



SHARK BITES



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Contact information for club Leadership can be found on our **Club Website:** www.sharktoothsportscarclub.com
Webmaster: **Jen Maher**, "Let Us Organize it"



Newsletter Editor: **Steve Bieglecki**

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

INTRODUCTION	2
PRESIDENT'S MESSAGE	2
VICE PRESIDENT'S MESSAGE	3
CAR SHOWS	4
SOCIAL EVENTS	5
CELEBRATIONS	8
MEMBERSHIP	9
QUARTERMASTER'S LOCKER	9
PARTNER/SPONSOR CORNER	9
ARTICLES of INTEREST	10

"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

I would like to start out by saying Happy New Year Sharks and best wishes for a very happy, healthy and enjoyable 2023. As we close out 2022 and say hello to 2023, I would also like to say, *Thank You* to all the Sharks that make our club what it is. We never did nor do we seek to be the largest car club in regard to membership. Our success is gauged by bringing in the right people, who not only share a passion for owning and driving a sports car, but also enjoy socializing with like-minded people.

As we look back, I am pleased with the direction, or as some may say, the evolution of our club. In 2022, we grew our club's membership, started a club newsletter - Shark Bites, co-sponsored our first car show at Island Walk and attempted to have our first charity golf outing on Veterans Day - which had to be cancelled due to Hurricane Ian having substantially damaged the Plantation golf course. We established a benevolent fund and agreed upon ways and means we can assist those in our community that could benefit through our support. We also established sponsorship criteria that will allow us to go out and partner with businesses in the community that will further support our philanthropic efforts. All in all, a good year.

So, what will 2023 bring? Well, I see us adding a few new members. Increasing the number of social events available for us to take advantage of and exploring new venues with regard to our monthly dinners. We also have our first club cruise in August, and I am sure there will be a number of firsts as we continue to evolve.

The one point to be made is that this is YOUR CLUB. Get involved. Do not just come to a monthly meeting or a dinner. Jump up and get involved in planning a fun event for all of us to share. You need not do it alone. If you need assistance, just ask.

We want every Shark to truly enjoy their experience as a club member and to make new friends that you socialize with both inside and outside the club.

It has been an exciting couple of years, and I expect that excitement to continue.

Ken Maher



PRESIDENT'S MESSAGE



Over the course of my 50 years of having a driver's license, I have had 63 cars, of which 32 have been sports and/or muscle cars, of which 6 have been Corvettes. I have also had 6 motorcycles. During this period, I've noticed that the car/motorcycle hobby is made up of so many different groups of enthusiasts.

For example, there are those that are originalists. They only believe a car is original once, they love cars that age naturally, and the "patina" that comes with aging. Then you have those that want their cars to look better than they did when they first rolled off the assembly line. So, these cars would be what you call "over restored".

You also have the street rod crowd. You have the old school guys who want their cars to look like they did back in the proverbial day or you have those guys who want all the new technology in a 30's or 40's "vintage looking" car, as so many of these are fiberglass.

You have what I'll call the Jeepster crowd. Having had a Jeep Wrangler prior to moving to Florida full time in 2018, you would not believe the amount of "stuff" that's available to accessorize your Jeep.

Now, what I have noticed are two (2) things Corvette owners have in common with the "Jeepsters". The first is that Jeepsters and Corvette owners like taking their cars off-road. The difference is in the definition. Going off-road to a Jeepster is going over rocks, brushing up against tree branches and going through mud. A Corvette owner's definition is taking the car off-road because it's raining outside, or it had rained, and they do not want to go through the puddles.

The second thing they have in common is that Jeepsters and Corvette owners think they are a part of an exclusive club, and they wave to one another when passing another on the highway.

You also have the motorcycle crowd that can be put into two (2) camps. You have the Harley Davidson crowd who believe in loud sounding and highly chromed out pieces of iron. For whatever reason, this group of riders also seems to believe there is a certain look (in addition to the traditional black leather) that's required to ride a Harley. Then you have the Japanese motorcycle crowd which tends to be much younger and can often be seen dressed in more colorful leather riding gear from head to toe. Many believe that darting in between cars at an

excessive rate of speed is a good thing and starting from a light with one wheel on the ground and one wheel up in the air is also a good thing. Now riding a motorcycle is also being part of a club and motorcyclists have their club waive. It's the left hand coming off the handlebar and pointing it down at a 45-degree angle. What I have found is that Harley riders will always wave to other Harley riders, not so much to non-Harley riders and the opposite is true as well.

