



ZUFFENHAUSEN NEWS

December 2020



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INDE Motorsports Ranch

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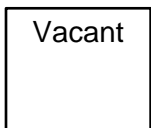
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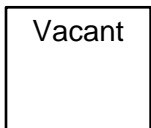
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President's Corner

By Pat Norris



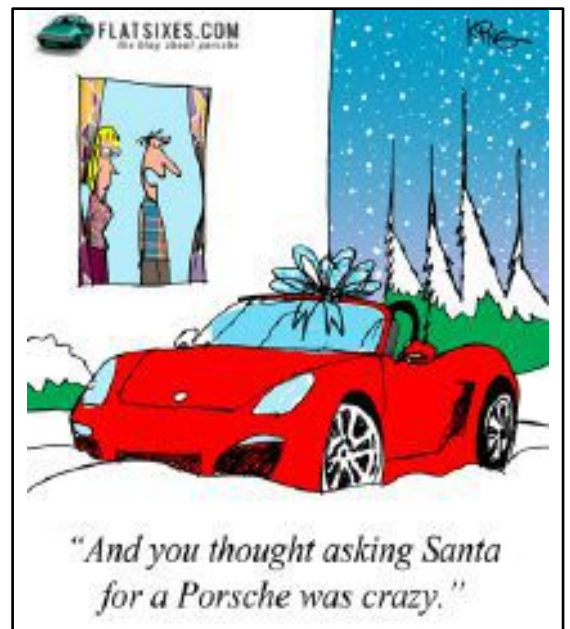
Recently, another PCA-SAR member and I were lamenting that due to Covid19 restrictions, we were experiencing the decline of the region. But, after some time to think about it, I think we might have been completely wrong.

- Your Board has made decisions based on keeping everyone safe.
 - People have continued to offer up their time for club events.
 - We have some great new features on our website, like the “Drives” package that Lou suggested.
 - New tours are being planned.
 - Adopt-a-Roadway “sold out” in record time, as did the upcoming tour.
- Our September DE was our first event with the new county COVID restrictions, and we had several volunteers come out to help.
 - Our newsletter received national recognition.
 - Our website moved - you may have noticed the new “.org,” in pcasar.org - and is looking great.
 - Our Membership Meetings moved, too - with online gatherings until we can get back together in person being a way for folks to socialize a bit.

And through it all, our region, as well as PCA National, continues to grow.

When it comes right down to where the rubber meets the road, we all miss getting together with all the fine people who happen to love the same little German cars we do. We are doing all we can to make sure we can someday – safely – see all those people that are a big part of our lives.

Here’s to closing out 2020 as safe and healthy as possible so we can get together again in 2021.



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Editor's Column

By Debi Norris

Well, here we are at the end of 2020. Who would of thought, as we celebrated the New Year way back in January, that it would be quite this crazy? But here we are, a little worse for wear, but ready to step

forward into 2021 – keeping our fingers crossed that it will be a better year.

With very few past events to report about or upcoming events to promote, this year has definitely been a challenge coming up with content each month for our *Zuffenhausen News*! However, I want to thank some club members who have stepped up to fill the void.

First, a big thanks goes to our always-reliable **Hal Tretbar**. His regular column, *Speed Bump*, has become a favorite of mine as well as many other members. I enjoy reading about his various adventures, from the Evil Eye on the way to Flagstaff to the hidden gems of new roads to explore. Thanks, Hal!

Thanks also to both **Pat Norris** and **Damon Osterhus**. Their on-going submissions, *Project Corner* and articles about the Taycan's reliability in our summer heat, have been interesting and informative. (Although, since Pat bought the 944 he hasn't been working much on the 911! Hopefully, he will have more time in '21.)

Finally, I want to give a HUGE thanks to my assistant editor, **Barb Crowley**. Barb does an incredible job keeping me focused and proofreading the finished product. Without her, I'd never keep all the details straight and I would still be forgetting the proper use of the long dash. Thanks, Barb!

I wish all of our PCA-SAR family a wonderful, healthy, and happy Holiday Season. I miss you all and look forward to more events in 2021!



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Upcoming Events



December

01 - Virtual Membership Meeting - check your email for details and a link

05 - Tour to Parker Canyon Lake

January

05 - Virtual Membership Meeting - check your email for details and a link

16 - HPDE at Musselman

All events subject to cancellation or postponement due to COVID-19 restrictions. Check our website at pcasar.org for up-to-date information.

Are you missing your Porsche friends?

They are missing you, too!

Since we still can't get together in person, let's have another

Virtual Membership Meeting!

Tuesday, December 1st

Check your email for more information about how to register so you can attend this virtual event!

Looking forward to "seeing" everyone!

