



# ZUFFENHAUSEN NEWS

September 2021



***Fueled by Volunteers!***



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**ON THE COVER:**  
Porsche Parade 2021  
Photo by Debi Norris

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## President's Corner

By Pat Norris



5873 miles -13 states - all in our little GT4! Since the last issue, Debi and I have been traveling. We attended the 65th Porsche Parade in French Lick, IN, with a 1000+ of our closest friends. While we missed the first in person Membership Meeting in some time for our region, we did have a great time. See Debi's article in this issue for more details.

If you check the calendar, there are dinners, track events, service events, and more coming up. If you ask around, there's a good chance you can find other folks from our region attending these events - even the events a couple of states away. And, while it

has been good to return to some normal activities, the club remains focused on keeping everyone safe.

While schools and work have been going to a hybrid model with some folks attending in person, and others attending online, our region is 'social' enough to get together more than once a month, right? How would folks like to add a strictly-online-not-a-meeting-just-social get together? Some of our members may not be comfortable with in-person events but we still want to "see" you! Drop me an email at [president@pcasar.org](mailto:president@pcasar.org) and let me know what you think, and if you would like to suggest a day, or if you would like to "host" the event.

I look forward to connecting with everyone - in person, on line, email, or by phone.



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**Porsche of Tucson – Pgs. 12/13**

<http://porscheoftucson.com>

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<http://underhillfinancial.com>



## Editor's Column

By Debi Norris

Hasn't the rain be wonderful this year? Our beautiful desert has been transformed in the last month from a drab brown to a palette of various shades of green. As I drive to work each day I love seeing all the wildflowers in bloom and cacti swollen full. It is amazing what rain will do!

It is also amazing how much better our calendar looks compared to a year ago! We have multiple social events each month from our regular Membership Meeting to breakfast get-togethers! We also have a tour up to the Grand Canyon coming up and an Adopt-a-Roadway event next month. Further afield, our neighbors to the North have their annual Concours d'Elegance in November and we will be co-sponsoring a Driver's Education event out at Inde Motorsports Park. It is nice to see our calendar filling up again!

I was talking to several women at the Porsche Parade in French Lick in July (see an article about our trip on page 6) and several of them mentioned their regions have Ladies Only events like luncheons and autocrosses to encourage the women to become more active in the Region. We have many active women but we can always use some more! Jerry Giordano and I are working on organizing some events just for us ladies. Stay tuned!

In the meantime, stay safe, socialize safely and I hope to see you at an event soon!



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# Upcoming Events



Local events in **Bold**

## September

**07 - Membership Meeting - El Corral Restaurant - check your email for details**

**18 - Breakfast Social - Blue Willow on Campbell**

19 - Happy Birthday to Ferry Porsche! Drive Your 356 Day

18/19 - Time Trial/DE - Willow Springs - SDR

**21 - Board Meeting**

**30/2 - Tour to the Grand Canyon**

## October

02 - Autocross - Lake Elsinore Stadium - SDR

**05 - Membership Meeting - check your email for details**

11 - DE - Streets of Willow

16 - Tucson Classic Car Show

16/17 - Time Trial/DE - Chuckwalla - SDR

**16 - Breakfast Social - Blue Willow on Campbell**

**19 - Board Meeting**

**23 - Adopt-a-Roadway**

30/31 California Festival of Speed

## November

**02 - Membership Meeting - check your email for details**

05/06 - Flight 43 - Concours d'Elegance - Arizona Region

**13/14 - DE - Inde Motorsports Ranch**

**20 - Breakfast Social - Blue Willow on Campbell**

**All events subject to cancellation or postponement due to COVID-19 restrictions. Check our website at [pcasar.org](http://pcasar.org) for up-to-date information.**



## Porsche Parade 2021 - French Lick, Indiana

Article and Photos by Debi Norris

Attending a Porsche Parade is truly a memorable experience for any Porsche enthusiast. Pat and I attended our first Parade together in 1990 in Monterrey, California. We were new members of PCA, it happened to be relatively close to where we were living at the time, and several PCA friends encouraged us to attend. We didn't really know what we were getting ourselves into but we decided it would be fun to give it a try. Well, that week truly transformed us, especially me, from casual Porsche owners to intense Porschephiles!

Fast-forward 31 years and it was time to head off to our 13<sup>th</sup> /14<sup>th</sup> Parade (yes, Pat attended the Grand Lake Parade in 1996 without me!). This year's Parade was held in French Lick, Indiana. With all the turmoil and staying-at-home of the last year, we were looking forward to a chance to take the new GT4, nicknamed Joy, on a long road trip. We decided to take a week to get there, doing some sight seeing along the way and trying some back roads rather than the interstate.



Joy did not disappoint! Our days were spent traveling along new roads, turning many heads in small towns, and generally having a marvelous time. I

have always been a fan of the Little House series of books by Laura Ingalls Wilder. We made a side trip to just outside Independence, Kansas, where we saw the site of the actual Little House on the Prairie. Seeing a replica of the wagon they traveled in made us very glad to have much better transportation!

We finally arrived in French Lick and checked into the beautiful resort. The hotel was built in 1901 and retains that Victorian Era charm and beauty. The grounds were beautiful, with manicured gardens and sprawling green fields. Best of all was a large front veranda where we met up with our dear friends, Paul and Ruth Young from San Diego, and enjoyed an evening of catching up after several years apart.

The Parade officially started on Sunday, July 11. Check-in this year was assigned by car number to help keep the crowds small. That night was the Welcome Party. There truly was such a feeling of camaraderie, especially for those of us who had attended Parades before, to all be back together again after such a difficult year and being able to enjoy a gathering with hundreds of our best friends. Mark Shevitz, now a member of our neighboring Arizona Region, did his usual excellent job as Master of Ceremony for all the events.

We were all looking forward to the Concours on Monday, to be held on the beautiful golf course. But Mother Nature had other plans. The skies opened up, the rain came down and the Concours had to be moved indoors to the parking garage! But, in typical PCA form, the rain did not deter Porsche owners from showing off their pristine cars. The care and detail put into Concours prep is amazing and the cars were just as beautiful surrounded by concrete as they would have been out on the golf course.



*Continued on next page.*



The rest of the week passed by with so many activities it was hard to keep up. Pat and I competed in the Rally and were pleased to take 4<sup>th</sup> place in our class and earn trophies. Pat also competed in the autocross and brought home another trophy for 2<sup>nd</sup> place.