Now you have the Corvette owners. Where do I begin? Let me site some examples of Corvette owner idiosyncrasies:

- ✓ A Corvette more often tends to not be the primary car
- ✓ It's never taken out if it's dirty and it's almost never put away if it's dirty
- ✓ Weather plays a part for many if the car comes out of the garage
- ✓ No matter what year or how old the Corvette is, the driver is always immediately 40 years younger than they are as soon the key is turned or the button is pushed
- ✓ Corvette owners (like Jeepsters and motorcyclists) are part of a club without being a part of a club
- ✓ Corvette drivers always wave to other Corvettes
- ✓ Corvette owners show up and pull out bags of cleaning supplies and start polishing their cars, and this is simply to take the spouse out for dinner – can you imagine the process if it was a judged show

No matter your personal preference, there is always room in the car hobby for anyone who has an interest in cars – maybe even electric cars. Not sure about self-driving cars, but definitely not a self-driving sports car.

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

Ken Maher



VICE PRESIDENT'S MESSAGE

Evolution of the "Car Hobby". By being members of Shark Tooth Sports Car Club, we are all identified as Car Hobbyists or at least Car Enthusiasts. This designation can take many forms, from being a grease covered gear head to being a collector, a track demon or maybe just someone who owns and enjoys a specific type of vehicle. How has the "hobby" evolved?

Some of us recently drove cars at the Carlisle Collector Car auction. Over the weekend I heard myself and others say (many times) "I had one just like that!" My own interest in cars began when I was still in elementary school and still many years away from being able to drive, thanks to an older cousin who was a certified Hot Rodder. I always thought that the cars of the day were so awesome. Driving some of those same older hot rods made me realize that they weren't really all that good. But we always strived to make them better.

Modern cars have spoiled us in ways you don't really appreciate until you drive one of those awesome Tri-5 Chevys ('55,'56,'57). Our cars start and run well without overheating. They are comfortable. All of the functions work - AC, power windows, power door locks, power seats, BlueTooth radios etc. We don't even think about them. The Tri-5s, not so much. While it was great fun driving the cars we used to covet, it makes us realize how incredible our more modern cars are.

A few short years ago, I got rid of many of the tools that I had collected over the years. They used to be necessities but have become obsolete unless you are still building old cars. I am no longer doing that. What did I get rid of? Dwell Meters, Roll Back Timing Lights, Distributor and Points wrenches and so on. These have all been replaced with computers, laptops and highly skilled technicians who know how to use them. Gone are the days of "Repair". We are now in the age of "Remove and Replace". Tune-ups can be done remotely via WiFi. Unbelievable.

What will be the next step? Obviously Electric Vehicles and other alternative fuels will be prevalent. Autonomous cars, probably. Flying cars, very likely. Private ownership may someday disappear as mass transit takes over. Personally, I'm waiting for the day we can just say "Beam me up, Scotty".

Dave Love



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

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

This month's spotlight - Since this is the very first "episode", I'll start with one I'm very familiar with, as it's mine - **2019 Corvette Z06**

Corvette (Chevrolet) has been around since 1953. It has been through 8 iterations, referred to as Generations, or "Gen". 2019 was the final year of the C7, or Corvette 7th Gen.

In recent years, Corvette has essentially 4 versions: Stingray, Grand Sport, Z06 and the Top Dog ZR1. The Grand Sport, Z06 and ZR1 have race-bred suspensions, a stronger alloy chassis and wider body panels to accommodate wider wheels and tires, which are 19" front and 20" rear. Z06 and ZR1 have Supercharged engines.

The Z06 moniker comes from the early '60s, and then was resurrected in the early 2000s. Zora Arkus-Duntov is generally referred to as "the Father of the Corvette". He wanted "a car that I can race with and a car that I can win with." He developed some special equipment toward that end. It was referred to as ZO6, or Zora Option 6. It is now more commonly (and incorrectly) referred to as Z06 (Z zero 6). The 2019 version officially produces 650 HP and 650 Lb/Ft of torque. Acceleration from 0 to 60 mph is listed at 2.95 seconds with a top speed knocking on the door of 200 mph. (I cannot verify either number!)

All Corvettes are built in Bowling Green, KY. The engines are built in Tonawanda, NY. In 2019, there were a total 34822 Corvettes built. 5965 were Z06 coupe, 972 were Z06 convertible. The most popular color was Torch Red, at about 12%. The least popular color was Admiral Blue. Much to the chagrin of some (not mentioning names but it rhymes with Mustang), Corvette is still referred to as "America's Only True Sports Car".