Saturday, January 16, 2021
Musselman Honda Circuit, Tucson, AZ

Tentative Schedule:

Tech & Registration 7AM to 8AM

Driver Mtg: 8:20AM

Parade Laps: 8:35AM

First Car on Track: 9 AM

Please join us for our first High Performance Driver Education event of 2021. We will have continuous lapping with a passing zone. The most track time for a one day event in the Tucson Area! All makes of vehicles are welcome.

Because of COVID this event is for experienced drivers only.

PCA is currently not allowing SAR to provide in car instruction for novice/1st time drivers because of social distancing.

Registration Fee: \$175.

Registration is limited to 30 drivers so sign up early.

No registration at the track.



INDE Motorsports Ranch

Several PCA-SAR members joined our friends from the Arizona Region at INDE Motorsports Ranch on the weekend of November 7-8. The weather was beautiful and the track conditions were perfect. The INDE Motorsports Ranch is an excellent venue and we always enjoy getting a chance to enjoy their facilities. Thank you to the Arizona Region for inviting us to join them for a fun event!



Porsche Taycan 4S

Can I Get There From Here?

By Damond Osterhus

PART 3. Updates: Driving Range, and Charging Station Infrastructure



BACKGROUND

This is the third in my series on the Porsche Taycan 4S, its driving range, the charging station infrastructure, and the charging times associated with taking long trips. The series focuses on trying to answer the question, Can I Get There From Here? when the "there" is Henderson/Las Vegas NV and the "here" is Tucson. This third part summarizes the first two articles' findings and then looks at some updated information about the Taycan's range, and "improvements" in charging station infrastructure that have occurred since July 2020.

In general, the series has concentrated on the issues associated with travelling from Tucson to Henderson/Las Vegas during the excessive heat months of June, July, and August, when it hits 105F-115F along any of the routes. Also, it has addressed whether or not it was the time for me to consider buying a Taycan 4S given the results of my research and analysis.

SUMMARY OF FINDINGS FROM THE PREVIOUS TWO ARTICLES

My first article in the *ZV* appeared in April 2020, and the second appeared in August 2020. Here's a summary of the findings from these two articles:

Taycan 4S Driving Range

My Best Guestimate

One hundred and eighty-three (183) miles was my best guestimate of range for a Taycan 4S with 19in wheels, and the 93.4 kWh Performance Battery Plus. This guestimate was done using an 80% starting State of Charge (SOC) driving down to a 5% SOC while the Taycan 4S was driven at 75-85 mph on Interstates when it was 105F-115F. To make my guestimate, I used a Porsche Taycan 4S "Range Indicator [calculator]" (PRI-D) taken from the official Porsche Dubai website and then derated 20% for a combination of factors including higher than the 104F PRI-D maximum temperature, sustained speeds averaging 75-85 mph, terrain, and an 80% starting SOC vs 100% PRI-D SOC.

This guestimate was less than the EPA's estimate of 203 miles, and less than other published estimates of up to 276 miles. The best estimate would come from a real-world test drive in the 105F-115F heat, at 75-85mph, with full AC running. I proposed such a 219-mile road test from Buckeye, AZ to Indio, CA and back to all 3 Porsche dealerships, but alas no takers.

Article continued on page 8

Important Factors Associated with Driving Range

The two important factors affecting range/amount of SOC used when it was 105F-115F are the average speed driven, and the use of air conditioning (AC) for controlling passenger cabin temperature and the heat pump-based battery thermal management system operation for cooling the batteries.

Speed kills range. Speeds over 70mph have a real effect on range. Additionally, the need to use full AC vs ECO Plus AC for keeping the cabin temperature comfortable uses SOC. Full AC vs ECO Plus can reduce a 100% down to a 0% SOC range by 40 miles. The battery thermal management system uses SOC to keep the drive batteries cool as well. The Taycan tries to keep the batteries cooled down to 95F. A temperature of 86F is considered ideal.

Charging: Charging Station Location & Capabilities (aka infrastructure), and Charging Times.

Charging Station Infrastructure and Route Planning

I found several lessons learned from experienced long trip Taycan drivers. These were associated with charging stations and the route taken. The most important was that route and associated charging stop planning is critical. The route is determined by the location of reliable, operational, and capable charging stations. and the estimated range of the vehicle for the given driving conditions.

