

EDITION 17 - Q4/26

THE QUARTERLY NEWSLETTER OF THE SHARK TOOTH SPORTS CAR CLUB

SHARK BITES



CLUB LEADERSHIP

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Vice President	Dave Love
Treasurer	Tom Rossi
Secretary	Dave Lytle
Membership Director	Janice Love
Social Cordinator	Mary Bimonte
Quartermaster	Margaret Barcelo
Media Relations Director	Bobbe Lytle
Benevolent Fund Chairs	Ron & Linda Wencil
Newsletter Editor	Jen Maher
Website Manager	Jen Maher

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Contact information for club
leadership can be found on our
Club Website:

www.sharktoothsportscarclub.com



APRIS

INTRODUCTION

As we enter the final three months of 2026, I am pleased with where we are in the continued evolution of our club. At the time of this writing, we stand at 29 memberships—just one shy of our goal of 30 memberships, or approximately 60 members.

When we started this club at the beginning of 2021, our intention was never to become a large club. From the beginning, we envisioned something smaller and more personal—a club where members truly know one another, build meaningful relationships, and feel part of something special.

I fully expect that we will reach our goal of 30 memberships by the end of the year. Naturally, members have begun asking, “What comes next?” Part of that answer will depend on our retention heading into 2027. Based on experience, we may lose one or two memberships, which would create opportunities to welcome new members into the club. As for growing beyond 30 memberships, my preference is to hold at that number for the time being.

Before we consider further growth, I want to make sure our newer members have had the opportunity to become fully involved and truly feel part of the Shark Family. We should also take the time to evaluate the balance of full-time and seasonal memberships, along with participation in meetings, events, dinners, and other club activities. Only then can we determine whether additional memberships are necessary—or even desirable.

At some point, we may consider establishing a waitlist of prospective members. That would allow us to thoughtfully fill openings as they become available without feeling pressure to continually increase the size of the club. I suppose these are good growing pains to have, but bigger is not always better.

For me, the goal has never been simply to grow our membership. The goal is to turn memberships into friendships.

Our priority should continue to be the people who are already part of this club. We should focus on creating opportunities to connect, strengthening relationships, welcoming newer members into the fold, and making sure everyone feels that they are an important part of the Shark Family.

Membership numbers may tell us how much the club has grown, but they do not define our success. The experience we create for our members does.

As we look toward 2027, that member experience should remain at the heart of everything we do.





If there is one individual or company that I have always been interested in, it is Henry Ford and the Ford Motor Company. In fact, few are aware that my dream job was always to be the Chief Risk Officer for Ford, responsible for their global operations, including, of course, their racing operations.

So, who was the man whose signature of his last name is the basis for the name in the middle of the blue oval?

He is known as an American industrialist and business magnate. As the founder of the Ford Motor Company, he is credited as a pioneer in making automobiles affordable for middle-class Americans through the system that came to be known as Fordism.

Born in 1863, Ford left home at 16 to seek work in Detroit. Ford finished eighth grade at a one-room school. He never attended high school.

He had first encountered automobiles a few years earlier, and in 1891, Ford became an engineer with the Edison Illuminating Company of Detroit. After his promotion to Chief Engineer in 1893, he had enough time and money to devote attention to his experiments on gasoline engines. These experiments culminated in 1896 with the completion of a self-propelled automobile, which he named the Ford Quadricycle. He test-drove it on June 4. After various test drives, Ford brainstormed ways to improve the Quadricycle.

Also in 1896, Ford attended a meeting of Edison executives, where he was introduced to Thomas Edison. Edison approved of Ford's automobile experimentation. Encouraged by Edison, Ford designed and built a second automobile, completing it in 1898. Backed by the capital of Detroit lumber baron William H. Murphy, Ford resigned from the Edison Company and founded the Detroit Automobile Company on August 5, 1899. However, the automobiles produced were of a lower quality and higher price than Ford wanted. The company was not successful and was dissolved in January of 1901.

With the help of C. Harold Wills, Ford designed, built, and successfully raced a 26-horsepower automobile in October 1901. With this success, Murphy and other stockholders in the Detroit Automobile Company formed the Henry Ford Company on November 30, 1901, with Ford as chief engineer. In 1902, Murphy brought in Henry M. Leland as a consultant; Ford, in response, left the company bearing his name. With Ford gone, Leland renamed the company the Cadillac Automobile Company.



Teaming up with former racing cyclist Tom Cooper, Ford also produced the 80+ horsepower racer "999", which Barney Oldfield was to drive to victory in a race in October 1902. Ford received the backing of an old acquaintance, Alexander Y. Malcomson, a Detroit-area coal dealer. They formed a partnership, Ford & Malcomson, Limited, to manufacture automobiles. Ford went to work designing inexpensive automobiles, and the duo leased a factory and contracted with a machine shop owned by John and Horace E. Dodge to supply over \$160,000 in parts. Sales were slow, and a crisis arose when the Dodge brothers demanded payment for their first shipment.

