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January 2019



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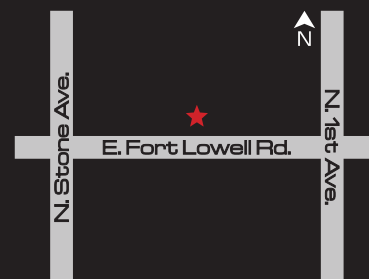
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ON THE COVER:
Inde 2017
Photo by Jim Kendler

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The Disclaimer

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President's Corner

By Lee Cuevas



Well, here I am back in the president's seat again. Why, you might ask? Well, I've been a club member for 12 years now and I must tell you that this is one of the finest groups of people I have ever met. My first tenure as "The Prez" was a fun time and just like that, it's four years later. So, here I am again leading this great group of Porsche enthusiasts. Of course we do have a full slate of events to look forward to. We do have some new communications options that we were just starting to use four years ago. Keep your eyes on our website, Facebook, Evite and of course our e-mail "Blasts" and *Zuffenhausen News* magazine!

We have upcoming events like Breakfast Socials, the Tubac Car Show and our first Driver's Education at Arroyo Seco. I would be remiss if I didn't ask for more volunteers. We have Cinco coming up in four months. It is our premier event and we need a lot of help. If you would like to help, contact me or Tom Szudajski. So, that's my short info blurb for the month of January, see you next month.



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Editor's Column

By Debi Norris

Welcome to 2019. Even as I write that I find it hard to believe. 2019? Weren't we all supposed to be driving flying cars and having 2-hour workdays like George Jetson by now? Well, I'd like the 2-hour workday but I sure am glad we still drive our cars on the road. There is nothing quite like a beautiful drive down a winding back road. I don't think flying in a straight line all the time would have quite the same appeal.

As we move in to the New Year I have some goals for the *Zuffenhausen News*. Several members have written to me in response to my December column regarding print versus electronic copies of our newsletter. I appreciate all the feedback and I am looking forward to hearing from more of you at the membership meeting on January 8th. There are good arguments for both versions and as we continue forward I think we will probably continue with a mix of mostly e-editions but 2-3 print editions. This leads me to goal number one, to produce a newsletter that meets the needs of our membership in the most cost-effective manner.

My second goal for the upcoming year is to add more variety to the articles each month. There are always the recaps of previous events and notices of new things coming up. I have appreciated the interesting articles Hal Tretbar has contributed each month with his Speed Bump series. I am hoping to include some more Tech-related articles. I would also love to add more articles like Ron Sable's *My New Ride* last month and Randy Hannon's trip to the Porsche Experience back in May. These personal experiences by members are always well received. If you take a fun road trip or want to share an experience you had with your Porsche, please consider sharing it with the club. I will be glad to edit whatever you put together.

Finally, I would like to acknowledge Barb Crowley as my Assistant Editor. Barb had been helping me proofread every edition of the *ZN* so I want thank her for all her hard work!

I am looking forward to a great year.

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PCA-SAR Driver Education

February 23-24

Happy New Year! The PCA-SAR Arroyo Seco Raceway Driver Education Event during the weekend of February 23-24 is now open. The deadline to register on motorsportreg.com is February 16, 2019 11:59 PM MST. Registration at the track is not available. Even details can be found at:

<https://www.motorsportreg.com/events/pca-sar-drivers-education-arroyo-seco-raceway-southern-arizona-022787>

Please note the new change for 2019.

This change has been dictated by a *directive from PCA National for 2019*. Head & Neck Restraints are required for five or six-point harnesses participating in PCA Driver Education Events. Also, the same type of restraint system is required for both driver *and* passenger. Harnesses are required to be SFI or FIA approved for competition and mounted in the manufacturer approved configuration. Any harness approved for club racing is acceptable when installed according to the manufacturer's instructions. Evidence of this approval shall be provided by the driver, if necessary. *If you are running stock/DOT approved 3 point restraint system (stock seat belts) additional head and neck restraints are not required.* SAR will not rent/ provide head and neck restraint systems. Participants must provide their own systems if required. This new PCA directive requirement does not apply to PCA Autocross Events.