This planning must include a Plan B or even on-the-fly Plan C. This is because charging stations are often out of service, or not capable of delivering the advertised charging rates when you arrive. You will sometimes have to find alternative stations. There are many charging location “networks” operating here in the desert

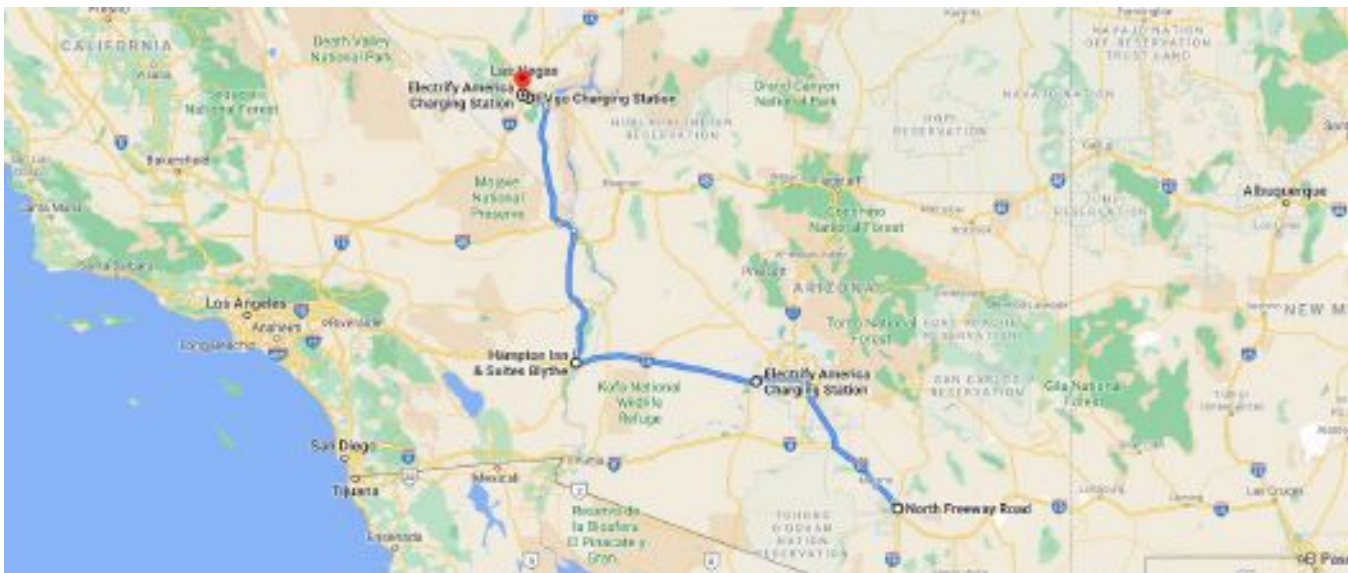
southwest. Most have cell phone apps to check the location and status of their charging stations. However, in order to turn on their stations and pay for their use, they require you to be a member of their network. Some do not accept credit cards at their charging stations. Being a member of several networks is recommended as it helps for the Plan B & C on-the-fly planning. One seasoned long distance Taycan driver notes that sometimes it may be necessary to drive only 60 mph to conserve SOC and consider going back to a charging station you have passed.

The Taycan Navigation System-Charge Planner and the optional Porsche Range Intelligence Manager (PRIM) can be of some help; however, the Charge Planner data base is sometimes out of date, and does not provide up to date information about the operational status of charging stations needed to make on-the-fly changes. The PRIM requires cell phone service, something not always available in the desert southwest.

When doing the *Can I Get There From Here?* planning, I discovered that there are no capable and reliable charging stations in Kingman, AZ, so the normally 7-hour long, 400-mile Tucson-Phoenix-Kingman-Henderson/Las Vegas route can't be used. It is 300 miles between charging stations in Phoenix to ones in Henderson/Las Vegas. Too far for a 183 to 200-mile range Taycan. The only possible route was from Tucson to Henderson/Las Vegas via Buckeye, AZ and Blythe, CA. See Google map below:

This route is the 460-miles long. It has DC Fast charging stations in Buckeye, AZ, Blythe, CA, and Henderson/Las Vegas. HOWEVER, as of July 2020, there was only one non-networked DC Fast 50kW station at the Hampton Inn in Blythe, CA. Because it was non-networked, there was no way to determine in advance if it were operational, thus making a Plan B impossible.

Article continued on page 14



Porsche Club of America September 3, 2023

Events News Magazine Classifieds Technical

e-Brake News

Dear e-Brake News subscriber,

Porsche Club of America delivers e-Brake News to your inbox every Tuesday. This is the August monthly recap.

Check out the [August roundup of Porsche Plans](#) and scroll down for the top e-brake articles of the month.

Scroll to the bottom to vote for the Porsche of the Month, and to see July's winning photo.

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TECH TACTICS

V1 for 2025 is here!
All-new, engineered for RANGE SUPREMACY

GO

1. Six rare and special Porsches you can still afford (for now)

PCA—The Porsche market led the big 2011-2015 resurgence in the collector car market, setting trends that continued over the next slightly odder five years.

[Read More](#)

2. Here are the Spring 2023 Member Only Raffle winners of a Cayman 4S

PCA—Meet the members who won and find out whether they chose the car or the cash prize.