We went on 2 driving tours. The first one took us up to Indianapolis where we got tours of both the Dallara facility, where all the Indy car chassis are built, and the Indianapolis Motor Speedway. The second tour took us to Griot's Garage, the home of everything you could possibly need to keep your Porsche sparkling. Other tours available, but that we did not have time to attend, included trips to Churchill Downs, a Bourbon Factory Tour, and 2 dinner trips – one on Patoka Lake and another on the French Lick Railroad.



Sound like a busy week? That's not all! There were 3 different banquet nights for the Concours, Rally and Autocross awards. There was a Tech Tactics day with tech sessions on a variety of topics. There was an art show, children's activities, a Goody Store full of souvenirs and a Hospitality Suite to grab a snack and



visit vendors from different sponsors. Not to mention a golf tournament and a 5K walk/run!



Saturday, July 17th was the last day of the Parade and ended up being the busiest. It started with a Parade of Porsches around the town of French Lick. It was quite the sight! There were hundreds of Porsches parading through the town as onlookers lined the streets, waving at us. At one point we even doubled back on each other and had a great time waving at the other Porsches as we passed them.



Volunteers were also thanked with a special luncheon on the last day. An event of this size could never take place without a LOT of volunteers. We were rewarded with a delicious lunch where lots of door prizes were given out. I brought home a nice gift bag full of goodies.

Saturday night was the Victory Banquet. Held in the amazing West Baden dome, it was wonderful wrap-up of the week with speakers, presentations and more awards. Sadly, it was time to say goodbye and all head back home. But, plans are already underway for next year's Parade in Poconos, Pennsylvania. The year after that it will be practically in our own backyard in Palm Springs, California.

I encourage every Porsche Club member to take time to attend at least one Parade. It is an experience you will never forget!



# In Memoriam

By Kathleen Kendler

It is with a heavy heart that I inform you of the passing of a past member, Jerry Cloutier, on July 2, 2021.

Jerry purchased his first Porsche in 1969 from the Canadian Post Exchange while stationed in Rhein-Main Air Force Base (AFB) in Frankfurt, Germany. When he returned to the states, he had notes on his windshield while parked on Davis-Monthan AFB inviting him to check out PCA and the local chapter, the Southern Arizona Region. Meetings back then were held at the Blue Saguaro on Dodge Boulevard.

Jerry was an avid cyclist and participated in the El Tour de Tucson from 1983 through 1998. He convinced his wife Carol to ride tandem with him in 1989 and they did the Tour of over 100 miles in less than nine hours. His riding days were over when in 1999 he shattered his ankle.

Jerry and Carol were avid participants of PCA-SAR. Jerry was a board member at large in 1974 and 1982 and Vice President in 1984 and 2006.

In 2014 he purchased a 2004 blue Boxster and enjoyed it to the max. The first club road trip with the Boxster was to Silver City. Everyone had a grand time. The Cloutiers attended many overnight club functions to the White Mountains, Vulture Mine, Jerome, and Canyon de Chelly to name a few.

So long my friend, we will miss you.

There will be no services per Jerry's wishes.



# PCA-SAR Adopt-a-Roadway Event

## Saturday, October 23<sup>rd</sup>

By Lon Reeder – Community Service Chairperson

Hello, PCA-SAR members! I hope everyone is doing well and staying healthy. The March 21, 2021 Adopt-A-Roadway event was a success even though we were limited by the Arizona Department of Transportation to ten volunteers due to COVID-19. At this time the updated guidelines allow vaccinated members to resume normal activity. We will fulfill our community commitment with an Adopt-A-Roadway event on Saturday October 23<sup>rd</sup>. The protection of everyone's health is a priority, so if you have not been vaccinated, please continue to follow the distancing/masking guidelines detailed below. For many years our club has been committed to the Adopt-A-Roadway program as a very effective means of demonstrating our continued support to our community. The Adopt-A-Roadway program is part of the nationwide effort of sponsorship designed to help beautify our roadways by facilitating trash removal and saving the taxpayers of Pima County approximately \$250 per mile cleaned which translates into thousands of dollars saved. Signage along our portion of Orange Grove Road clearly recognizes PCA-SAR's sponsorship.



This is a fun and not too strenuous task that will take about two hours of your time and will make you feel good about your participation in helping clean up our community. Please read the following regulations and sign up only if you are able to comply with them. Note: This information will be updated if there are any changes.

- If you are at higher risk for severe illness, or if you are sick or experiencing COVID-19 symptoms such as fever, cough or shortness of breath, stay home.
- If you have not been vaccinated:
- Practice social distancing of 6ft from anyone not from the same household.
- Masks are required when not keeping a 6ft social distance from anyone not from the same household.

I expect great Tucson October weather. We will meet at 7:30 AM at Beyond Bread at the southeast corner of Ina Road and Oracle Road for pre-event coffee and pastry, some socializing, and signing waivers. ADOT requires that we wear hard-soled, closed-toe shoes (no sandals) and comfortable clothing. Gloves and hats are recommended. Water, safety vests, grabbers, and bags for the cleanup will be provided. I hope to see you there!

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## Drive Your 356 Day!

### September 19th, 2021

Got a 356 and are a member of the 356 Registry? Once again, it's time to celebrate the Good Doctor's birthday. He would be 112 years old. Join your fellow 356 Registry members and take a photo of your car on September 19th. SAR has no official event planned, so make your own plans to go as a group or an individual; it doesn't matter ... but make sure it is on the 19th! Send your photo to [membership@porsche356registry.org](mailto:membership@porsche356registry.org) along with a brief description of the location or activity and of your car. Take the photo on September 19th, but send it anytime during the week. Also send your photo and details to our ZN editor at [newsletter@pcasar.org](mailto:newsletter@pcasar.org). We're always looking for good photos and articles!





## GET YOUR TRACK FIX AT INDE ALL WEEKEND!

A speed and experience level for everyone: There will be several different "run groups" which will be separated by experience/skill level: Novice, Intermediate, Experienced and Advanced. There is a run group for everyone- so don't hesitate to sign up if you have little to no experience on track.

To ensure everyone registered has a good time at the track, the amount of cars in each run group is limited. Sign up early to avoid being waitlisted!

**HPDE Event both days:** The full course (Configuration 1) will be run on Saturday. You'll get four 25-minute sessions of track time. The full course (Configuration 5 Counter-Clockwise) will be run on Sunday with the same sessions.

