO Farm...stays at ECHO Farm!

Reporter: Margo Maple

CELEBRATIONS

Happy Birthday



April
 6 Carol Rossi
 17 Michele Iannone

May
 2 Steve Iannone
 10 Sandy Connors
 15 Linda Pennington
 18 Geri Moore
 25 Gary Spinazze
 28 Joyce Wiseman

June
 1 Dave Love
 6 June Dilella
 18 Sara Spinazze

Happy Anniversary



April
 25 Moore

May
 8 Lytle
 15 Rossi
 18 Jereb
 27 Iannone
 31 Gruenberg/Umbreit

June
 9 DiLella
 25 Maher

MEMBERSHIP

We are currently at 25 memberships, which include our latest **new members, Frank & Tina Gambino**. We welcome them into the club and look forward to getting to know them. Don't forget at each meeting I have club business cards and dash cards for those that need them. The business card would be good to have on hand when using for any of our sponsors who provide a discount such as our most recent O'Reilly's Auto Parts.

<u>VEHICLES</u>		<u>COLORS</u>	
Alfa Romeo	1	Red	9
Aston Martin	1	White	5
Audi	1	Blue	6
BMW	6	Silver/Gray	3
Chevrolet	9	Beige	1
Ferrari	1	Green	1
Ford	1		
Jaguar	1		
Lexus	1		
Mercedes	2		
Nissan	1		



Bill Mendes

QUARTERMASTER'S LOCKER

Greetings fellow Sharks! Your Quartermaster, Sandy Connors here. If you haven't attended a meeting lately, we now have a new, lighter weight club logo. We removed the background black stitching from the oval so that the embroidery would lay flatter. So far, every one I've seen looks great!

The price of our official club shirts is \$61.00, including tax. If you'd like to order a shirt, just shoot me an email or text with the shirt color, size and name you would like embroidered on it and I'll get it ordered. Shirt colors are white, navy, red, black and gray, with white being the official club shirt. Payment can be made in cash or check, payable to Shark Tooth Sports Car Club the next time I see you at a meeting, monthly dinner or social event.

We also have a vendor who can embroider a STSCC logo on hats, t-shirts, light jackets, etc. You purchase the item, give it to me and I will typically have it back in time for our next meeting. Cost is \$6.00 per logo.



Sandy Connors

ARTICLES OF INTEREST

2024 Corvette E-Ray First Ride: A Vette like no other

By: Eric Weiner, Hagerty News



It's a cold, damp day on Black Lake. The 40-degree weather and intermittent drizzle at GM's Milford Proving Grounds skidpad are not ideal for the hard launch of a sports car. Bill Wise, the development engineer at the wheel, is not concerned.

"Do you get motion sickness?" he says. "Because with launch control, this thing seriously takes off." The growl of a Chevy small-block rises in pitch before a plateau, ready to let loose when Bill releases the brake pedal. "Not in a car," I say.

Those words are barely out of my mouth before all four of the E-Ray's wheels hook up. Butterflies hit my stomach. The acceleration is surprisingly aggressive—ruthless and immediate, like a Tesla, but made stranger, a moment later, by the combination of V-8 roar and space-age electric motor whine.



The rate at which scenery melts does not decrease with each shift snapped off by the gearbox. I am simply pressed further into my seat. As Wise stomps on the brakes, the E-Ray converts kinetic energy to electricity, then feeds that juice to the 1.9-kWh battery pack nestled in the tunnel between the seats. We come to a halt. The faint whine of an electric motor, the crazed four-wheel clawing at launch—these are strange phenomena for a Corvette. Like watching *Rambo* in Italian—familiar characters, but a language you've never heard them speak.

The E-Ray is unlike any other Corvette. It is the first Vette with all-wheel drive. The first to use an electric drive motor. And the first to see 60 mph, from rest, in just 2.5 seconds. That's a tenth faster than the 670-hp Corvette Z06. The 1500-hp Bugatti Chiron, with its four turbos, sixteen cylinders, eight liters, and \$3 million price, does the same job in 2.4 seconds. The E-Ray will start at \$104,295.



The LG, pouch-type battery fits entirely inside the Corvette's center tunnel. Cameron Neveu



The E-Ray's front drive unit powers the battery—during braking, coasting, and normal driving—via an inverter. Cameron Neveu

The E-Ray shares its wide body, its suspension setup, and its Magnetic Ride Control dampers with the Z06. Several engineers, however, told me that the former car's development brief was completely different: all-weather capable and angled more toward daily driving, while offering performance significantly beyond that of

the base Stingray (and within spitting distance of the Z06's ability).

"This thing is a champ in the snow, even on the standard all-season tires," Wise says. "And here, on those same tires, you can take advantage of so much mechanical grip."

He shows me. We knife toward the middle of the 67-acre Black Lake, entering an autocross-like cone course at roughly 90 mph. "This was never slated as an out-and-out track car, like the Z06, but it is just as capable around a race track."

Wise stabs the throttle and cranks the steering left at the entry to a long sweeper. As the E-Ray scrubs speed, he initiates what feels, at first, like a rear-drive Corvette slide. He adjusts the car's angle of attack with his right foot, the steering wheel hardly moving. Just before the turn's apex, the E-Ray begins to briskly accelerate toward corner exit, never breaking the slide.

I'm at a loss. "Damn, Bill."

"Only five minutes behind the wheel, you'd be doing the exact same thing, corner after corner," he says. "It's that approachable."