[Read More](#)



Griot's Garage e-Brake Photo of the Week contest

Are you a member and took a stunning photo you want to share? Submit your pictures to photo@pca.org. Be sure to include your contact information, your region name, and a few sentences about your picture.

Please note: You must have taken the photo and possess full copyrights to the image. We do not accept photos taken by non-PCA members.

Visit GriotGarage.com

Vote for your favorite Porsche Photo of the Week

Each month, we will feature the Porsche of the Week photos from the previous month. Then we will tally the votes and crown a new Porsche of the Month winner. PCA, in partnership with [Griot's Garage](#), will be giving away a Concours Lawn Kit to contest winners and a PFBI Speed Shine Kit to randomly selected voters.

[Click here to vote for your favorite photo.](#)

August 4



August 11



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Speed Bump

Slow Down For Some Automotive Tales

Photos and Article by Hal Tretbar

Take a Drive to Colossal Cave Mountain Park

The weather is great. The skies are blue and there is a faint breeze. What better time than now to take your Porsche and head to Colossal Cave Mountain Park. There are two ways to get there. The easy one is to take Old Spanish Trail from one end to the other. The best route is to discover the northeast side of Tucson first.

Old Spanish Trail starts at 8400 E. Broadway. Eighteen miles later you will reach Colossal Cave Mountain Park. Head south at the start. After winding through residential areas and passing the entrance to Saguaro National Park, you will speed your way through Rincon Valley to the hilltop parking lot.

Start early in the morning before there is much traffic. Here is my favorite Sunday drive to reach Colossal Cave:



SAR members Karma Kientzler and Hal Tretbar

Start at Broadway and Craycroft Rd. Take Craycroft north for 6 miles ... all the way up to Sunrise Drive. You will have passed Tucson Medical Center (TMC), seen Ft. Lowell Historic Park on the right side, and crossed the Rillito River before starting the uphill stretch.

Continue north on this uphill stretch on Craycroft before winding around the Catalina Mountain foothills. Two miles north and past Sunrise, the road changes its name to Kolb Rd. Stay on Kolb as it curves past Ventana Canyon Resort south until you hit Sunrise Drive. Turn left on Sunrise and follow it to the end at Sabino Canyon Rd. Take a short jaunt left past the entrance to Sabino Canyon.

Turn around at the end and head south for several miles. Two miles past Snyder Rd. you will wind around the base of Sabino Mountain on the left to end at the Kolb Road/ Sabino Canyon intersection. When you turn left ... it stays Sabino Canyon Rd. Head south past East River Rd, cross the Rillito River, past Tanque Verde Rd.



1987 Guards Red 911 Carrera Targa at the Colossal Cave Mountain Park overlook

Continue on with Udall Park on the left. Before long, you end at Kolb Rd. again. Turn left and continue south until you hit Speedway.

Take a left on Speedway and stay on it for 19 miles until you reach the end at Douglas Spring Trailhead. After 3 miles, note the stacked rock sculptures on the left. This is Tucson at its best. You travel from town to suburb, then through horse country to reach a typical Sonoran Desert landscape.

The drive becomes more interesting when Speedway passes Houghton Rd. The terrain opens and there is less traffic. Just past Tanque Verde Rd., the 'dips' begin. I call each of them a 'whoop-de-do.' Your stomach will float if you take them at speed.

After passing several nice horse ranches, you will need to slow down for the end of road cul-de-sac. Usually there are horse trailers and cars of hikers parked along the road. When you reach the "Trail Head" sign, turn left at



the entrance for a drive-by visit to the Tanque Verde Guest Ranch. Now head back from the Ranch and west on Speedway.

The Tanque Verde Guest Ranch is at the very east end of 22nd Street



Looking down on Old Spanish Trail through the Rincon Valley

After three miles turn left on Freeman Road. Follow Freeman Rd. south, past Saguaro National Park on the left, until it joins Old Spanish Trail a half mile north of the Park entrance. Continue past Saguaro Corners



The delightful Saguaro Corners Restaurant is just south of the entrance to Saguaro National Park

Restaurant with its great outdoor dining. Soon there is a road sign saying it is still 10 miles to Colossal Cave Mountain Park. However, at three miles south of the Saguaro Park entrance you meet Valencia Rd. Turn left to continue on the Trail.

You are now in Rincon Valley. Zip past the Rincon Valley Market on the right. Go on along past numerous new housing areas. The famous Rocking K Ranch is on the left. It still offers trail rides, but a lot of its extensive acreage is being developed for a new community of homes and businesses. Further down the road is the small Rocking K cemetery on a hill to the right.

As you proceed along, the countryside opens out with marvelous views of the mountains and Rincon Peak. Your butt will be tickled when you drive over the many cattle guards at speed.