In response, Malcomson brought in another group of investors and convinced the Dodge brothers to accept a portion of the new company. Ford & Malcomson was reincorporated as the Ford Motor Company on June 16, 1903, with \$28,000 capital. The original investors included Ford and Malcomson, the Dodge brothers, Malcomson's uncle John S. Gray, Malcomson's secretary James Couzens, and two of Malcomson's lawyers, John W. Anderson and Horace Rackham. Because of Ford's volatility, Gray was elected president of the company. Ford then demonstrated a newly designed car on the ice of Lake St. Clair, driving one mile in 39.4 seconds and setting a new land speed record at 91.3 miles per hour. Convinced by this success, race driver Barney Oldfield, who named this new Ford model "999" in honor of the fastest locomotive of the day, took the car around the country, making the Ford brand known throughout the United States. Ford was also one of the early backers of the Indianapolis 500.



THE MODEL T

The Model T debuted on October 1, 1908. It had the steering wheel on the left, which every other company soon copied. The entire engine and transmission were enclosed; the four cylinders were cast in a solid block; the suspension used two semi-elliptic springs. The car was simple to drive, easy and inexpensive to repair. It was so inexpensive at \$825 in 1908 (\$29,560 today), with the price falling every year, that by the 1920s, most American drivers had learned to drive on the Model T.

Ford created a huge publicity machine in Detroit to ensure every newspaper carried stories and ads about the new product. Ford's network of local dealers made the car ubiquitous in almost every city in North America. As independent dealers, the franchises grew rich and publicized not just the Ford but also the concept of car local motor clubs sprang up to help new drivers and encourage them to explore the countryside. Ford was always eager to sell to farmers, who looked at the automobile as a commercial device to help their business. Sales skyrocketed—several years posted 100% gains on the previous year. In 1913, Ford introduced moving assembly belts into his plants, which enabled an enormous increase in production. Although Ford is often credited with the idea, contemporary sources indicate that the concept and development came from several of his employees.

Sales passed 250,000 in 1914. By 1916, as the price dropped to \$360 for the basic touring car, sales reached 472,000.

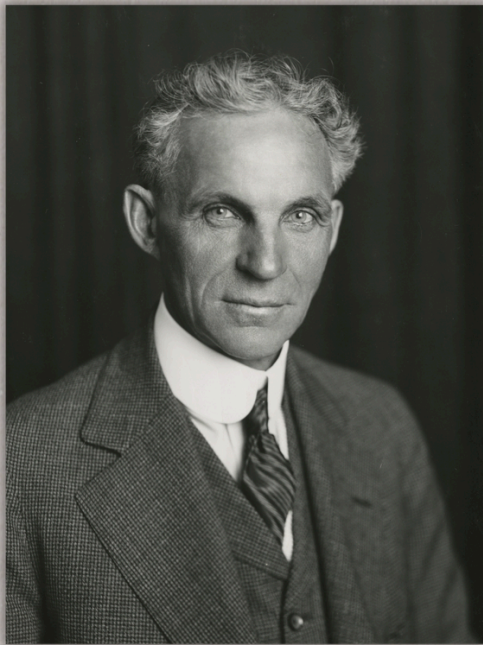
By 1918, half of all cars in the United States were Model Ts. Although Ford famously wrote in his autobiography, "Any customer can have a car painted any color that he wants so long as it is black," earlier Model Ts were available in other colors, including red. Black became standard after assembly-line production favored its faster drying time. Ford strongly promoted and defended the design, which remained in production until 1927. In all, 15,007,034 Model Ts were built over 19 years, a production record that stood for 45 years. Ford was a pioneer of "welfare capitalism", designed to improve the lot of his workers and especially to reduce the heavy turnover that had many departments hiring three hundred men per year to fill one hundred slots. Efficiency meant hiring and keeping the best workers.

Ford astonished the world in 1914 by offering a \$5 daily wage (\$161 in 2025), which more than doubled the rate of most of his workers. A Cleveland, Ohio newspaper editorialized that the announcement "shot like a blinding rocket through the dark clouds of the present industrial depression". The move proved extremely profitable; instead of constant employee turnover, the best mechanics in Detroit flocked to Ford, bringing their human capital and expertise, raising productivity, and lowering training costs. Ford announced his \$5-per-day program on January 5, 1914, raising the minimum daily pay from \$2.34 to \$5 for qualifying male workers. Today, the federal minimum hourly wage is \$7.25.

Detroit was already a high-wage city, but competitors were forced to raise wages or lose their best workers. Ford's policy proved that paying employees more would enable them to afford the cars they were producing and thus boost the local economy. He viewed the increased wages as profit-sharing linked with rewarding those who were most productive and of good character.

Real profit-sharing was offered to employees who had worked at the company for six months or more and, importantly, conducted their lives in a manner that Ford's "Social Department" approved. They frowned on heavy drinking, gambling, and what are now called deadbeat dads. The Social Department used fifty investigators and support staff to maintain employee standards; a sizable percentage of workers were able to qualify for this "profit-sharing".