PCA-SAR Driving Event Committee





Upcoming Zone 8 and PCA National Events



January

- 19 - Zone 8 Concours - Westlake Village
- 19 - Zone 8 Banquet - Westlake Village
- 19 - Autocross - Stadium West Lot - SDR
- 25/29 - Santa Barbara Region trip to Tucson

February

- 09/10 - Autocross School - Santa Maria Airport - CCC

March

- 02- Driver's Education - Spring Mountain - LVR
- 08 - Werks Reunion - Amelia Island FL - PCA National
- 10/14 - Route 66 Tour - SBR
- 11 - Day Away From Work Driver's Education - GPX
- 29/31 - CA Festival of Speed - Autoclub Raceway

April

- 03/06 - Treffen - Santa Barbara
- 13 - Concours - CAI

Guide to Region abbreviations:

- | | | |
|--------------------------------|--------------------|--------------------------|
| AMR - Arizona Mountain | GGR - Golden Gate | RSR - Riverside |
| AZR - Arizona | GPX - Grand Prix | SDR - San Diego |
| CCR - California Central Coast | LAR - Los Angeles | SGR - San Gabriel Valley |
| CAI - California Inland | LVR - Las Vegas | SBR - Santa Barbara |
| GER - Golden Empire | OCR - Orange Coast | SAR - Southern Arizona |

More information on events can be found at the [Zone 8 Website](#) and [Facebook page](#).

Southern Arizona Region Events



January

08 - Monthly Membership Meeting - Trident Grill III - 250 S. Craycroft

15 - Board Meeting

19 - Breakfast Social - Blue Willow - 2616 N. Campbell

25 - 25th Annual Collector Car Show - Santa Cruz Valley Car Nuts - Tubac

25/29 - Santa Barbara Region trip to Tucson

February

05 - Monthly Membership Meeting - Location TBA - Check website for details

15 - Breakfast Social - Location TBA - Check website for details

23-24 - Arroyo Seco Raceway Driver's Education

19 - Board Meeting

March

05 - Monthly Membership Meeting - Location TBA - Check website for details

16/17 Escape to Ajo - Overnight trip to Organ Pipe Cactus National Monument

19 - Board Meeting

Our calendar is subject to change and last minute events for this month may not be represented in this version. Please check our website <http://pcasar.com> and our [PCA-SAR Facebook](#) page for the latest updates and information.

PCA-SAR Holiday Party 2018

Photos by Barb Crowley

This year's Holiday Party and Annual Meeting was a great success and enjoyed by all. Members gathered at the beautiful Hacienda del Sol where we were treated to a delicious meal. The silent auction and raffle brought in \$1420 for our Charity fund. Jerry and Darlene Fouts were honored with the President's Award for all their hard work in our club. The party was a great way to wrap up 2018. Here's to another great year in 2019!



More Holiday Party fun!



CHARITY NEWS

By Darlene Fouts, Charity Chair

Hope your holidays were terrific. We certainly have a busy year ahead of us, hopefully you made PCA-SAR part of your New Year's Resolution.

The Porsche Club of America, Southern Arizona Region ended the year with the annual Holiday Party. My many thanks to all who helped with the charity drives throughout the year and particularly those companies and individuals who donated for the charity raffle and silent auction at the Holiday Party.

As a result of your generosity, the Holiday Party earned \$1410. That contribution brings our total donation to \$3,021.26 to our three charities. Thank you so much for your help and generosity – I can't do it without you.

Happy New Year!

Speed Bump

Slow Down For Some Automotive Tales - By Hal Tretbar

Women in Auto Racing: Part 1



Over the next several months I'm going to review the stories of some interesting women and their racecars. This month will be the

tales of 19th and early 20th century racing pioneers. The next installment will be about the plucky ladies prior to World War Two. The last will be about the only women driving in Grand Prix and Formula One events after 1950.

From 1880s to the present time women have been involved with fast cars. In 1888 Bertha Benz was interested in her husband Karl's motorcar invention. She wasn't afraid to load up the kids for a 50-mile drive to grandma's house before anyone did road trips. That was on a big tricycle with a fragile motor. She found it was fast going downhill but hard to slow down. So she had leather strips riveted to the brake shoes, long before better braking systems were developed.