**Track Tours (new):** If you are not quite ready for the full track day experience, there is a special session called "Track Tour", where you can drive your own car on the track at a more comfortable speed, akin to "parade laps". There will be instructors driving their own cars that will guide you around the track- all you have to do is follow them. Passengers are allowed only for this specific "Track Tour" session. This is a 15 minute session

Instructors are free! If this will be your first time attending a track day with AZ PCA or if you have not yet been approved to drive solo, you will be provided an instructor to ride along with you as well as classroom instruction to make the most of your day. Even if it is not your first time or if you have never driven at Inde Motorsports Ranch before, AZ PCA can accommodate (and encourages) an instructor to hone your driving skills (lead/follow instruction is available). There is a \$10 rental fee for the bluetooth communicator that's necessary.

Wanna just hang out and lend a hand? We are always looking for folks to help us run these events. If you'd like to volunteer to help us, we'd love that! There is a registration option for volunteering and you can pick from several different roles of participation.

Registration fees:

\$400 Full track weekend for Solo groups Saturday and Sunday

\$315 One day (either Saturday or Sunday)

\$25 Track Tour only

Not a PCA member yet? Don't own a Porsche? That's okay- non PCA members are still welcome to participate or volunteer!

If you are a Porsche owner but do not yet have a PCA membership, you can sign up today at <https://www.pca.org/membership> Annual membership is \$46 and comes with other benefits, however, PCA membership is NOT a requirement to attend this event.

Location: Inde Motorsports Ranch is located at 9301 West Airport Rd, Willcox, AZ 85643.

# Flight 43



The Board of Directors and leadership team of the AZPCA cordially invite you to participate in our 43rd annual Concours d'Elegance on November 5th and 6th, 2021 at Riverview Park in Mesa. Check the Arizona Region website at <https://az.pca.org/event/flight-43/> for more details

**California Festival of Speed**  
October 30-31<sup>st</sup>

- Track Tours
- Porsche Driving Experience
- Vendor Row
- Porsche Photography Seminar
- Porsche Corrals
- 911 Porsche Time-line Display
- Porsche Swap Meet
- Porsche Junior's Pit
- Food Trucks

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The annual Porsche Parade is a weeklong gathering of people and Porsches from all over the world, held in a different location each year

Porsche Parade is PCA's crown jewel event. This weeklong gathering of 1,200+ Porsches and 2,000+ Porsche enthusiasts from all PCA Regions across the US and Canada is held in a different location each year. This ultimate Porsche vacation includes competition, camaraderie, and, most of all, FUN for all ages.

MORE INFORMATION: <https://www.porscheparade.org>



PORSCHE CLUB OF AMERICA

# Willkommen, Bonjour, Glad to Meet You

## By Kathleen Kendler – Membership Chair

It is mid-August, 2021 as I finish this article to send off to the editor.

Our new members as of Aug. 21<sup>st</sup> are:

Transferring In:

### Residing in Tucson

**Alan & Sally Bedrick**  
**Eileen Delaney**  
**Ken Dungey**  
**Tyler & Gemma Fenimore**  
**George & Liz Harrison**  
**Robert & Holly Murtha**  
**Todd & Stacey Schuster**  
**Caryn Stedman**

### Outside of Tucson:

<b>James Best</b>	Vail
<b>Robert &amp; Suzan Berthelette</b>	Green Valley
<b>Donald &amp; Nancy Brodeur</b>	Vail
<b>Bill Eggers</b>	Green Valley
<b>Jim Frost</b>	Marana
<b>William Jensen</b>	Marana
<b>Peter Lella</b>	Vail
<b>Lee Machina</b>	Sahuarita
<b>Kurt Weber</b>	Marana

**Rich Hansen & Myong** from Loma Prieta

**Jeannie Vesta Salato & Arnold T. Anderson** from Olympic Peninsula (Washington)

Test Drive participants:

**Rob Price**  
**Brad Smith**

I combined the reports for July and August. As of August 1<sup>st</sup> PCA-SAR has the following total membership:

New Members -11

Transfer In - 2

Lapsed - 23

**Total Primary Members - 350**

**Affiliate Members - 232**

I would like to encourage you to write your own “My Most Memorable Porsche Road Trip or Experience” story and submit the article to our newsletter editor, Debi Norris. Submissions are due by the 20<sup>th</sup> of each month for the working issue.

If you are a spouse/associate member and are not receiving the newsletter and you want it, you can send me your e-mail or change your e-mail setting in the PCA national database. I use that database to send out notices for the club.

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](mailto:membership@pcasar.org). If you should need help, I will try to assist you in accomplishing your membership needs.





## **Jim and Damond's Less Than Excellent Adventure**

**Where They Discovered That a Taycan 4S Is Only as Good as its Charging Infrastructure. And Today, its Charging Infrastructure is not Very Good!**

**Photos and Article by Damond Osterhus and Jim Kendler**

This “discovery” occurred after Jim and I drove and charged a 2021 Porsche Taycan 4S with the 93.4 kWh Performance plus battery for a week in July (the actual Taycan 4S is pictured above). We drove it 861 miles on test drives from Marana to Dateland, AZ and back (330 miles round-trip), and Marana to Quartzite, AZ/Blythe, CA and back (531 miles roundtrip). Kathleen came along as our rear passenger evaluator on the Dateland trip. Jim also took it on a performance “test” run up and down Mt. Lemmon. Their impressions are included at the end of this article.

### **WHAT WE FOUND OUT ABOUT DRIVING THE TAYCAN 4S ON LONG TRIPS**

A test drive was a charging-station to charging-station trip. It was a pre-planned and highly documented drive. A total of 9 test drives were done; 3 for the Dateland trip, and 6 for the Quartzite trip. We charged up/attempted to charge up the Taycan 18 times during both these trips. Each “charging/charging attempt” was also highly documented. In addition to these test trip chargings, we charged up the Taycan an additional 7 times. Of all the 25 charging/attempted chargings, 20 chargings were done at a Public Charging Networks (PCN), and 5 chargings were done using a home charging system.