By: Dave Love



CAR SHOWS

Sharks Attend "Cars and Coffee" at Cocoplum Plaza in Northport

11/6

This month's event was a fundraiser for the American Cancer Society.



Reporter: Ken Maher

STSCC Area Car Show Schedule 1Q'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.

CARS & COFFEE, NORTH PORT at Cocoplum Center.
8am -10am. \$10.00 Donation

- January 1
- February 5
- March 5

CARS & COFFEE UTC MALL, Sarasota 8am -10am.
\$10 Donation requested

- January 14
- February 11
- March 11

LANCE'S Cruise-ins.

- December 17 Joey D's, Venice. 4:30 - 7:30
- January 14 IDeal Classic Cars, Venice 9am - 1pm

FESTIVAL OF SPEED

- January 22 Vinoy Park, St Petersburg

CORVETTES ONLY Venice FL Corvettes "Vette Together"

- March 19 Centennial Park. Pre-registration only
165 cars max. \$50
venicefloridacorvettes.org

AACA CLSSIC CAR SHOW.

- March 26 Cars 25 yrs & older. 8am-3pm
Centennial Park
Pre-registration only. \$35. veniceaaca.com

52nd ANNUAL DEVEREAUX KAISER COLLECTOR CAR SHOW

- April 30. Sarasota Fair Grounds.
dkcarshow.com

KEEP AN EYE OUT - Not yet announced, but likely will be in late April

Kimal Lumber Car Show usually held at Venice Community Center

Dave Love

News just in, Collecting Cars can make you a Millionaire.



If, you're a Billionaire.

SOCIAL EVENTS

Happy New Year to all. I hope everyone had a great holiday season. As we move into 2023, let's review the event and dinner schedules for the next six months. Remember to plan early so our calendars, both personal and that of the club, can be updated.

2023

Monthly Dinners – date predetermined – Third Monday of each month

Westfall/Barcelo	January 16 – Crow's Nest, Venice
Taylor	February 20
Bieglecki	March 20
Rossi	April 17
Maple	May 15
Mannino	June 19

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 (email to: jumbreit@me.com). 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

Rossi	January – Drive along scenic back roads of Sarasota County – January 25
Mannino	February
Maple	March
Westfall/Barcelo	April
Bieglecki	May
Taylor	June

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 jumbreit@me.com. The message to the membership will then be prepared 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.

In February, I will prepare the July thru December schedules. If you prefer a particular month during this time, please let me know.

Thank you to all who have hosted dinners and events during 2022. It was a great year filled with good food and fun times.

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

Shark Sighting at Carlisle Auction

11/11-12

The Club once again supported Carlisle Auctions by supplying drivers at their Fall Collector Car Auction in Lakeland, Florida on November 11 and 12. A number of Sharks turned out, some for just one day and some for both days.



Some cars were driven across the “block”, some might have been pushed and/or towed and some even ran out of gas. All in all, a good time had by one and all.



The club received a \$750 check which is earmarked for donation. Thanks to Kathy Maher, Dave Love, Mike Connors, Alex D’Angelo, Ed Cashman, Tom Lupica, Ron Wencil and Dwyane Prull (Guest) who drove the first day, and Kathy Maher, Carol Parkinson, Sandy Connors, Mike Connors, Dave Love, Bill Mendes, John Gilbert and Rich Glynn (Guest) who drove the second day. We’ve already signed on to support the February auction.

PS – Be sure to ask Kathy how an inadvertent gesture of the hand during an auction at the end of the first day had her recognized as the higher bidder on a car on the block.

Reporter: Ken Maher

Shark Tooth Monthly Dinner

11/21

The Shark Tooth monthly dinner was held on November 21st at Mattison’s Forty-One in Sarasota. The food was great, and the staff was terrific. Eight couples attended the dinner planned by John and Diane Gilbert. Unfortunately, due to health issues, they were not able to be there. A big thank you to Bill and Dawn Mendes, who hosted the evening. Everyone had a great time.



Reporter: Judy Umbreit

“Wildlife” Rescue at STSCC Photo Shoot & Picnic

Sharks gathered on November 8th at the Venice Boat launch for a photo op. Sharks and their cars that were not on the website or those Sharks who that might have traded in their ride for a new one, had an opportunity to have pictures taken of their car. Afterwards, those who were having the cars photographed, were joined by other Sharks for a pizza party at the adjacent picnic pavilion.