In 1897 Lea Lemoine was declared winner of the first all-women's race. Eight French theatrical ladies from Paris charged around the Longchamps horse track aboard tricycles powered by one horsepower De Dion engines. Lemoine won the same race the next two years.



Depiction of Bertha Benz starting her 50-mile road trip to her mother's house.

Over the next several years Belgium Madame Labrouse, with her Panhard, placed 5th in the Brussels-Namur Race and in 1898, Italian Countess Elsa d'Albrizzi was 9th in the Padua-Vicenza-Padua Trail driving a racing Benz.

On the American side of the Big Pond, petite Joan Newman Cuneo (1876-1954) was a successful racecar driver. She was so successful that in 1908 The Contest Board of the

American Automobile Association decided to ban women from any of their competitions. They thought it was too difficult for them to handle those big dangerous machines.

Joan married wealthy Andrew Cuneo in 1898. After the birth of two children she became interested in automobiles. She was an excellent driver and also learned the mechanics of her cars. She traded her 1902 steam Locomobile for a more powerful 1905 White steam car.

The big auto event of 1905 was the Glidden Tour. It ran through several states on difficult unpaved roads. Little 5'2" Joan Cuneo loaded up her new White auto with her husband, her riding mechanic and his sister to start the Tour. They were enjoying the first day's drive when the car in front suddenly stopped and began to back up at the entrance to a narrow bridge. Cuneo tried to evade the car but there was little room. The wheels of her White ran off the bridge causing the car with the passengers to fall into the streambed. Fortunately the passengers suffered only bruises. The White was a sturdy machine. It started immediately when it was pulled upright by spectators and they were able to drive her car up out of the ditch. The foursome continued the drive until the battered White gave out on the final day of the Tour. Mrs. Cuneo's accident made newspaper headlines throughout the Northeast and would launch her career as a racer.

Over the next several years Cuneo entered many different events including those on Fairground oval tracks. She set a number of women's speed records in straight-line competitions. In 1906 she was driving an obstacle course called a gymkhana when the car caught on fire. She calmly shut off the engine and turned off the gas before jumping out. Although she suffered painful burns and singed hair she shrugged it off as nothing unusual.

She started the summer of 1908 with a perfect score in the Glidden Tour. Then at a series of races over three days at the New Orleans Fairgrounds she beat the best male racers of the time. She finished second to the champion, Ralph De Palma, in a 50-mile event. The resulting flurry of news articles about her successes seemed to upset the Board of The American Automobile Association that led to the banning of female race drivers in their events.

During the next few years Joan Cuneo did less racing. She did set some unofficial speed records and wrote articles for motorcar magazines. She also was a spokesperson for the



Lea Lemoine



Joan Cuneo with mechanic Louis Disbrow and son Antoine in her Knox Racer before the races at the New Orleans Fairgrounds.

Good Roads movement.

She eventually divorced Andrew Cuneo and 13 years later married a childhood sweetheart James Sickman. They settled in Michigan to live everyday lives. Her obituary in the local Ontonagon, Michigan paper did not mention her racing career. The New York Times did give her life a brief paragraph.

Last but not least of these earliest accomplished female racecar drivers was Camille du Gast. Her story as shown in Wikipedia is summarized below:

Last but not least of these earliest accomplished female racecar drivers was Camille du Gast. Her story as shown iBut it was Camille du Gast, one of France's most famous female racing drivers, who became the first to race consistently at the international level. She was born in Paris in 1868. She married a wealthy department store owner who died when she was 27. According to Wikipedia du Gast was known as one of the richest and most accomplished widows in France. She was an excellent balloonist, parachute jumper, fencer, tobogganist, skier, rifle and pistol shot, horse trainer - as well as a concert pianist and singer.