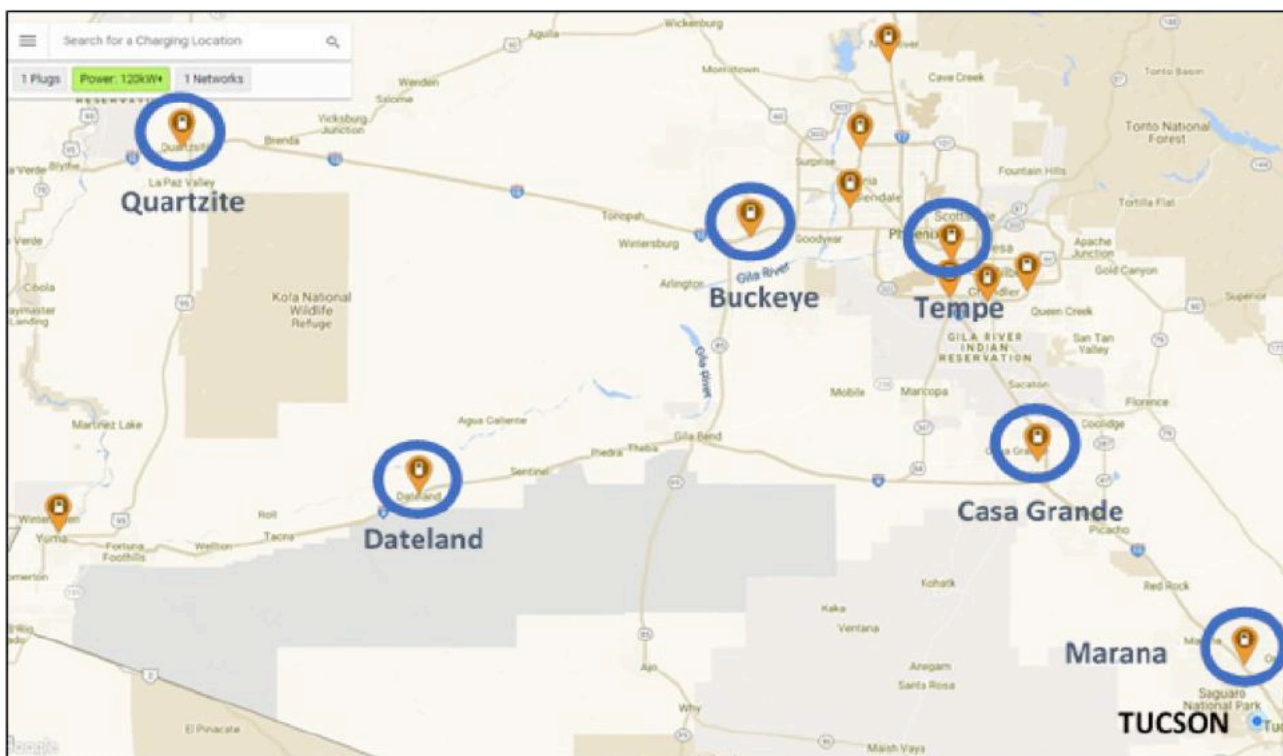
Driving was done mostly at 75-85 mph on Interstates 8 and 10. Driving and chargings were done when ambient

temperatures were above 100F --- sometimes above 105F. Air conditioning (A/C) was set most times at automatic and 74F. (More later about when we didn't drive at 75-85 mph and when the A/C wasn't set at automatic and 74F.)

### **Disappointment in the Charging Infrastructure**

From the results of the drives and chargings we were disappointed in the charging infrastructure support provided by Electrify America (EA), its charging stations and its ability to accurately and timely report the status of the chargers. This disappointment demonstrated that no matter how good a Taycan 4S may be, the overall “goodness” of how it is enjoyed when taking long trips is governed by the charging infrastructure that supports it. This is particularly true here in the desert Southwest where there are long stretches of 75 mph speed limits on Interstates I-8 and I-10 where there is little or no civilization, sometimes no cell phone service, and daytime temperatures hit 115F and even higher.

Electrify America is the only game in town here in the desert Southwest. As shown in the map below, it has the only charging stations along the routes we drove. On the Dateland trip we used the charging stations at Marana (EA Marana - twice), Casa Grande (EA Casa Grande-once), and EA Dateland (EA Dateland)-once. For the Quartzite trip we used/ attempted to use EA Marana-twice, EA Buckeye-twice, EA Quartzite-4 attempts, and EA Tempe-once.



### **Distances Between EA Stations.**

The distances between the EA stations leads to the criticality in the availability of chargers at stations like EA Dateland and EA Quartzite. Particularly with the sub 200-mile driving ranges of Taycans and other EVs when they are driven at 75-85 mph in desert heat of 105-115F.

EA Dateland is 113 miles from EA Casa Grande, and 66 miles from the next charging station at EA Yuma along I-8 heading toward San Diego. EA Quartzite is 100 miles from EA Buckeye, and 119 miles from EA Indio the next charging station along I-10 heading for Los Angeles. EA Quartzite is also 104 miles from EA Needles, the next charging station on the way to Las Vegas. All these 66-100plus mile legs, between the only charging stations along trips to San Diego, Los Angeles and San Diego, affect the ability to just take the keys, jump in the Taycan 4S, and head off to these destinations from Tucson.

For any EV, it now takes some checking and planning, including some Plan Bs, in order to safely and comfortably go



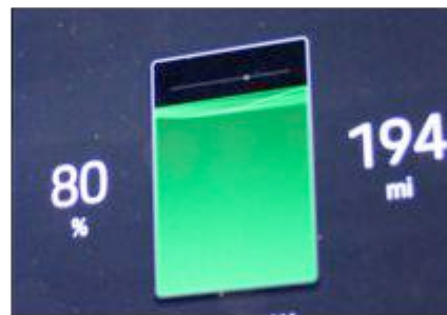
on a long-distance trip. A long distance for a Taycan means farther than 80 miles from a home in Tucson. A trip to Phoenix and back to Tucson is a long-distance trip because you would have to charge up somewhere to make it back.

### **SOC and kWh/100 miles – What they mean**

First, a little information about SOC% and kWh/100 miles in order to help you understand the EA charging infrastructure discussions to come.

State of Charge (SOC) is the EV equivalent to a gas tank gauge reading in a gas engine car (aka an internal combustion engine car - ICE car). It is just more precise than  $\frac{1}{4}$ ,  $\frac{1}{2}$ ,  $\frac{3}{4}$  and Full is in an ICE car. It reflects the amount of charge left in the driving wheels battery. SOC% equates to the kilowatt-hours (kWh) left in the batteries like the gas gauge relates to the gallons of gas in the ICE car tank. SOC% is what the Taycan and other EVs display as their battery “gas gauge” reading.

Taycan uses the metric kWh/100 miles; kilowatt-hours per 100 miles to express how much battery power it is using. It is like miles per gallon, except it is mathematically upside down; miles on the bottom not on the top. The Taycan displays this energy consumption rate (aka burn rate) in its Trip Display. It uses the kWh/100 miles to calculate the miles remaining figure it displays on the Taycan console. This display is available when both driving and when charging. The pictures below show both the Trip reading in the dash and the console reading in the console. The console is between the front seats just under the dash.