Ford's incursion into his employees' private lives was highly controversial, and he soon backed off from the most intrusive aspects. By the time he wrote his 1922 memoir, he spoke of the Social Department and the private conditions for profit-sharing in the past tense. He admitted that "paternalism has no place in the industry. Welfare work that consists of prying into employees' private concerns is out of date. Men need counsel, and men need help, often special help; and all this ought to be rendered for decency's sake. But the broad workable plan of investment and participation will do more to solidify the industry and strengthen the organization than will any social work on the outside. Without changing the principle, we have changed the method of payment."



In addition to raising his workers' wages, Ford also introduced a new, reduced workweek in 1926 when it was announced as five 8-hour days, giving a 40-hour week. On May 1, 1926, the Ford Motor Company's factory workers switched to a five-day, 40-hour workweek, with the company's office workers making the transition the following August.

Ford had decided to boost productivity, as workers were expected to put more effort into their work in exchange for more leisure time. Ford also believed decent leisure time was good for business, giving workers additional time to purchase and consume more goods. However, charitable concerns also played a role. Ford explained, "It is high time to rid ourselves of the notion that leisure for workmen is either 'lost time' or a class privilege."

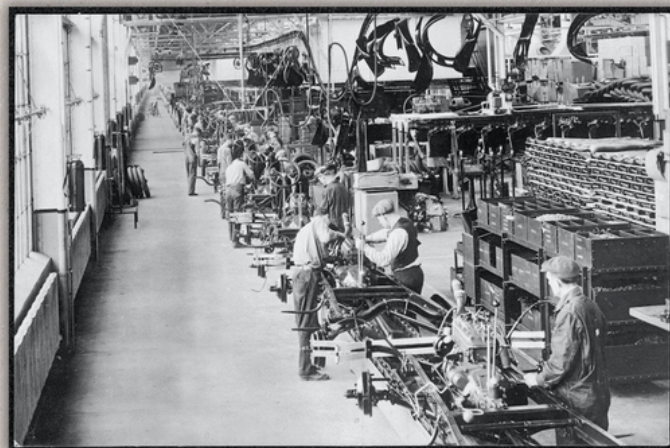
Ford was known for his pacifist views during the early years of World War I, even though his company later became a major weapons supplier. He supported the League of Nations but also promoted antisemitic views in the 1920s through his newspaper, *The Dearborn Independent*, and the book *The International Jew*. He opposed U.S. involvement in World War II and briefly served on the board of the America First Committee.



After his son Edsel died in 1943, Ford returned to lead the company, but his declining health limited his ability to make decisions, leaving much of the control to others. With bankruptcy a serious risk, Ford's wife Clara and Edsel's widow Eleanor confronted him and demanded that he cede control of the company to his grandson Henry Ford II. They threatened to sell off their stock, which amounted to three-quarters of the company's total shares if he refused. Ford was infuriated, but he had no choice but to give in. In 1945, he transferred leadership to his grandson, Henry Ford II. When Ford died in 1947, most of his wealth went to the Ford Foundation, while control of the company remained with his family.

The Ford family today owns 40% of voting power, ensuring the family's long-term influence.

Ford has experienced its ups and downs since the death of Henry Ford. Today, Ford Motor Company operates in 190 countries worldwide, making it a truly global automotive brand. In terms of revenue, in 2026 Ford edged out General Motors Corporation by one spot on the Fortune 500 list, coming in as the 22nd largest corporation with \$187 billion in revenue, compared to GM's \$185 billion. At the times of his death, Henry Ford's estate was valued at about \$200 million. Today, his net worth would be around \$188 billion to \$200 billion. With Elon Musk said to have a net worth of \$800 billion, Henry would sit in the number 2 spot. Not bad for a kid that never went past 8th grade.



DRIVING HIGH

In the spring of 1803, under the leadership of President Thomas Jefferson, the United States acquired a vast tract of land from France for the bargain price of \$15 million—approximately \$338 million today.

Its eastern border was primarily the Mississippi River, and it stretched hundreds of miles west to the eastern slopes of the Rocky Mountains. The acquisition encompassed all or most of present-day Louisiana, Missouri, Iowa, Minnesota, Oklahoma, Kansas, Nebraska, South Dakota, North Dakota, Montana, Wyoming and Colorado, along with small portions of New Mexico and Texas. Known as the Louisiana Purchase, the land cost approximately 28 cents per acre and now comprises nearly 30% of the contiguous United States.

In 1806, President Jefferson ordered U.S. Army officer Brigadier General Zebulon Pike to explore the newly acquired territory. During his expedition, General Pike observed an enormous mountain rising from the eastern plains of Colorado—a sight that must have been unbelievable to an eastern “flatlander.” Pike attempted to scale the mountain but was unsuccessful due to harsh weather conditions. The first officially recorded ascent by a white man occurred 14 years later, in 1820, when geologist and botanist Edwin James reached the summit.

Many years later, during the Colorado Gold Rush of 1858–1861, the mountain received its official name. In honor of General Zebulon Pike, it became known as Pikes Peak.