Wise keeps driving. The course changes, the long sweepers replaced by a series of quick direction changes. The E-Ray negotiates the tighter corners with ease, flat and stable, the nose quickly taking a set.



Slight adjustments to the Z06 front suspension geometry were necessary to make room for the front drive axle. Cameron Neveu

Hybrids often suffer from mass bloat, a ballooning of curb weight over similar internal-combustion-only models. A visit to Milford to meet a preproduction Corvette usually means hearing someone in Chevrolet engineering declare that "every gram has to earn its way onto the car."

This approach is common in the development of high-performance cars, but the Corvette team does it better than most. The engineers there seem to take joy in justifying each component or material down to the tiniest detail. The battery, for example, is not from GM's Ultium family, where the hardware and its controls are generally larger and storage-optimized for long range. The E-Ray's lighter, pouch-type LG battery was better suited to the car's performance focus, its front axle's demands for frequent and significant energy flow.

That axle system adds about 260 pounds of curb weight. Mass-reduction efforts to offset that gain include

standard carbon-ceramic brakes and a lighter, lithium-ion chemistry for the gas engine's 12-volt battery. The electric drive unit's housing is magnesium, with associated fasteners and the bottom of the drive battery's housing in aluminum. The aluminum brace between the front shock-tower tops is claimed to genuinely improve steering feel at speed, helping compensate for the slight changes in front suspension geometry required by the packaging of that front axle. Important, too, is how little the added mass shifts balance forward. Thirty-nine-point-four percent of the Z06's weight sits up front, 60.6 percent in the rear. The E-Ray shifts that distribution by only 1.5 percent, to 41/59.

We'll feature a full drive of the E-Ray on these pages soon. In the meantime, from the passenger seat, the car holds promise. It feels meaningfully more exciting and interesting than the Stingray yet more tractable and comfortable than the monstrous Z06.



Aside from some unique graphics displaying drive output and hybrid system status, the E-Ray interior is standard-issue C8 Corvette. Cameron Neveu

By switching the Corvette to a mid-engine layout, after decades of the engine up front, the C8 vaulted America's sports car to new dynamic heights while realizing a dream envisioned by some of the car's early creators. An all-wheel-drive Corvette with a battery and an electric motor was not on the minds of those men, but I suspect they'd find this car a triumph of engineering. Perhaps even more than the Stingray or the Z06, the E-Ray reflects the technology and ingenuity of the current moment. Just thinking about the ride gives me those butterflies all over again.

2024 Chevrolet Corvette E-Ray

Price: \$104,295 (coupe)

Powertrain: 6.2-liter V-8, eight-speed dual-clutch automatic transmission; 1.9-kWh pouch-type lithium-ion battery, permanent-magnet electric motor

Horsepower: 655 from total system (V-8: 495 hp @ 6450 rpm); (e-motor: 160 hp)

Torque: (V-8: 470 lb-ft @ 5150 rpm); (e-motor: 125 lb-ft)

Layout: All-wheel-drive, two-seat targa-top coupe or convertible

Weight: 3774 pounds
EPA-rated fuel economy: TBA
0–60 mph: 2.5 seconds
1/4-mile: 10.5 seconds @ 130 mph



Cameron Neveu

Turns out, the long-rumored Lexus EV manual transmission is real, and it does more than just let us pretend to row through gears.

By: Brett Foote, Lexus Forum

Several months ago, [rumors emerged](#) suggesting that Lexus was working on a manual transmission for EVs, which is a bit of a stunning development. After all, most all-electric vehicles don't have a transmission at all, though some – like the Porsche Taycan – employ a two-speed unit to help with performance at the top end, where EVs tend to fall a bit flat. Regardless, Lexus wants to keep enthusiasts happy as it [transitions to electrification](#), and it feels like giving us the ability to [row our own gears](#) is the way to do precisely that. Now, a video has emerged from the folks at [EVO Magazine](#) showing the prototype Lexus EV manual transmission in action.

The short clip shows a right-hand drive vehicle tooling around public roads, and there are quite a few interesting takeaways worth noting. For starters, the EV has some fake engine sounds being piped in, a feature that's rather controversial yet could also prove helpful for those of us that like to shift based on what we hear rather than what the tach says. Speaking of a

tachometer, there's also a functioning one present in this prototype, which likely signals that this may be more than a "simulated" Lexus EV manual transmission, as many have speculated.



Indeed, Lexus insists that this feature is about more than just giving us the capability or sense that we're changing gears. The gearbox isn't physically connected to the electric motor(s), but rather, the clutch pedal and gear selector rely on haptic feedback. Combined with the sounds and tach, the idea here is to replicate the experience of banging through the gears in an old ICE vehicle, similar to the clutch-by-wire systems that have shown up in everything from Hyundai models to Koenigsegg hypercars.



Watch the EV manual transmission row through the gears [here](#)

What makes this EV manual gearbox more interesting is the fact that it will apparently be able to augment the torque coming from the electric powertrain, and it will respond just like a real row-your-own transmission – it'll even stall out, apparently. As for when we might see this interesting new piece in a production vehicle, well, that's currently unclear, though prior rumors suggested that it will debut in the forthcoming Lexus EV coupe, based on the [BEV Sport Concept](#). For now, we'll reserve judgement until we actually get to test out this fascinating piece of technology, but it certainly seems intriguing, if not a suitable replacement for the real thing.