### **Driving Ranges of the Taycan 4S**

Now to the driving ranges of the Taycan. Our test drive data shows the 2021 Taycan 4S has a range of between 184 and 193 miles. This is when it is driven at 75-85 mph in the desert temperatures of 105-111F, with the A/C at auto & at 74F, in Normal Drive Mode. It is also when the initial State of Charge (SOC) is 100% and the Taycan is driven down to 10% SOC. The driving range is 153 to 161 miles when the initial SOC is 85% and is driven down to a 10% SOC under the same driving conditions. In Range drive mode the Taycan changes the A/C to ECO which slows down the A/C fans and stops rear seat area A/C. It also shuts down some interior lighting features. Its default speed limit is 65 mph. We know this because we had to use Range drive mode.

Here's why the two driving ranges are important: The 100% down to 10% driving range is the commonly used range figure when charging the Taycan driving battery at a home charging system. Porsche recommends charging the Taycan battery at the PCN DC Fast chargers only to 85% SOC on a routine basis in order not to lessen battery life. This leaves charging to 85% at the DC Fast chargers as the preferred charging-to SOC% when on a long trip. Another reason to only charge to 85% SOC at DC Fast chargers is that the charging rate drops off significantly after 85% SOC. We experienced almost a doubling of the charging time from when the charger got to 85% and then completed charging to 100% at an EA DC Fast charger.

Continued on page 18

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DC Fast chargers at Electrify America stations can charge at two charging rates: 150 kW and 350 kW. There are separate chargers for each charging rate. The Taycan can only accept a maximum charge rate of 270 kW. A 150 kW charger is much slower than a 350 kW charger when it starts out at its maximum charging rate. The maximum charging rate is governed by the battery's SOC at the start. EA chargers have two plugs. Only one of the plugs can be used at a time. The type of plug that the Taycan uses is called a CCS plug. There are EA 150 kW/50 kW chargers that also have one 150 kW CCS plug and one 50 kW CHADEMO plug. The CHADEMO plug fits early Nissan Leafs.

The 10% SOC limit in specifying the driving range is because the Taycan starts to conserve the battery after 10% SOC by shutting down some things like the A/C to the rear seat area, and some internal lighting. This is similar to what Range drive mode does. The 10% SOC provides about 20-30 miles of driving range, depending how fast you drive it when it hits 10% SOC until the car comes to a complete stop. The Taycan alerts you when you hit 15% SOC to pay attention to your range. It means to slow down to lower your kWh/100 miles.

It must be remembered that for an EV there is no such equivalent to a 1-gallon can of electricity. When the Taycan comes to a complete stop, the only solution is to get it to someplace where it can get the battery charged. This means to summon a flatbed "tow" truck, put it on the truck and drive it to where it can be charged. The Taycan 4S is close to a 5,000 lb. vehicle so the flat bed "tow" truck has to be able to handle it. Plus, as a friend of mine pointed out, if one has 4 passengers, the tow truck may not have cabin space for 4 additional passengers!

*Now that you know about what we did and the Taycan and its driving ranges, it's time to talk about the Electrify America charging infrastructure.*

## **ELECTRIFY AMERICA AND ITS CHARGING INFRASTRUCTURE**

EA is currently doing a poor job in supporting non-Tesla electric vehicles (EV) like the Taycans. We were definitely convinced of that while driving to/from Dateland and to/from Quartzite. We experienced issues/problems when charging/attempting to charge at EA charging stations and in using the EA iPhone app to accurately show available/working chargers

*Here's a rundown on what we experienced on the two trips we took with the Taycan 4S:*

### **The HOME, EA Marana to EA Dateland via Casa Grande and Back Trip, July 20<sup>th</sup> 2021**



The trip started at HOME where I used the Porsche Mobile Charger Connect (PMCC) system to charge the Taycan to 100% SOC. The EA app reported that EA Marana had 8 out of 10 chargers available. At EA Marana, we topped off to 100% at the only 350 kW charger available, the other 350 kW charger was not available. The charging rate was a low 44 kW; commensurate with the starting charging rate of 95%.



During the remainder of the trip we charged at EA Casa Grande, EA Dateland, and then at EA Marana.

We encountered inaccurate reporting of available chargers at EA Casa Grande. The app reported all chargers available. One of the 350 kW chargers was unavailable, while the other one appeared broken with a blank display screen. However, this charger also had a note that said to use the #2 plug and the EA app to start the charger. This worked and we topped off to 86%. Charging rate started at 67 kW. This seemed commensurate with the starting 81% SOC. The

temperature was 100F. We used the EA app to check availability of chargers at EA Dateland. All chargers were reported as available.

At EA Dateland we successfully charged from 34% to a 100% SOC at an available 350 kW charger. The temperature was 105F. Charging took 22 minutes to charge from 34% to 80% and 25 minutes to charge from 80% to 100%. Charging rate was around 200. This did not appear to be commensurate with the starting SOC; but at this point we had no data to support a low starting charge rate. We decided to not stop at EA Casa Grande on the way back because of the issues we had there. We drove the 165 miles back to EA Marana with an average temperature of 102F. The EA app showed EA Marana still had 8 out of 10 chargers available. The one 350 kW's still showed unavailable.



At EA Marana we successfully charged at the same 350 kW charger we had charged from in the beginning. We charged from 32% SOC to 100% SOC. It was 103F. It took 18 minutes to hit 80% SOC and another 31 minutes to go from 80% to 100% SOC. Again, the charging rate started around 200 kW.

Additional Note: On July 16<sup>th</sup> and again on July 29<sup>th</sup>, I tested the EA app by seeing what the status was of chargers at EA Dateland when it was above 110F. Both times the app reported that all EA Dateland chargers were UNAVAILABLE. I called the EA Support folks on July 16<sup>th</sup> and confirmed that all chargers were not working. It was then I found out about the software reboot procedure that would sometimes restart unavailable chargers. Also, when I asked if EA was having a problem with the chargers because of the heat, I got a significant pause.

### **The HOME via EA Marana to EA Quartzite by way of Buckeye and back Planned Trip**

#### **An EA Charging Infrastructure Tale of Woe! - July 21-22<sup>nd</sup>, 2021**

This is the trip that proved how poor the current EA charging infrastructure is.

*Here's the whole story:*

I started out from HOME with a 100% SOC, picked up Jim at EA Marana at 11am. Without any additional charging, we began the journey to Quartzite. After checking the EA app for the status of EA Buckeye chargers, and EA Quartzite chargers, all chargers were reported available. We then drove the I-10/I-8/AZ85 by-pass route via Gila Bend to EA Buckeye. It was 108F there. We charged at a 350 kW charger from 36% to 80% SOC in 40 minutes. I got no text message reporting what the starting charge rate was. The reason was the charging was Free. The charger began charging immediately after the charger and Taycan connected. No reason was given on the charger display. We checked the status of chargers at EA Quartzite. All chargers were reported as available.