Pikes Peak is one of Colorado's 54 mountains that rise more than 14,000 feet above sea level. These peaks are commonly known as the “Fourteeners.”



In 1893, visiting professor and poet Katharine Lee Bates taught a class in Colorado. During that summer, amid a period of personal depression, Bates journeyed to the summit of Pikes Peak. She was so inspired by the mountain and its views that she wrote a poem she initially titled “Pikes Peak.” Its name was later changed to “America” and ultimately became “America the Beautiful.”

Long before European exploration, Pikes Peak was home to the Tabeguache band of the Ute people, who had populated the area since approximately 500 A.D. The name Tabeguache means “People of Sun Mountain,” and the Ute people called the mountain “Tava-Kaavi,” meaning Sun Mountain.

The Arapaho people called it “Heey-Otoyoo,” or Long Mountain, while the Pawnee knew it as “Tus-Pey,” meaning Where the Heavens Touch the Earth. Today, Pikes Peak is designated as a National Historic Landmark.



Okay, thanks for the history lesson—but what does any of this have to do with a sports car club? One thing: the Pikes Peak International Hill Climb. In the early 20th century, a rough dirt carriage track led to the summit of Pikes Peak. A developer named Spencer Penrose converted the carriage track into a wider, more usable road, which is now known as the Pikes Peak Highway.

A group of automotive enthusiasts, encouraged by Penrose, decided to organize a race to the summit. The first sanctioned race, also promoted by Penrose, was held in 1916. Rea Lentz won with a time of 20 minutes, 55.6 seconds—but more on that later.

So, how do the road and race fit into the mountain?

The racecourse begins at Mile 7 of the Pikes Peak Highway, at an elevation of 9,395 feet. From there, it climbs to the summit of Pikes Peak, which sits 14,115 feet above sea level.

The course is 12.42 miles long, contains 156 turns and gains 4,720 feet in elevation. Originally composed entirely of dirt and gravel, sections of the course were gradually paved over time. By 2011, the entire route had been paved.

During the 1930s and 1940s, two drivers dominated the race, each winning 12 times. One was Glen Schultz, and his rival was Louis Unser. After World War II, Louis returned and won Pikes Peak three more times.

You may recognize the name Unser.

Louis was the uncle of IndyCar legends Bobby and Al Unser, as well as the great-uncle of Al Unser Jr. Bobby won the Indianapolis 500 three times, Al won it four times and Al Jr. won it twice.

In later years, Bobby, Al and Al Jr. all became multiple winners at Pikes Peak. Bobby's son, Robby Unser, also added to the family's legacy with a win of his own.

Originally, the race was open to purpose-built race cars. A stock car class was added in 1929 and quickly became popular. Initially, all the drivers were American. European drivers did not begin competing in the hill climb until 1984, when Norwegian rallycross driver Martin Schanche and French rally driver Michèle Mouton entered the competition.

The Pikes Peak race now includes numerous classes. Motorcycles were part of the competition from the beginning, and modern classes have included open-wheel cars, rally cars, sports cars, stock cars and even heavy trucks.



One particularly popular category is the Exhibition Class. This is essentially a no-holds-barred category that encourages vehicles with nearly unlimited modifications. Because it is an exhibition class, there are no individual class records. However, its competitors are eligible to challenge the overall course record.

Something important should be noted: The race is 12.42 miles long, gains 4,720 feet in elevation and includes 156 turns up an incredibly tall mountain, finishing at 14,115 feet above sea level.

There are very few barriers or guardrails. In many places, going off the course means facing a nearly vertical drop of several hundred feet, with only the massive boulders below to stop you.

So, how fast is the race?

As mentioned earlier, the first winner completed the course in 20 minutes, 55.6 seconds. Louis Unser's first victory, in 1934, came with a time of 16 minutes, 5.8 seconds. By the mid-1980s, Al Unser Jr. had reduced the time to 11 minutes, 30 seconds. Later, Robby Unser lowered it further to 10 minutes, 53.7 seconds.



Now, run the clock forward to the most recent race in June 2026. The overall winner was Romain Dumas, who completed the course in 8 minutes, 18.2 seconds.

Dumas is also the current course-record holder. In 2018, he completed the climb in an astonishing 7 minutes, 57.148 seconds. That equates to an average speed of more than 90 mph over the entire course. He set the record in a fully electric Volkswagen I.D. R.

Over the years, many drivers have gone off the course. Fortunately, most escaped with minor injuries—or none at all—thanks to the incredible safety equipment and structural engineering of the vehicles.

Remarkably, there have been only seven confirmed fatalities throughout the history of the Pikes Peak International Hill Climb. The most recent fatality, in 2019, prompted race officials to discontinue motorcycle competition.

It is amazing that these cars can even operate at such a high altitude. I can tell you from firsthand experience that the amount of available oxygen at more than 14,000 feet is minimal at best.

Today, the summit of Pikes Peak has visitor facilities and a terminal for the Cog Railway, which runs daily to the top. I have personally seen young, physically fit people pass out from the effects of the altitude while simply standing still. In fact, the people who work at the summit receive specialized emergency medical training.