At some point in the evening, it was thought that kittens were stuck in a nearby swampy area. **Tom Rossi to the rescue!** Backing up Tom (and keeping him from falling forward) is Linda Wencil and Janice Love – what you cannot see is the smile on Tom’s face having Linda and Janice holding on to him. Carol Parkinson is there to photograph the event and supervising the event is Kathy Maher.



PS - it wasn't kittens they heard but young frogs in their natural habitat – I am told that Tom didn't mind the confusion

December Car Club Event: Enander's Winter Wonderland and dinner at The Point Restaurant



Maher Bros Out on the Town for their Annual Pub Crawl

No Expense was spared for the “first class” event transportation.



CELEBRATIONS

Happy Anniversary

Happy Birthday



January

Steve Bieglecki 14th
Gayle Jereb 15th
Bill Mendes 17th
Rick Dilella 21st
Tom Lupica 31st

February

Carol Parkinson 3rd
Ed Cashman 9th
Dawn Mendes 15th
Linda Wencil 24th
Michael Papson 24th
Ron Wencil 26th

March

Mark Eisenberg 2nd
Roger Maple 9th
Ken Maher 21st
Gary Westfall 21st
Diane Gilbert 26th

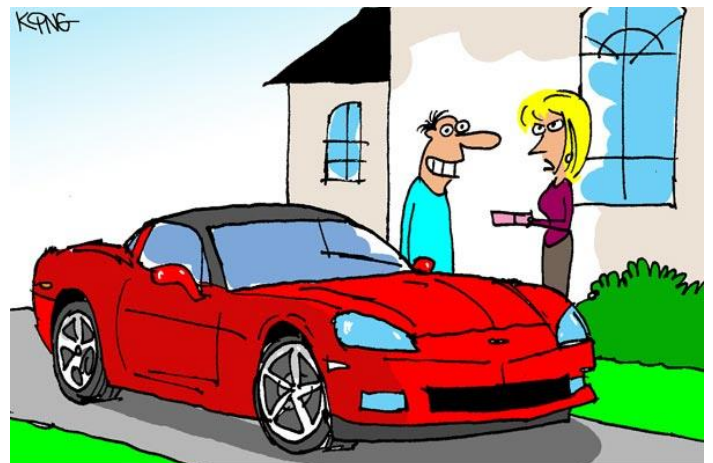


February

Papson 10th

March

Gilbert 6th
D'Angelo 16th
Maple 17th



“For our anniversary, you bought me chocolate, and yourself a Corvette. And you don't see the problem here?”

MEMBERSHIP

We currently have 27 memberships



<u>VEHICLES</u>		<u>COLORS</u>	
Alfa Romeo	1	Red	8
Aston Martin	1	White	5
Audi	1	Blue	7
BMW	6	Silver/Gray	4
Chevrolet	9	Black	1
Ferrari	1	Beige	1
Ford	1	Green	1
Jaguar	2		
Lexus	1		
Mercedes	2		
Porsche	2		



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.

Currently, we have a limited quantity of dark blue t-shirts available for "cash and carry" at club meetings. The shirts have a small club logo on the left chest and the same logo in large print on the back. The price for the t-shirt is \$20 with \$15 going to the club and the additional \$5 going into our benevolent fund.



Sandy Connors

PARTNER/SPONSOR CORNER

We plan on providing our **Silver and Gold Partners/Sponsors** with this space in our newsletter to highlight a Service or Product that they think our membership would be interested in
This Quarter's Featured Partner/Sponsor:



We all know Alec from the great pictures of our cars he takes at our club photo shoots but he does so much more.

Here are some examples of his fabulous photography for all occasions. Please click on his logo above to explore more of his work on his Facebook page.



Automotive

ARTICLES of INTEREST

Five Point No: The Lexus 5.0L Hydrogen Powered V8 Engine Won't Save Combustion Engines

By: Joe Kucinski, Lexus Forum



Weddings



Toyota partnered with Yamaha to develop a hydrogen powered V8 engine, unfortunately there is a big problem with hydrogen combustion.



Professional

Here is what we know. Every true auto enthusiast loves a naturally aspirated, [gasoline powered V8 engine](#). They are powerful, deliver gobs of smooth power and sound terrific. We also know that those engines are quickly becoming extinct. EVs are the future, even if Toyota is [not quite sure how to get there yet](#). EVs have many advantages and they can be extremely quick. But they don't have the soul of a traditional V8. The driving force behind this shift to EVs is concern for our environment. And while we may not all love EVs we do all want to live in a healthy environment. But what if we could have the best of both worlds? What if there was a [hydrogen powered V8 combustion engine](#)? Toyota partnered with Yamaha to develop exactly that.