We drove 72 miles to the Pilot Travel Center-Salome. It was not only as a rest stop, but it was also our pre-planned “point of no return” where we again could use the EA app to check the status of the chargers at EA Quartzite. Our Plan B was if 2 or fewer chargers were only reported available, we could easily drive the 72 miles back to EA Buckeye. Our Plan C was if EA Buckeye chargers didn't work, we could use EA Glendale, 20 miles away. The odds were small of both not having any working chargers. The EA app reported all chargers were available at EA Quartzite. So, we headed off. During the drive we hit ambient temperatures of 105F alternating with a monsoon rainstorm induced 95F.

We arrived at EA Quartzite with 35% SOC and 83 miles remaining shown on the console. We attempted to use all 4 chargers; all 4 chargers failed to charge due to a “Charger Error”. We tried 3 chargers, the two 350 kW's first, then the 150 kW with the 2 CCS plugs.

Before trying the 150 kW/50 kW charger with the CCS and CHADEMO plugs, we called EA Support and informed them of the situation. We asked the EA support person if the remaining charger was showing still available on his system. He could only report that it had been used “recently” and should be OK. After it too failed due to “Charger Error,” he asked that we give him the Error Code shown on the bottom corner of the charger’s screen. After a pause while he looked up the code, he reported that it was a “hard break” and confirmed that it could not be fixed via reset.



The EA Support person suggested we drive to EA Yuma 82 miles away. We said we didn’t think we could make it on the charge we had left. Besides using EA Yuma would mean driving 313 miles back to EA Marana. He finally said that according to PlugShare.com there were some 50 kW chargers in Blythe CA, 22 miles away. We checked PlugShare.com and found that there was a two 50 kW ChargePoint (CP) charger station in Blythe, CA.

We drove to the CP Blythe station and charged up to a 61% SOC. One of the CP chargers stopped after 22 minutes. Don’t know why. So, we used the second 50 kW charger for 24 minutes. Each CP 50 kW charger started with a 45 kW charging rate. It was 95F.

Before leaving Blythe, we used the EA app to check both EA Quartzite and EA Buckeye for charger status. EA Quartzite STILL SHOWED ALL 4 CHARGERS AVAILABLE. All EA Buckeye chargers were also reported as available.

We stopped charging at 61% at CP Blythe because it was taking so long to charge and we estimated we could make it the 122/144 miles to EA Buckeye/EA Glendale IF we drove at 65 mph in Range drive mode and its ECO A/C mode setting with a 78F temperature setting while also having to use the headlights and windshield wipers since it was night and it was raining on and off.

That’s what Jim did for about two hours until we arrived at EA Buckeye with a 17% SOC. We used a 150 kW charger to start with for 10 minutes until a 350 kW charger became available. It was 98F. The 150 kW charger started with a 17 kW charging rate. The 350 kW started charging at 19% SOC with an 80 kW charging rate. Not even close to what the starting charging rate for either the 150 kW or the 350 kW should be. So, we stopped at 46% SOC and decided to hit the EA Tempe location 41 miles away to see if we could get a better charging rate off its 350 kW. We spent a total of 25 minutes charging to get a 19%/26 kWh increase. We checked the status of EA Tempe’s chargers with the EA app and it reported 5 out of the 8 chargers available. One of the two 350 kW’s reported available. This time we could drive in Normal drive mode, at 65-75 mph along I-10 through Phoenix, with the A/C at automatic and 74F.

Just for interest, we again checked EA Quartzite charger status using the EA app. IT STILL SHOWED ALL CHARGERS AVAILABLE. Either they were miraculously fixed or our failures never changed the reported status! We suspect the latter.

We drove to EA Tempe, arriving with a 32% SOC. We charged at the only 350 kW charger available. Its starting charge rate was only 80 kW. Significantly below what it should have been given the 32% starting SOC. We charged to only 51% SOC, which took 17 minutes for a 19% SOC increase. We estimated that the 51% SOC and it being below 100F, we could make the 91 mile drive to EA Marana driving at 75-80 mph in Normal mode with the A/C set at 74F and still have 15%/30 miles remaining. We did not check the status of the chargers at EA Marana with the EA app. For days the app had reported 8 out of the 10 available, usually only one of the two 350 kW chargers were available, but at least 7 out of the 8 150 kW chargers had a chance of working.

Well, we made it to EA Marana but it wasn't with 15% remaining/30 miles but slightly less than 10% and 20 miles remaining. At the 15% SOC, a range Warning message came on, and the little gas pump indicator on the dash turned yellow. We were about 20 miles from EA Marana, so I slowed up to 65 mph the last 20 miles. In order to drive the 15 miles to HOME, I decided to charge up.

At 1am, July 22<sup>nd</sup>, I plugged into the 350 kW charger we had used in all previous chargings. The other 350 kW charger had remained unavailable since all previous chargings. It started charging at 270 kW as shown on the charger display! Just as a 350 kW charger should given a 10% SOC. So, I let her rip until it hit 85% SOC. In 25 minutes, it charged from 10% SOC to 85% SOC. The charging rate at 85% SOC was 40 kW as shown on the charger display. It was 82F. AND the whole charging was FREE. I never had to use the EA app to start charging. Once the plug was inserted and the Taycan & charger connected, it started charging.



**At 2 am, July 22<sup>nd</sup>, I arrive HOME – 15 hours, 531 miles, 7 successful (?) chargings, 4 unsuccessful chargings later.**

### **ADDITIONAL EA CHARGINGS**

After picking up the Taycan on July 19<sup>th</sup>, we charged at EA Casa Grande, and EA Marana in order to train ourselves how the EA chargers worked, and how to use the EA iPhone app to start charging.

At EA Casa Grande we used the only available 350 kW charger. We charged the Taycan from 75% to 85% SOC for about 9 minutes with a starting charge rate of 67 kW. The same rate we experienced the next day when driving to EA Dateland. It was 103F.

At EA Marana, we charged from 61% to 85% SOC for 14 minutes at what was reported by EA in its text message with a full charging rate commensurate with the 61% starting SOC. It was 101F.

On July 26<sup>th</sup>, on the way back to Porsche North Scottsdale to turn in the Taycan 4S, I charged up at EA Tempe. The EA app reported the same 5 out of 8 chargers available. I ended up using the same 350 kW charger that we had used on July 21<sup>st</sup>. I charged from 62% SOC to 100% SOC in 50 minutes. That's 91 miles and a 31kWh charge. That works out to be a 37 kWh/100 miles burn rate when averaging 70 mph. The starting charging rate was again only 67 kW. It was 92F.