When you reach the Entrance Gate, there is a very rough road off to the right that takes you to camping places. Go on up the hill to the parking lot for Colossal Cave Mountain Park. It is open from 8 a.m. to 4 p.m. The views are marvelous in all directions. The entrance to the cave is down some stairs on the south side.

Tickets to the cave entrance are available in the large stone Visitor Center built by the Civilian Conservation Corps in 1934. Reservations are required for the Guided Classic Cave Tours. Call 520-647-7275. They start at 12:30, 1:30 and 3:00 p.m. An adult ticket is \$14. Facemasks are required.



The Colossal Cave Visitors Center and Gift Shop

When we head back home, it is 18 miles all the way on Old Spanish Trail. When you get to Valencia Rd., remember to turn right, *sharply*, to stay on the Trail. When you pass the Saguaro National Park entrance, stay left on the Trail as it winds for several miles through various neighborhoods.

After you pass Houghton Rd., check out the new Northwest Hospital under construction. Next is the angular intersection of 22nd St. and Harrison Rd. Continue across on Old Spanish Trail until you are back to Broadway.

If you really want this to be a round trip, go left for four miles, passing Kolb Rd., to end the tour at Craycroft and Broadway.

I think your Porsche family will thank you for the fun of driving around the east and south sides of our interesting city: Tucson.



Additionally, there are no “capable” charging stations along the 200-mile Blythe to Henderson/Las Vegas leg, at least while it is over 105F! See why this capability statement is true in the discussion on charging below.

Charging Station Capability & Charging Times

Charging stations come in a variety of charging rates and costs per kW or minutes of charging. There are two classes of charging stations that can be used to charge a Taycan: AC Level 2 7kW to 9kW and DC Fast 50kW/150kW/350kW.

An AC Level 2 7-9kW uses a J-1772 plug that plugs into the driver’s side port. It is equivalent to the 240VAC charging unit Taycan owners often have installed in their garages to charge faster than the 120VAC plug in cable provided with the Taycan. They take 10.5 hours to charge the 93.4kWh performance battery plus from 0% to 100%. Some public buildings and some businesses have these chargers. On a trip, they really should be used in an emergency to get a few miles of charge to get to a more capable charging station. HOWEVER, they cannot be used on a Taycan when the outside temperature is above 105F. The battery thermal management system will use all the charge being delivered by the Level 2 charging station in an attempt to cool the battery. This is why there are no “capable” stations between Blythe and Henderson/Las Vegas. There are some Level 2 stations in Needles, CA and Boulder City, NV, and even one in Blythe, but they are unusable when it is above 105F.

The DC Fast charging stations start at a max charging rate of 50kW with ones charging at 150kW and 350kW. Taycans can accept a max rate of 270kW. They use the CCS port on the passenger side of the Taycan. The 270kW station will charge the 93.4kWh battery from 5% to 80% in 22.5 minutes when it is cooler than 100F. The more common 50kW charger takes 93 minutes to charge from 5% to 80%, again this is when its cooler than 100F.

HOWEVER, DC Fast charging doesn’t deliver the max rate all the time. If the battery is at 5% SOC it will take the max charge until around 50-60% SOC, then charge rate lowers to around 1/2 of maximum as it approaches 80% and really lowers it to ¼ of maximum as it tries to get the batteries up to 100%. It takes considerably longer to charge to a 100% SOC. Also, when it gets above 105F, charging times even with DC Fast chargers are extended. This is because the battery thermal management heat pump-based cooling system is having to cool the batteries, when its 105F-115F. Also, one will want to use the AC’s PRE-COOL function to at least try to cool down the cabin during the last hour of charge, and that too takes charge away from charging the batteries.

NOTE: Tesla charging stations cannot be used by Taycans or any other non-Tesla EVs. There are no adaptors available to allow them to use Tesla charging stations.

Conclusions and Decisions

Conclusions

In the Part 2 article, I did a “simulation” drive that brought all my research and analysis into play. The result was that I personally would not like to be “pioneering” in trying to drive a Taycan from Tucson to Henderson/Las Vegas during the excessive heat of June, July, and August (and even early September this year). The trip would have taken 13 ½ hours, 8 of them driving the 460-470 miles, and around 5 ½ hours spent in charging while the vehicle sat uncovered in 105F-115F temperatures. Plus, there weren’t any assurances that the Taycan could actually go the entire 200 miles from Blythe, CA to Henderson/Las Vegas on a 100% SOC, and the Level 2 charging stations in Needles or Boulder City would be of no help above 105F.

Decisions

I came to the decision that it was just not the time for me to pursue the purchase of a 2021 Taycan 4S. It would seem I would be limited to driving the Taycan locally during the 3 plus months of excessive heat. Even a drive to Phoenix and back would require some recharging to make it home. As lovely and great the Taycan is, I would also have to give up my 2017 Porsche 911 Cabriolet for both financial reasons and a lack of garage space!