Family

If a hydrogen powered V8 combustion engine could be feasible the environmentalists and auto enthusiasts would both embrace it with open arms. We get to keep our V8 combustion engine for all the reasons we love it. And the fact it produces no harmful emissions means Mother Earth will love it as well. Of course, if something seems too good to be true then it probably is. A video was recently posted on the [Engineering Explained YouTube channel](#) and **Jason Fenske** explained why the hydrogen powered V8 combustion engine is not a viable solution.

Yamaha and Toyota took the 5.0L V8 engine from the Lexus RC F luxury sport coupe and developed a method for it to run on hydrogen. The results are not

encouraging. The good news is that it is technically possible, and the hydrogen powered V8 combustion engine makes about the same power as the gasoline powered 5.0L V8, and the only emissions are water. However, the big problem is the range. A traditional gasoline powered RC F can travel about 330 miles on a tank of fuel. The hydrogen powered V8 would only be good for between 25 and 50 miles of range. Obviously, that is far too short to be practical. The reason is mostly due to the amount of hydrogen required to keep the engine powered.

Fenske illustrates his point using 5-gallon buckets. To get a 300 mile range from a hydrogen powered V8 it would require roughly 21 5-gallon buckets of hydrogen stored as a gas. That is far too much space required in a normal car, let alone a sports car to make this a practical solution. Storing hydrogen as a liquid will reduce the number of 5-gallon buckets required to just 12 buckets. But that is still a significant amount of space, and it introduces new challenges such as storing it at temperatures approaching absolute zero. Again, this is just not practical.



All of this is not to say that hydrogen is not a viable gasoline alternative. In fact, Toyota already has a hydrogen powered vehicle, the Toyota Mirai. But the major difference here is the Mirai is not a V8 combustion engine powered by hydrogen. The Mirai uses a fuel cell. What happens is the hydrogen is converted into electricity by the on-board fuel cell. This then powers an electric motor. Now, this can be fine for the folks on the environmentalist side of the aisle because it creates zero emissions. But the gasoline V8 loving auto enthusiast is not happy because this vehicle has the same problem as every other electric car. It lacks emotion.

Well, it is unlikely that the significant issues with a hydrogen powered combustion engine are going to be solved any time soon. So, anyone that was hoping this would save our beloved V8 you can take a moment to wipe away your tears. Then go buy a traditional V8 while you still can. EVs are coming, and they may be powered by batteries or hydrogen fuel cells. But the impending all-electric future seems inevitable.

Watch the video [here](#).

Maserati MC12 Corse: A Legend

From: The Dupont Registry



What happens when you think of the brand name Maserati? You think of Quattroporte, Ghibli, Gran Turismo, and now, of their newest sports car: the MC20. There is more to that name than you would imagine. Maserati in motorsport has had scarce representation, but when they've shown up in the past, they've seen great success. Enter the "Birdcage."

Back in the 1960s, Maserati developed their Tipo 60/61 race cars with the help of Carroll Shelby (yes, that Shelby), who did some early test driving. With that, and the automaker's intricate tubular frame that inspired the Birdcage moniker, Maserati was equipped in 1960 to enter the 24 hours of Le Mans — and maintain average times that clocked in more than 4 minutes ahead of Ferrari. Unfortunately, a starter issue and torrential rains would prove to be too much for the open-wheel race car, but it redeemed itself with exceptional results winning the Six Hours of Nürburgring (then the Nürburgring 1000 km).





Fast-forward to 2004, and Maserati returned to motorsport with a sensational race car, which became a scandal when it was unveiled. Due to debate around regulations for homologation, the MC12 Corse is not only notorious for being a rule-bender but an outright legend, as no other vehicle was ever able to achieve what it did in its day.

Only 12 examples of the Maserati MC12 Corse exist worldwide and at least three of them are confirmed to have been converted to road use. Of the nine-remaining factory-original cars, three have been recorded as being used by their owners.

755 Horsepower	546 Lb-Ft of Torque	0-60 MPH <2.9 Seconds
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No other vehicle has been able to win the 24 hours of Spa on a vehicle debut the way the MC12 did in 2005, then again in 2006, and once more in 2008. The accolades don't stop there, the MC12 GT1 won five consecutive titles for the GT category of endurance racing and in 2010 went on to win the inaugural FIA GT1 World Championship.



THE END