By 1901 she owned both a Peugeot and a Panhard et Levassor that stimulated an interest in racing. She was reported to be the second woman to have a French driver's license. In that same year, du Gast and Baroness Helene van Zulen were the only two women entrants in the Paris-Berlin race. The Baroness had already competed in the 1898 Paris-Amsterdam-Paris, so du Gast was the second woman in an international race. Her 20 hp Panhard was underpowered yet she finished 33rd of 122 entrants.

In 1902 she competed in the Paris to Vienna race. Her application to enter the New York to San Francisco race was

refused because she was a woman.

In 1903 she drove the Paris-Madrid race in a 5.7 liter, 30 hp De Dietrich. During the race two drivers plus at least six spectators were killed. Du Gast had started in 29th position and risen to 8th when she stopped to give first aid to a driver trapped under his car in a ditch. Du Gast was credited with saving his life. She restarted and was in 77th place when the race was stopped.

Madame du Gast was so well known for her daring and competent driving that she managed to become the only woman official of the Automobile Club du France.

The Benz factory team offered her a race seat for the 1904 Gordon Bennett Cup. However the French government had just passed a law that barred women from competing in motor sports, citing 'feminine nervousness.' So du Gast decided to race motorboats internationally.

In 1905 du Gast competed in the English Brighton Speed Trials. Her 35 hp car lost to English racer Dorothy Levitt in her 80 hp Napier. After that du Gast became well known for her speedboat competition.

Madame Camille du Gast's exuberant social and sporting life was changed around 1910 when her daughter attempted to have her killed for inheritance. Du Gast escaped the assassination attempt in the middle of the night by chasing the thugs out of her house.

In the following years du Gast became renowned for her extensive charity work. She provided health care to disadvantaged women and children that continued even under German occupation in World War II. She was president of the French Society for Prevention of Cruelty to Animals until her 1942 death in Paris at age 73.



Camille du Gast in her 1903 30hp De Dietrich. Her upright position may be due to a fashionable corset.

Willkommen, Bonjour, Glad to Meet You

By Kathleen Kendler – Membership Chair

There are no new members. I would like to mention membership renewal is available at: www.motorsportreg.com/events/pca-sar-annual-membership-2019-st-philips-plaza-southern-arizona-275749 Remember, you must have a current national PCA membership to be eligible for the local club. I would like to get renewals completed by January 31st 2019. The original deadline was in December but so far fewer than 10% have renewed. Please update your information in motorsportreg.com by the 1st of each month or e-mail me at: membership@pcasar.com If you would like to submit articles and announcements for the ZN, the editor's deadline is the 20th of each month.



Breakfast Social

Saturday, January 19th

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Adopt-a-Roadway Event

By Mark Fuller


The semi-annual Adopt-a-Roadway event occurred on a beautiful, cloudy and cool morning on the 15th day of December. We had an excellent turnout of volunteers as we assembled at Beyond Bread on Ina and Oracle to enjoy coffee and pastries, courtesy of the Club, prior to the cleanup. The Adopt-a-Roadway program helps keep our highways looking presentable and our Club has made a long-term commitment to fulfill this community service project. As is always the case with this non-arduous event, we had a great time socializing as we picked up litter




on Orange Grove Road between Oracle and First Avenue. We also received a lot of “thumbs up” kudos from passing motorists. We spent just over an hour to complete our cleanup and it provided us with some healthy exercise in the process. I am extremely grateful to the core group of volunteers that always supports this event and extend to them yet again my sincere thanks and appreciation. I would also like to thank new Club members that attended as well as folks that were new to this event. Like all successful Club events, volunteers make things happen. Spring will be the next opportunity to join us in this worthwhile endeavor.

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Marketplatz

Porsche Stuff For Sale or Wanted

No submissions this month. If you have a Porsche-related item to sell (car, parts, memorabilia, etc.) please contact the *Zuffenhausen News* editor at newsletter@pcasar.com to be included in the next issue. Free to members!

The Santa Cruz Valley Car Nuts 25th Anniversary Collector Car Show



January 25 - 26, 2019

The Tubac Car Show is quickly approaching! There is always a nice showing of Porsches at this event.

Register at <http://www.carnuts.org/carshow.htm>. Mail in registrations must be received by January 18. Let's enjoy a nice time with our fellow car nuts!

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