If you are ever in the area, I highly recommend taking the Cog Railway from Manitou Springs to the summit. Just remember to move slowly once you arrive, take in the spectacular views and then imagine driving that winding mountain road at 90 mph!

ABOUT THE CARS IN OUR CLUB

In each issue, we'll take a closer look at one of the cars represented in our club. This will not focus on a member's particular vehicle, but rather provide a general overview of its year, make and various models.

THE SPOTLIGHT IN THIS ISSUE: THE 2025 C8 CORVETTE

We have covered the Corvette several times in previous issues, so we'll skip most of its general history and get right into the C8—once again borrowing greatly from Wikipedia and other online sources.

The Corvette has long been known as “America's Sports Car.” Ford, Chrysler and American Motors have all produced domestic, mass-produced, two-seat sports cars, but the Corvette is the only one to have been produced continuously in the United States by an American automobile manufacturer.

Automotive News wrote that, after being featured in the early 1960s television show Route 66, the Corvette became synonymous with freedom and adventure. It ultimately became the most successful concept car and one of the most popular sports cars in history.

The Corvette debuted for the 1953 model year and was named after a small, fast warship. It was initially built in Flint, Michigan, before production moved to St. Louis, Missouri, and finally settled in Bowling Green, Kentucky, in 1981. Production remains in Bowling Green today, right next door to the National Corvette Museum.

The C8, or eighth generation of the Corvette, was introduced for the 2020 model year. The most significant change was the placement of the engine. Since 1953, the Corvette had used a front-engine, rear-wheel-drive configuration. Beginning with the 2020 C8, the design changed to a mid-engine, rear-wheel-drive layout, placing the engine directly behind the seats

The transmission was another significant change. In 1953, 1954 and 1982, Corvettes were produced only with automatic transmissions. Once again, the C8 is available exclusively with an automatic transmission and no manual option—to the chagrin of many enthusiasts. However, that automatic is a highly advanced, incredibly fast and extremely smart eight-speed, dual-clutch transmission built by Tremec.

In addition to its mid-engine layout, the C8 brought numerous new technologies to the Corvette. As expected, its electronic systems are extremely advanced and too extensive to cover in this short article.

Among the more visible changes, many of the driver controls were moved from the dashboard to the center console—again, to the chagrin of some. Because the mid-engine design limits rear visibility, a rear-facing camera projects its image onto the rearview mirror.



The mid-engine layout also moved the passenger compartment forward by 16.5 inches. Since the 1960s, the Corvette's rear suspension had featured a composite transverse—or sideways—mono-leaf spring. The C8 now uses rear coil-over shocks. Additional cooling systems, functional side scoops and multiple radiators were also added.

For 2025, four different engine combinations were available:

- **Stingray:** The base Stingray is powered by a naturally aspirated 6.2-liter LT2 cross-plane-crank V8 producing 495 horsepower.
- **E-Ray:** The first hybrid Corvette uses the same 6.2-liter V8 but adds an electric motor to power the front wheels, increasing total output to 670 horsepower. The front electric motor also significantly increases available traction.
- **Z06:** The Z06 uses a newer, naturally aspirated 5.5-liter LT6 flat-plane-crank V8. It has an 8,600-rpm redline and produces 670 horsepower.
- **ZR1:** The top-dog ZR1 features the LT7, which is similar to the Z06 engine but adds twin turbochargers. This results in a lower redline but produces an astonishing 1,064 horsepower. It was the most powerful production engine ever built by GM. With the introduction of the ZR1X for the 2026 model year, that will no longer be the case.



Looking at the usual measurements—0-to-60-mph acceleration, quarter-mile time and top speed—here is how the various models and engine combinations stack up:

Stingray

- 0–60 mph: 2.9 seconds
- Quarter mile: 11.2 seconds
- Top speed: 194 mph

E-Ray

- 0–60 mph: 2.5 seconds
- Quarter mile: 10.5 seconds
- Top speed: 183 mph

Z06

- 0–60 mph: 2.6 seconds
- Quarter mile: 10.6 seconds
- Top speed: 195 mph

ZR1

- 0–60 mph: 2.3 seconds
- Quarter mile: 9.6 seconds
- Top speed: 233 mph!

One automotive writer said the Stingray is a rocket ship.

The ZR1 is a laser-guided missile.

The 2025 C8 Corvette—yes, I think that will get the job done.

OUR NEW MEMBERS!



We're excited to welcome several new members this quarter!

- **Doyle and Sandy Eicher** are originally from Omaha, Nebraska, and Brighton, Colorado. They drive a brand-new 2026 Dodge Charger Scat Pack. A special thank-you to Doyle and Sandy for referring our next new members!
- **Jack and Sue Dahlmann** live in North Port and are originally from Pennsylvania and Wisconsin. They drive a 2009 Mustang GT Deluxe.
- **Don and Theresa Buckman** own two Corvettes—a 1967 Corvette and a 2001 Corvette—and Don is currently working on a 1969 Firebird.