## **SUMMARY OF ALL EA CHARGING INFRASTRUCTURE EXPERIENCES AND OBSERVATIONS**

As a result of experiencing the EA charging infrastructure on just these two long distance trips, at EA chargers:

- We successfully charged 12 times,
  - Of the 12 times we successfully charged, the starting charging rate was not commensurate with the starting Taycan SOC %, 6 times
- We attempted but failed to charge at all 4 chargers at EA Quartzite due to Charger Error; a critical charging location
  - The EA iPhone app failed to report these unavailable chargers 5 times; 3 times before and 2 times several hours afterward.
- EA Dateland, a critical location, was reported as having all its chargers unavailable twice in 3 weeks. Each time ambient temperatures were at 115F.
- As reported by the EA app, EA Marana and EA Tempe were consistently reported with the same 350 kW chargers as unavailable.
- All EA charger equipment at its locations is uncovered. Chargers sit at the edge of asphalt parking lots, and transformers are situated in uncovered enclosures. During the day temperatures of 115F occur with asphalt temperatures reaching 160F.
- From the Quartzite experience, it appears that the users of the chargers have become the testing system to determine if a charger is available, and are the means of reporting of charger failures to EA Support. EA Support does not appear to even know the Error Codes associated with a charger with a problem.

## **CONCLUSIONS ABOUT THE ELECTRIFY AMERICA'S CHARGING INFRASTRUCTURE SUPPORT TO THE TAYCAN 4S AND OTHER NON-TESLA ELECTRIC VEHICLES**

Given all the above, the only conclusion is that the current Electrify America's charging infrastructure support for the Taycan 4S (and other EVs) is, as the title of the article states, "not very good." Particularly, as it applies to driving from Tucson to San Diego, Los Angeles, and Las Vegas when the ambient temperatures are 105-115F.

The reliability of the chargers (and transformers) themselves needs to be improved when exposed to the extreme hot temperatures here in the desert Southwest OR the number of chargers needs to be increased at critical travel locations such EA Dateland and EA Quartzite to make sure there are chargers available even when the temperatures exceed 115F.

It would seem that not having covers over the equipment might be contributing to the low reliability. It is apparent that when chargers are not available that they are also left unrepaired for a considerable amount of time. This is when the locations have 8 to 10 chargers. Also, this is particularly true of the 350 kW chargers.

There is a definite need to improve how the status of the chargers is determined and how they are reported to both the Support personnel and the users. This needs to be addressed in the timeliness and accuracy of the reporting via the EA cell phone app. It seems that the charger users are being used as the testers and reporters of charger status. Support personnel do not seem to have timely information about the status of chargers and their errors; nor do they seem to be able to change the status of chargers when users report problems.

NOTE: I contacted an EA Support supervisor about our experience at EA Quartzite. I asked about how they know about charger problems. I was told it was company policy not to divulge anything about how it determines/knows about charger failures. I mentioned I would be reporting our findings in our newsletter and on our website, and I was offering EA an opportunity to help the PCA-SAR members reject our notion that the users are THE only way EA knows that

chargers are not working/available. I asked that she raise this to a higher level to see if we could get a least some idea that EA is even able to detect charger problems before a user tried to use it. I asked for some sort of a response. As of August 19<sup>th</sup>, I have received nothing from EA.

### **In Conclusion:**

This poor charging infrastructure may well affect one's decision to buy a Porsche Taycan. Even Porsche recognizes the "range" issue associated with its Taycan cars. The following caution comes directly from the Porsche.com/USA website:

***"Please make sure the range is adequate for your daily driving needs prior to finalizing your purchase."***

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## **ANSWERS TO SOME QUESTIONS WE HAVE HAD ABOUT THE TAYCAN 4S FROM PCA-SAR MEMBERS**

1. Can I use the Taycan like my current Porsche? **NO, not here in the desert Southwest. You probably can't drive it to San Diego, Las Vegas, nor Los Angeles because the Electrify America's charging infrastructure is unreliable! It's the only game in town currently.**

2. Does it drive better than my current Porsche? **YES, if it is a 2017 991.2 Cabriolet, especially in Sport Mode, acceleration better than my 911, quiet, smooth, corners flat...**

3. How does the interior compare to my current Porsche? **Depends how you option it out...standard black and beige interior was great, dash doesn't reflect sunlight. Back seat area isn't for adults on a trip much over an hour long.**

4. How does the exterior compare to my current Porsche? **Relative to my 2017 911, it has great looks; however, the front area will be a pain to get it to Concours d'Elegance quality...bugs stuck in the multitude of crevices created by the several pieces of plastic grill work. One will need lots of toothpicks and toothbrushes to get the bug pieces all out.**

5. What is the big difference between my current Porsche and the Taycan? **The Taycan requires a lot more planning for its use both on a daily basis and on a long-distance trip basis than an Internal Combustion Engine (ICE) car. You really can't just jump in and go. Charging planning is critical and pervasive...both a Plan A and Plan B and maybe a Plan C may be needed to prevent running out of battery on a long trip or even what was a short trip like up to Phoenix and back.**

6. Special needs? (Home charging station, Joining and getting charging stations apps) **Home charging is necessary if you are over 10 miles away from a public network charging station. It can cost from \$500 up to \$2500-\$3000 to install just the 240VAC outlet necessary to power a home charging station.**

**The cost depends on where the breaker box is relative to where you plan to park the car to charge...When it's hot (105-115F) and your garage isn't air conditioned, the Porsche supplied Mobile Charger and its wiring overheat when run at the maximum of 40 amps. It then must be run at 30 or 20 amps which can double by hours the charging time.**

7. Do I need to be a smart phone or computer expert? **YES. As an owner you will need to be able to use your cell phone and the Porsche Connect app in order to use some of the functions of the car, such as the Charge Planner. You will need to have all the apps of the Public Charging Networks (PCN) serving the desert Southwest plus the PlugShare.com app installed on your cell phone. You will have to become skilled in using them and your cell phone with the chargers. You will need to be a member of the PCNs in order to conveniently turn on the chargers and pay the bill.**

8. Will you buy it/replace your current Porsche? **At this time, I would not buy any EV while living in Tucson or Phoenix areas. The unreliable charging infrastructure, particularly that of Electrify America as the sole PCN here, combined with the under 200-mile driving range of the Taycan in the summertime along Interstates and US highways, definitely won't support my needs to be able to drive to Las Vegas, San Diego, or Los Angeles safely, comfortably, and in a Porsche-like manner. I will keep driving my 2017 911 Cabriolet until both of these items improve to the point that I can drive to these locations without any risk of not being able to charge at critical points along the most convenient/shortest routes to these cities.**

## JIM AND KATHLEEN COMMENT ON THE TAYCAN 4S AND THE DRIVING/ CHARGING EXPERIENCES

I asked both Jim and Kathleen to make some comments about both having driven and ridden in the Taycan 4S. Here they are:

### **Jim Kendler's impressions from driving the Porsche 2021 Taycan 4S:**

First, I want to thank Damond for letting me participate in this test of the Porsche Taycan 4S. He allowed me to be his test partner and alternate test driver in this 1200+mile rental/test of the Taycan.