UPDATES TO DRIVING RANGE, AND CHARGING STATION INFRASTRUCTURE

Here are some things that I have found out since July of 2020 that deal with the Taycan 4S driving range, and the charging station infrastructure.

Taycan 4S Driving Range

In continuously monitoring reports and postings about Taycan 4S driving range since writing the previous articles, I found, in general, that most report Taycan 4S’s are exceeding the EPA 203-mile estimate on a single charge. However, these trips were all done at temperatures and speeds lower than we would expect to happen here in the desert Southwest during our summer months.

Around October 10, 2020, in the TaycanForum.com website, this posting caught my eye “Indio, CA to Buckeye, AZ – 219 miles.” In it, and after some questioning of the author, he reportedly drove from the EA charging station in Indio, CA with a 99% SOC to the EA charging station in Buckeye, AZ and had an 18%

Article continued on page 15

SOC remaining. This “Colorado Kid” said he drove it at 70-75 mph, with little or no AC on, and it wasn’t any warmer than 95F. His Taycan 4S had 20in wheels, and 93.4 kWh Performance Battery Plus. Essentially, he drove half of the route I had proposed as a road test to the Porsche dealerships; albeit at what could be called “goldilocks” temperature conditions and slightly slower speeds than I would have used just to keep up with traffic.

So, in effect he showed that one could comfortably drive a Taycan 4S the 200-mile leg Blythe to Henderson/Las Vegas leg of the Tucson-Buckeye-Blythe-Henderson/Las Vegas route when starting with an 80% or better SOC in Blythe. Albeit just not in the heat of summer. But there would have to be more than one DC Fast 50kW charging station in Blythe and they would have to be networked ones in order to take any risk of being stuck in Blythe for a considerable amount of time using the remaining Level 2 charging station that hopefully worked.

Hot off the presses: On November 20th, 2020, *Inside EVs* ran a 100% SOC down to 0% dead stop range test, and got 278 miles. It did so in a Taycan 4S with the 93.4kWh battery and large 22in wheels-tires. The cabin glass was not the sound and thermal insulated option. The test was run with Range mode on, AC set at 74F, and on a highway loop with the cruise control set at 71mph. The outside temperature was 82F. They got 258 miles with 10% SOC remaining; 90% SOC consumed. The larger wheels and tires are known to lessen range, and the normal cabin glass requires more AC to keep the cabin cool. I did contact *Insight EVs* several months ago and asked if they could run a test out here in Arizona, they declined. Again, the temperatures and driving speeds aren’t close to those that would occur out here. But it does show when a Taycan 4S is driven in what I call “goldilocks” conditions it does get much better than the EPA estimate of 203 miles! If you wish to watch the video here’s the URL: <https://insideevs.com/reviews/455628/video-porsche-taycan-4s-range-test/> Or you can go to the Porsche Club of America e Brake News at: <https://www.pca.org/e-brake-news> and look for the November 24th 2020 edition. The title of the e Brake news article is: “Video: InsideEVs’ Porsche Taycan 4S Real-World 70 MPH Range Test” The video is worth watching.

There is still the charging station issue. That’s addressed next.

Charging Station Infrastructure Update

Two Charge Point DC Fast 50kW Charging Stations Opened in Blythe, CA. In checking the PlugShare web-

site and then confirming the above with the ChargePoint website, Blythe now has three DC Fast 50kW charging stations, two of them networked and their operational status can be checked in advance of driving to Blythe. Also, when it is below 100F, Level 2 7-9kW charging stations in Needles, CA and Boulder City, NV can be used in an emergency to add 10-20 miles in 1 hour along the Blythe to Henderson/Las Vegas leg of the trip. As a result, they can provide some sort of Plan B charging.

This means one may well be able to get from Tucson to Henderson/Las Vegas in a Taycan 4S when it is driven in less than 100F temperatures and even at 75-85 mph. That being said, it will still take between 10 ½ to 11 hours elapsed travel time to make it from Tucson to Henderson/Las Vegas; around 2 ½ hours of charging in Buckeye and Blythe, and 8 hours of driving the 460-470 miles.

Electrify America (EA) Plans To Put DC Fast 350kW Charging Stations in Quartzite and Kingman AZ. It was reported by my contact at Porsche of Chandler that EA plans to put charging stations in Quartzite and Kingman; maybe by next summer or fall. Although, it should be noted that Quartzite has been in EA “coming soon” status for over 1½ years!

The possibility of Kingman getting DC Fast 350kW charging stations might open up the ability to drive the shorter 400-mile Tucson-Phoenix-Wickenburg-Kingman-Henderson/Las Vegas route; again only when its less than 100F. The Phoenix-Kingman leg is only 212-miles but according to the PlugShare web-site, this leg lacks any Level 2 7kW-9kW emergency charging stations along the way. This means that there is no Plan B charging possible. Driving this leg would then depend heavily on the Taycan 4S getting 240-250 miles on a 100% SOC charge; similar to what the Colorado Kid got in his drive from Indio to Buckeye.