Please join us in giving all our new members a warm welcome!

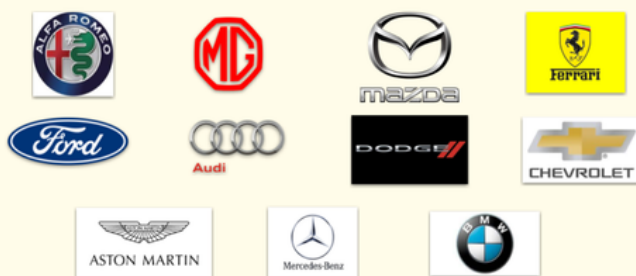


MEMBERSHIP STATS

- 28 Full Memberships / 56 Members
 - Six memberships are seasonal
- 2 Associate Memberships / 4 Members
- 1 Corporate Sponsorship Membership

COUNTRIES AND MANUFACTURERS REPRESENTED

CLUB PRIMARY CAR COMPANIES



CLUB SECONDARY CAR COMPANIES



MAKE/MODELS AND COLORS

Primary Make/Models

- 10 Chevrolet (Corvette C8, C7, C6, C5 & C3)
- 5 BMW (Series 2, 3, 4, 6 & 8)
- 2 Mercedes-Benz (C & E-Class)
- 2 Aston Martin (DB11, DB7)
- 2 Mazda (Miata)
- 2 Dodge (Challenger & Charger)
- 2 Ford (Mustang & Mustang GT)
- 1 Alfa Romeo (4C)
- 1 Audi (S5)
- 1 Ferrari (308GTBi)
- 1 MG (B)

Primary Colors

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

Origin Distribution

- 14 US / 8 German
- 3 UK / 2 Italian
- 2 Japanese



AUGUST DONATION: VENICE AREA MOBILE MEALS, INC.

The Sharks have proudly supported Venice Area Mobile Meals, Inc. (VAMMI) each year since the Benevolent Committee was formed in 2023.

VAMMI is a nonprofit, volunteer-led organization funded through donations. Its dedicated volunteers deliver nutritious meals directly to clients throughout the community. The organization shares space with Village on the Isle, whose kitchen staff prepares the meals for VAMMI volunteers to pick up and deliver.

Over the years, we have enjoyed working with VAMMI's Public Relations Officer, Bob. In August, we arranged a visit to tour the organization's offices and meal pickup area and present him with the Sharks' 2026 donation check. Bob showed us where volunteers arrive to collect the meals assigned for delivery to VAMMI clients.

Although VAMMI is affiliated with the federal Meals on Wheels program, the organization chose to rely on voluntary third-party donations rather than federal funding. VAMMI remains incredibly appreciative of the Sharks' generous support throughout the years.



SEPTEMBER DONATION: SERVICE DOGS SAVING LIVES



The Benevolent Committee takes great pride in continuing to support the five or six charitable organizations that have been part of our giving program since the beginning—now four years and counting!

Through these partnerships, we have met many wonderful volunteers. Some have attended our club meetings to share more about their work, while others have welcomed us for facility tours and donation check presentations.

During our most recent meeting, the committee decided that while we remain committed to our long-term charitable partners, we would also add one or two new organizations to our donation list.

One of the new organizations selected is Service Dogs Saving Lives (SDSL). Linda and Paul Johnson founded the nonprofit in 2022 to support veterans and first responders who have experienced suicidal thoughts. They created SDSL following the tragic loss of their son to suicide and as a way to honor his memory. SDSL partners with Dogs Inc., formerly Southeastern Guide Dogs, and Valor Service Dogs. Since its founding, the organization has awarded 10 service dogs to deserving recipients.

Its 2026 fundraising goal is \$95,000, and according to its website, SDSL has already raised 94% of that amount. The approximate cost to fund just one service dog is currently \$25,000. The Sharks are honored to support this important and potentially life-saving mission.

OCTOBER DONATION: THE WAREHOUSE OF VENICE



The second new organization selected for support is The Warehouse of Venice, which Sandy researched and brought to the committee's attention.

Founded nearly 20 years ago, The Warehouse serves high school students in the Venice community. Participating students earn service hours by volunteering at local events and programs, including Easter egg hunts, TWIG activities, food distributions, and other initiatives supporting the Venice area. Participants also pledge to remain drug-free, alcohol-free, and nicotine-free, renewing that commitment each year.

Sandy has arranged for The Warehouse's executive director to attend our October club meeting to share more about the organization and its work. During the meeting, we will proudly present The Warehouse with a donation check on behalf of the Sharks.



NOVEMBER DONATION: BLUE SANTA



At our November club meeting, members are encouraged to donate toys and gift cards to the Blue Santa program, sponsored by the Venice Police Department.

Thank you to our generous members for always supporting this special event and helping bring holiday joy to local children and families!

DECEMBER DONATION

No donation is currently scheduled for December.