I got to drive the Taycan in all four driving modes/settings: Normal, Range, Sport, and Sport Plus. My time behind the wheel weather conditions included extreme heat (105+), rain, night dry, and night rain. I drove on the interstate (I-8 & I-10) and Catalina Highway to Ski Valley (9000+ feet).

A little background on my Porsche driving experience to date: I have driven a Porsche Boxster S and 968 at many track events. My street (interstate & Catalina Highway) driving experience with Porsches include a Boxster S, 968, and Cayenne Diesel.

The Porsche Taycan 4S is a very fast car and stops and brakes better than any Porsche I have driven to date on the street. It is extremely heavy for a Porsche (4700+ lbs.) but performs excellently when accelerating, entering and exiting the corner (Sport or Sport Plus Mode), and braking on a smooth surface. On a rough road/surface you will feel the 4700+lbs get the car a little out of balance. Don't take that last comment as a negative criticism but the Taycan 4S weighs almost as much as my Cayenne (5100+ lbs.) that seats 4 adults very comfortably. The Taycan performs like a Porsche should.

This test did not include any track driving. It was the last test event if time allowed. We ran out of time due to the monsoon rain. I believe after my spirited test drive up and down Catalina Highway the Taycan would have impressed me on the track. Maybe if there is another test, we will get some track time.

**Bottom line:** I like the Porsche Taycan 4S. Would I buy one.... the answer is "No." The reason why is that it does not have the range and the existing charging infrastructure to support touring the Southwest of the United States. It is a very expensive car for two adults to just run errands around Tucson.

### **Kathleen's Comments:**

Legroom is insufficient. I have a 31-inch inseam and could not sit comfortably. A commercial airplane has more legroom. Back seat area is just a larger storage area from the 911. Anything such as a backpack on the seat required a seatbelt. The AC is good but you cannot direct the flow. Windshield spray is insufficient while moving – the spray does not enter the line of vision therefore won't clean the dirt off. Same with the bug guts!



## **SUGGESTION ON HOW TO IMPROVE THE TAYCAN CHARGING INFRASTRUCTURE QUICKLY**

### **Allow non-Tesla cars to use Tesla Superchargers.**

The quickest way to improve on both the location of and availability of chargers is for Tesla to make it possible for non-Tesla cars to use the existing Tesla Superchargers. A quick check of the locations of Tesla Superchargers show that they are at: La Encantada Mall in Tucson, on I-10 at Casa Grande, Buckeye, Quartzite, Ehrenberg (18 miles west of Quartzite) and Indio; on I-8 at Gila Bend, Tacna (20 miles west of Dateland), and Yuma. Plus there are Supercharger stations in Wickenburg and Kingman. This would open up the shorter route to Las Vegas. All Supercharger locations have at least eight 250 kW chargers.

Not only are there more chargers at locations located out in the desert but according to several articles, they are very reliable. The Appendices contain two articles about the Tesla's charging infrastructure that make for good reading.

The addition of the Tesla Supercharger locations to the charging infrastructure would change the status from not good to almost excellent.

Tesla Supercharger stations are owned and maintained by Tesla, and can currently be used only by Tesla cars. Some software and hardware modifications would be needed to use the Superchargers along with non-Tesla car users to have to buy adapters since the Tesla plugs are not CCS.

There are "destination" Tesla chargers that can now be used with the permission of the owners. Destination chargers are those usually at resorts, & hotels. There are normally only 1 or 2 ea 8- 16 kW chargers. They require adaptors costing from \$140-\$250. There are ones at places like the JW Marriot Starr Pass, Embassy Suites Tucson- Paloma Village, and Ritz-Carlton-Dove Mountain in the Tucson area.

On the August 15<sup>th</sup> edition of *Motorweek*, PBS's long running automobile TV show, it was announced that Tesla was going to make its Superchargers available to all Electric Vehicles. It did not say when or gave any details as to how.

### **IMPORTANT NOTE**

FOR THOSE WANTING MORE DETAILS ABOUT THE TAYCAN 4S & CHARGING GO TO THE PCA-SAR WEBSITE WHERE AN ARTICLE HAS BEEN POSTED FOR DOWNLOAD AS A PDF:

***THE WHOLE STORY (COMPLETE RECORD) on JIM & DAMOND'S LESS THAN EXCELLENT ADVENTURE.***

IT HAS MORE PICTURES, MORE EXPLANATIONS, AND THERE IS A WHOLE SECTION ON INSTALLING AND USING THE PORSCHE MOBILE CHARGER (PMC) HOME CHARGING SYSTEM. THE PMC COMES STANDARD WITH EACH TAYCAN. IT ALSO HAS APPENDICES THAT INCLUDE SUMMARIES OF THE TRIP DATA AND CHARGING DATA COLLECTED, AND TWO ARTICLES ABOUT THE TESLA CHARGING INFRASTRUCTURE.

The report is also available by emailing Damond at [damondosterhus@cox.net](mailto:damondosterhus@cox.net) and requesting a copy. He will also be glad to answer any questions you have about the Taycan 4S you may have. Just send them to his email address above.



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### Porsche Stuff For Sale or Wanted

Contact Editor Debi Norris at [newsletter@pcasar.org](mailto:newsletter@pcasar.org) to submit classified ads. Free to PCA-SAR members.

**2002 Porsche Boxter S being sold by Louie and Carol Ybarra. Contact Lee at [cueva533@cox.net](mailto:cueva533@cox.net)**

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Annual oil changes	2 rear oxygen sensors
Rubber Flap Stop	New Battery
Adapter, charger, center part	New brakes front and back
Convertible Top-All	Shocks and strut checked
	New tires



#### 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.



**ZUFFENHAUSEN NEWS**

**PCA-SAR**

**P.O.B. 68413**

**Tucson, AZ 85737**

**Address Correction Requested**