Conclusions and Decision

Conclusions. Despite the encouraging reports of improvements in the Taycan 4S’s real world driving range, and the improving charging infrastructure here in the desert southwest, the lack of a driving range that comfortably exceeds the distance between DC Fast charging stations (ideally approaching 300 miles) is a shortfall that is hard to take.

The December 2020 *Consumer Reports* magazine gave the Taycan’s limited range a LOW along with its long battery charging times on Level 2 chargers. This was in comparison with the 348-mile range and shorter charging times for the Tesla S. For us here in the desert

Article continued on page 16

southwest, until the driving range is somehow dramatically increased, the Taycan still seems to be relegated to being a local driver during the summer months or even being just a seasonal car. It has to be able to deal with: the 3+ months of sustained daily temperatures over 100 degrees that degrade it's "normal" driving range and extend its battery charging times, and being able to drive our long highways at 75-85 mph.

The good long-term news, that according to GM, there are newer battery technologies that in 5 years will "... increase the range per charge to as much as 450 miles." This was reported in the November 23rd, 2020 Business Section of the local Tucson *Arizona Daily Star* newspaper,

This battery improvement, along with the increased attention by the automobile manufacturers to phase out internal combustion engine powered vehicles in favor of selling more EVs, will also drive improvements in the charging infrastructure here in the desert southwest. DC Fast charging stations will hopefully find their way to places like Needles, CA, and Wickenburg, AZ; making

driving from Tucson to Henderson/Las Vegas less of a "pioneering" adventure.

Decision. This update to my findings and analysis have not changed my decision to defer from purchasing a Taycan 4S. It actually has reinforced it. Although having driven the car, and found it to be exciting and lovely; I think it will be several years before the Taycan's true driving range is increased to 300 miles. This is in light of the development and sale of the lower cost, rear-wheel drive only Taycan which is under development for the Chinese market. Also, it will be several years before there are DC Fast charging stations in places like Needles, CA and Wickenburg, AZ. The COVID-19 pandemic has already delayed construction of DC Fast charging stations in the desert southwest. Current plans by EA, and other charging networks do not seem to include charging stations that reduce the maximum distances between DC Fast charging stations to around 150 miles in our area.

Alas, I guess I will just have to satisfy my Porsche driving hunger with my year-round driver: my 2017 Porsche 911 Cabriolet!



Wednesday, May 5, 2021 to Sunday, May 9, 2021

Treffen Scottsdale - Spring 2021

PCA's Spring 2021 Treffen will take place over Wednesday, May 5 through Sunday, May 9, 2021, at the desert oasis of the JW Marriott Camelback Inn and Resort.

Join us for this 4-day event as we tour, explore, and experience the stirring beauty of the lush Sonoran Desert in and around Scottsdale, Arizona. Registration fee includes full breakfast Thursday, Friday, and Saturday; themed dinner with entertainment on Thursday, themed social on Friday, and closing dinner on Saturday. Event apparel and Treffen bag are also included.

Be sure to watch eBrake news and the PCA website for additional information.

Treffen Scottsdale's schedule and activities can be found by visiting the Treffen North America website at treffen.pca.org.

Registration opens Jan. 20, 2021 at 3 PM EST and will sell out very quickly! Pricing will be available soon, and **please note that all tours and activities are subject to change.** Look for announcements and additional information in e-Brake News, PCA.org, and our social media channels.

Fast cars and fast tunes go hand in hand – especially when you're talking about Van Halen

By Kyle Kinard - MSN Autos

Edward Lodewijk "Eddie" Van Halen, legendary guitarist and co-founder of the band that shared his name, died October 6th, 2020, following a lengthy battle with throat cancer. He was 65.

Van Halen grew up a son of sunny Pasadena, California. His band struck its first big record deal in 1977 and sold a platinum, self-titled debut album by the next year. That success kicked off a string of car purchases that stretched Eddie's lifetime, from V-12 Lamborghinis to turbocharged Porsches to plenty of rumbling V-8 muscle. But it was clear that these vehicles were more than just accessories of wealth for Van Halen.

In a terrific 2016 interview with *Car and Driver*, Van Halen revealed his true colors. He compared the adrenaline rush of performing on stage with driving on a racetrack, one of his favorite hobbies. "You're always pushing the edge, on stage live and driving on a track," he said. "But improvising at the drop of a hat is the biggest thing. If you spin out, you spin out. If you mess up live, you smile your way through it or improvise quick, just like if there's an accident in front of you or somebody's trying to pass you."