VENICE-AREA CAR SHOWS



Ongoing Events

Cruisin' on Dearborn

First Saturday of each month | 2–8 p.m.
Dearborn Street, Englewood

Wellen Park Cars & Coffee

First Saturday of each month | 8–10 a.m.
Downtown Wellen Park

North Port Cars & Coffee

First Sunday of each month | 8–10 a.m.
Cocoplum Village Shops
\$10 donation

UTC Mall Cars & Coffee

Second Saturday of each month | 8–10 a.m.
Southeast parking lot at UTC Mall
\$10 donation

AACA Cars & Coffee

Fourth Saturday of each month | 9 a.m.–1 p.m.
Ideal Classic Cars

Florida Cars South Cars & Coffee

Third Saturday of each month | 6–10 p.m.
Centennial Park, Port Charlotte

Cars & Coffee—Venice

Every Tuesday | 7:30–10 a.m.
Centennial Park, Venice

Lance's Area Car Shows

Hooters Sarasota

First Saturday of each month | 5–8 p.m.
U.S. 41 at Clark Road, Sarasota

Ideal Classic Cars

Second Saturday of each month | 9 a.m.–1 p.m.
Venice

Upcoming Events in Southwest Florida

Big Top Brewing Car Show

Sunday, September 20 | 10 a.m.–1 p.m.
Big Top Brewing
3045 Fruitville Commons, Sarasota

6th Annual FOXBROOK Car Show

Saturday, October 31
Parrish United Methodist Church
12180 U.S. 301, Parrish, FL
Registration is free. To register, email
mpolito64@gmail.com and include your
name, vehicle year, make and model, and club
affiliation. You will receive a registration
number by return email.

Knights of Columbus Car Show

Saturday, November 7 | 10 a.m.–2 p.m.
Our Lady of Lourdes Catholic Church
12905 State Road 70 East, Lakewood Ranch

Cars for C.A.R.E.

Sunday, November 15 | 8–11 a.m.

Charlotte County Event Center, Punta Gorda

A \$20 donation will be collected at the gate. All proceeds benefit the C.A.R.E. Child Care Center in Port Charlotte. For information, email careauxiliary.events@gmail.com or visit Cars for C.A.R.E. on Facebook.

The Shark Tooth Sports Car Club is about much more than the cars in our garages. It's about the people behind the wheel, the roads we explore, the places we discover, and the friendships that make every outing more enjoyable. From a leisurely drive or a great meal to an unexpected adventure around the corner, there is always an opportunity to get out, enjoy the ride, and spend time with fellow Sharks.

This summer brought plenty of opportunities to do just that, with experiences ranging from a look behind the scenes at Venice Theatre to an airboat adventure on the Peace River—and, of course, good food and good conversation along the way. Whether the engines were running or the cars were parked, the spirit of the Shark Tooth Sports Car Club was in full gear.

SHARK SOCIAL SIGHTINGS

JULY

July got the summer off to a great start with a casual Pop Up at the Italian American Club in Venice, hosted by Ken and Kathy Maher. Members gathered for a Friday evening dinner and enjoyed the club's welcoming atmosphere and great value. Some headed down to the beach to enjoy the beautiful southwest Florida sunset as a bonus! The evening was another opportunity for Sharks to get together, share a meal, and enjoy some good conversation in the company of friends.



Members also had the opportunity to go “behind the curtain” at Venice Theatre, thanks to hosts Mary Littel and Ric Curcio. A Venice Theatre staff member led the group on an entertaining and informative tour that went well beyond the audience experience. Sharks explored the stages, backstage areas, scene and costume shops, rehearsal hall, and control rooms while learning about the history of the theatre and everything that takes place behind the scenes when a production isn't underway. The tour offered a fascinating look at the people, craftsmanship, and technical expertise that bring each performance to life. Lunch at Côté France across the street provided a fitting conclusion to an interesting morning.



AUGUST

August brought a very different kind of adventure as Ken and Kathy Maher stepped in to host a guided airboat excursion on the Peace River in Arcadia. While Sharks are certainly more accustomed to enjoying the water from behind the wheel of a sports car, this outing put members right on top of it. The airboat ride combined the excitement of exploring Florida's waterways with opportunities to see the wildlife and natural beauty of the Peace River. It was a fun change of pace and a memorable way to experience a part of Old Florida that many of us don't often see. And, of course, the adventure was followed by lunch—because no Shark event would be complete without it.



Later in August, Al and JoAnn Royal hosted the Sharks at one of the club's annual favorites, Lickity Split Cafe. With its unmistakable automotive-themed décor, the restaurant seems almost tailor-made for our group. Members enjoyed a casual meal before facing the real challenge of the visit: choosing from 32 flavors of ice cream. For those who managed to save room, dessert was certainly worth the wait. Lickity Split once again proved that sometimes the best club outings are the simple ones—good food, good friends, and a little something sweet to finish the day.



We have visited the Venice Police Department, the Venice Water Treatment and Venice Waste Water plants. Let's add to our City Services tours with our exceptional Fire Department!