Van Halen spent more than a little time on the racetrack—again, check that *C/D* interview for other gems, including a soliloquy about four-wheel drifts in a GT3 RS—but he loved road driving just the same. Foreigner's Mick Jones recalled fond memories of street racing with Van Halen in a recent *Rolling Stone* interview.

"We had a good time together. We used to race cars after the sessions [recording Van Halen's album, 5150]. We used to race a selection of high-end sports, racing cars and zoom along Mulholland."

A love for Porsches in particular threaded through the fabric of his life—so much so that Porsche racing giant Kevin Jeannette (who runs the biggest Porsche race team outside of Porsche AG itself) built more than one tribute race car to Van Halen, aping the legend's signature Frankenstrat liver on his team's GT3-R in 2001. Van Halen was a vocal and visible car enthusiast his entire life and a prodigious collector. A quick look at some cars he auctioned off this year gives a glimpse into his taste, too. There was a Ferrari 550 Maranello, his beloved GT3 RS, and some V-8 American treats, all sold shortly before he passed. The man, his transcendent music, and his dyed-in-the-wool enthusiasm will be sorely missed.



Willkommen, Bonjour, Glad to Meet You

By Kathleen Kendler – Membership Chair

As of November 1st, we had 6 secondary members transfer to primary membership. Secondary members are members who have their primary region associated with another region. This usually applies to part-timers or snowbirds.

Since the last report, we had two brand-new members to PCA-SAR. Welcome to:

John Hinsberg

Antonio Dias

Member Anniversary Recognitions

As and Active Member completes the membership milestones noted below, their tenure in the Club will be recognized. The PCA National Office will automatically send out 25, 30, 35, 40, 45, 50, 60 and 65-year anniversary materials every quarter. All other anniversary materials are available upon request (see directions to receive anniversary materials below).

Letter – All members who are celebrating an anniversary will be sent a letter from the current PCA president at that time.

Anniversary Decals – As an Active Member completes 5, 10, 15 or 20 years of membership the National Office will send, upon request by the member, a special decal indicating the length of membership. Anniversary recognition for the family member/affiliate is also available upon request. Members completing 25 years will receive a special silver-ringed decal and members completing 30, 35, 40, 45, 50, 60 or 65 years of membership will receive a special gold-ringed decal indicating length of membership. Replacement decals are available upon request to qualifying members at a fee established by the Executive Council.

Anniversary Certificates – All members who are celebrating an anniversary will also be issued an anniversary certificate.

Membership Pins – Members who complete 25, 50, 55, 60 or 65 years of membership will be sent a gold pin.

Membership Name Badge – A member who completes 40, 50, 55, 60 or 65 years of membership is issued a Club name badge.

Co-Members – Anniversary recognition for the family member/affiliate is also available upon request.

Directions to receive anniversary materials:

If you are celebrating your 5, 10, 15, 20, 30 or 35 year PCA anniversary, please order your anniversary materials: www.pca.org/anniversary (you must be logged in to access). The form will only let you order your materials in 5-year increments and will be rounded down to the last milestone.

If your membership information listed on the website is incorrect contact membership@pca.org

Please keep your national PCA email address up-to-date, including your affiliate or co-members. Beginning in January 2021, I will be using PCA's e-mailer program to send information and the *Zuffenhausen News* out to our membership.

I hope to see you in the near future. In the meantime, please stay safe and healthy. I can be reached at: membership@pcasar.org

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Marketplatz

Porsche Stuff For Sale or Wanted

Contact Editor Debi Norris at newsletter@pcasar.org to submit classified ads. Free to PCA-SAR members.

FOR SALE: set of four hollow-spoke turbo twist wheels for 996 turbo (may also fit other wide-body 911). Fronts are 8 x 18 ET 50, and rears are 11 x 18 ET 45, and are in very good condition. Also included are mounted Yokohama Neova Advan AD08R tires with little tread wear (all 4 tires have 8/32" tread). Front tires are 225/40 - 18, and rears are 295/30 - 18. Center caps are included. Sold the car and no longer need this extra set. \$1,950 for all. May be able to separate tires from wheels depending on your needs. Call Greg at 797-7612.



Our Member's Classified Guidelines

This space is reserved for non-commercial use only, and ads are printed FREE of charge for PCA members. What a deal! If you're not a PCA member, and would like to advertise your cars/parts for sale, the rate is \$30 for 3 months. Again I say, what a deal! These ads must be submitted to our Advertising Manager by the 7th of the month preceding insertion date, along with payment. Keep in mind that this is the Porsche Club of America – Southern Arizona Region Newsletter; please don't submit ads for non-Porsche related items. Try to hold your copy/photo submission to a reasonable size. We can't take up an entire page with your inventory, but we will try to present it in a pleasing-to-the-eye manner. See Submission Guidelines for more details. Please contact the Editor if your item sells.



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