SEPTEMBER

SHARKS VISIT THE VENICE
FIRE DEPARTMENT

On September 23, the Sharks visited Venice Fire Department Station No. 1 on the Island. We toured the station, asked plenty of questions, and learned more about the work its firefighters and emergency personnel do every day.

Station No. 1 responds to approximately 10,000 calls each year, nearly 90% of them medical emergencies. We left with an even greater appreciation for the dedication it takes to serve our community.

Thank you to the Venice Fire Department for welcoming the Sharks, sharing your knowledge, and showing us around. We appreciate all that you do!

EYES ON THE ROAD:
UPCOMING ADVENTURES

The coming quarter has some fun adventures in store for the Sharks, with a little something for everyone. We'll head to St. Petersburg for a guided visit to The Dalí Museum, where we'll experience the fascinating world of Salvador Dalí through his paintings, sculptures, and an immersive light-and-sound Dome experience. We'll follow our visit with lunch and plenty of time to share our impressions.

Then it's time to get our cars involved with a Road Rally with a Touch of Scavenger Hunt. Grab a co-pilot and get ready to explore local roads and back roads while following clues, spotting landmarks, completing scavenger hunt challenges, and earning points along the way. No racing required—the emphasis is on teamwork, accuracy, and having fun. We'll finish with lunch, prizes, and the inevitable comparison of who really had the best route.

Two very different adventures, one common theme: getting out, enjoying our cars, and spending time together. We hope you'll join us!

Lastly, be sure to keep an eye on Team Reach for details about our upcoming monthly dinners and Pop-Ups. And mark your calendar now for December 7, when we'll celebrate the holidays together at our annual Holiday Party, complete with a festive evening, good food, great company, and our always-entertaining gift exchange—where you never know which gift might get “stolen” next!



Around the Table
Thank you Hosts!

Month	Hosts	Restaurant
July	Tom & Carol Rossi	Plaza Mexico
August	Ron & Mary Bimonte	Phillippi Creek Oyster Bar
September	Ron & Linda Wencil	Mirabella's Coastal Italian

BONUS MILES



Not every Shark adventure needs to be planned months in advance. Pop-Ups are all about the spontaneity that can turn an ordinary day into something a little more fun. Maybe you're heading to the beach for a sunset, visiting a nearby park, trying a new restaurant, or simply feeling like getting together with fellow Sharks. Send me the details, and I can post it on Team Reach for you.

There's no schedule, no formal agenda, and no need to wait for a club event. If you have an idea, let's put it out there!



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A FRIENDLY REMINDER FROM YOUR SOCIAL COORDINATOR

Hosting dinners and events is a shared responsibility that helps keep the Shark Tooth Sports Car Club vibrant, active, and fun. As your Social Event Coordinator, I sincerely appreciate everyone who volunteers their time and effort to organize our gatherings. Your contributions truly make a difference.

The club can only continue to thrive when members participate in hosting and supporting events. Whether it's suggesting a great restaurant, organizing a tour, or simply showing up with your enthusiasm, every contribution helps strengthen our community and keep our calendar full.

Thank you for being an essential part of what makes the Shark Tooth Sports Car Club so special.

HOST DETAILS

Monthly Dinners

- Held on the third Monday of each month.
- Date is predetermined.

Monthly Events

- Host selects the date and venue.

Event Planning Guidelines

- Send all dinner and event information to the Social Event Coordinator for posting on TeamReach.
- Plan event details and dinner locations at least three months in advance to allow members ample time to reserve the dates on their personal calendars.
- As the host of a dinner or event, please take photos and provide a brief write-up for inclusion in our quarterly newsletter and for sharing on social media.

Together, we keep the Shark Tooth Sports Car Club moving forward—one road, one meal, and one memory at a time.



BIRTHDAYS

October

- 3 Tom Rossi
- 4 Ric Curcio
- 5 Tom Moore
- 14 Kathleen Martin
- 17 Becky Davis
- 23 Doug Chase
- 26 Dave Lytle
- 31 Ron Bimonte

November

- 24 Pam Chase
- 25 Margaret Barcelo
- 27 Janice Love

December

- 2 Cindy Buckheit
- 6 Rich Gruenberg
- 14 Joann Royal
- 22 Barb Breen
- 24 Al Royal
- 28 Kathy Maher

ANNIVERSARIES

October

- 6 Doyle & Sandy Eicher

November

- 12 Pat & Barb Breen
- 17 Dave & Janice Love
- 23 Don & Theresa Buckman

December

- 28 Scott & Allison Yancey
- 30 Bill & Michelle St Clair



QUARTERMASTER'S CORNER

Our official white club shirt is the Port Authority Dry Zone Micro-Mesh Polo, priced at \$40.00, which includes embroidery of the club logo, your name, and tax. The shirt is also available in 16 additional colors at the same price.

To view the available colors, please visit sanmar.com and enter LK110 in the search bar.

The color options are the same for both men's and women's styles. Embroidery is also available on other items such as hats, visors, and additional apparel. Please feel free to contact me if you would like to place an order.