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April 2020



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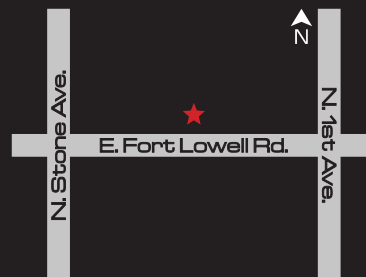
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### **THIS MONTH'S CONTRIBUTORS**

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#### **ON THE COVER:**

Cars lined up at Arroyo Seco  
Photo by Jim Kendler

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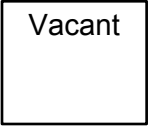
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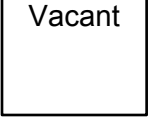
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## President's Corner

By Pat Norris



March was a very different month than I expected just a month ago. Instead of reporting on a number of exciting events from the past month, we are now looking forward to all we can do once we can go out and meet again! There is already talk of next year's All German Car Day, when our next concours will be held, and when and where the next track days will be. People are planning, and all ideas welcome. If you would like to help, reach out to any of our board members or event chairs.

While we wait for the time when we can safely have our events again, it's a great time for catching up on projects! Clean your car like you've always wanted to so you are ready when the next concours finally arrives. Plan for your next upgrade or maintenance work. Or, catch up on some reading to learn more about these amazing vehicles. There are so many projects!

Another thing we can do is reach out to other club members. Send an email, or make a phone call. Just keep in contact and keep this amazing network of people in your thoughts. I've seen club members let a friend drive their prized Porsche, or stop on the side of the road for a stranded club member - now a call or email might mean even more. Stay safe, be well, and see you in person when we can all get together once again.



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## Editor's Column

By Debi Norris

How are you holding up? I hope this issue of the ZN finds you safe and healthy at home. This is an unprecedented time for all of us and PCA-SAR has been affected just like

everything else. Rest assured, though that both our Region leadership, along with leadership teams at the Zone and National level, are working hard to keep our Club strong as we move through this crisis.

Although all events, including Cinco, for the next few months have been cancelled or postponed, we are already planning fun events for the future! We have already booked our Holiday Party at the Omni Tucson National Resort for December 12. That may seem a long way away now but definitely something to look forward to! We will have a great time together sharing stories of the crazy year that 2020 is turning out to be.

There is also hope that as we move past this crisis we will be able to come together for events this summer and fall. Keep a close eye out for emails, E-Vites and on the website for information as it becomes available.

Everyone, please stay safe and healthy. I am looking forward to the time when all this is behind us and we can get together and share our love of all things Porsche again!



At the time of publication of this issue of the *Zuffenhausen News* the Porsche Parade 2020 is still on! Keep a close eye on your email as PCA National makes final decisions about the Parade as we get closer to June.

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# Upcoming Events



**All events Cancelled or Postponed  
until further notice**

## **Willkommen, Bonjour, Glad to Meet You By Kathleen Kendler – Membership Chair**

As I write this, an e-mail telling me Treffen in Colorado has been cancelled arrived. I know this is to benefit everyone and hopefully keep them from getting or spreading the COVID-19 virus. Jim and I hope all of you stay healthy and find some fun things to occupy your time. We'll get through this together with a lot of kindness and understanding.

As of March 20<sup>th</sup> we have 157 member families. Member families are defined as members and their spouse/significant other.

There is 1 new member this month.

**Phillip Shanley and Barbara Hadley.** They live in Oro Valley. As soon as health restrictions are lifted, we look forward to meeting them.

We hope to see everyone at future events. Welcome!

PCA Observer's Report Policy: For all events that require insurance, the correct PCA Observer's Report form must be completed by an impartial party (i.e., not the Event Chair or the Chief Instructor) who attended the event. If you are asked to do an Observer Report for PCA, please note that National wants them done on line. If you are the event organizer and asking someone to do the report for you, please be kind and give them the url (web address for the report). I like to print & give the form to the person I ask. This allows the observer to know what is expected.

Have friends that need to renew? Have them contact me via e-mail at: [membership@pcasar.com](mailto:membership@pcasar.com)



## 2020 CINCO DE MAYO

Presented by the Porsche Club of America - Southern Arizona Region

Events will be held at the **Omni Tucson National Resort**

2727 W. Cutler Dr., Tucson, AZ 85742

**Thursday, April 16** - Golf Tournament

Check in: 7:30-8:00 a.m. Tee time: 8:30 a.m.

**Friday, April 17** - Warm-up Party on the Papago Terrace

**Saturday, April 18** - Zone 8 Concours d'Elegance and Awards Banquet

Car placement: 6:30-9:00 a.m. Judge's Meeting: 8:00 a.m. Judging: 9:00 a.m.

Awards Banquet will be held in the Bella Vista Room

Cocktails at 5:30 p.m. and Dinner at 6:30 p.m.

There will be an entertaining talk given by Hal Tretbar

Attire is Dressy Casual

**Sunday, April 18** - Fun Drive

Check In: 9:30 A.M. First car out at 10:00 a.m. Meet at the parking lot just south of NORTH Italia

Restaurant, 2995 E Skyline Dr., Tucson, AZ 85718

Lunch at the Oracle Inn Steakhouse

305 E American Ave., Oracle, AZ 85623

Visit our website for details and a link to registration website.

<http://pcasar.com>

***April 12<sup>th</sup> is the deadline to register for all Cinco activities.***

You are not registered until payment has been received.



# Leap Year at Arroyo Seco Raceway - Driver Education

February 28<sup>th</sup> – March 1<sup>st</sup>

Article and Photos by Lifetime Member – Jim Kendler



What a great weekend we had in Deming, New Mexico, over the Leap Year Weekend. First, I want to thank my key volunteers for all their support. Lee Olitzky, Kathleen Kendler, Pat Norris, Lee Cuevas, Greg

Robinson, Jerry Fouts, and Darren Fouts were instrumental in making this a fun and safe event for all the participants. This event attracted enthusiasts from Arizona, New Mexico, and Texas.

The weekend started out with participants checking into the event hotel in Deming, New Mexico, on Friday, Feb. 28<sup>th</sup>. The Quality Inn is the only hotel in town with a restaurant, bar, and trailer parking. Thus, making it the preferred place to stay for SAR. Around 6PM Friday night, participants met in a private dining room for a no-host dinner. The service, food, and the adult beverages were great! Kathleen and I enjoyed catching up with old friends and making new ones.



instructor were paired up with their instructor for the day. The run groups were small and sessions were 20 minutes long. The wind picked up around lunchtime but the track remained open to all participants. Most drivers ran so many laps they required more fuel! The day ended with a no-host dinner at Forghedaboutit Restaurant in downtown Deming. Story telling from the track filled the air along with the aroma of great Italian food.

Sunday, March 1<sup>st</sup> was a carbon copy of Saturday except we ran the track in the counter-clock-wise direction. We had even fewer drivers so the participants got more track time than Saturday! Most participants drove until their fuel tank's low fuel light illuminated. As promised the weekend provided the most track time for the money in the Southwest! If you missed this event your next chance to drive ASR will be October 23<sup>rd</sup> – 25<sup>th</sup> with the Carrera Region. I hope to see you and your Porsche at our next event.



Leap Year Saturday morning was a beautiful day for a track event. The morning started off with check-in

and a quick technical inspection of the vehicles. After the driver's meeting, participants who requested an





## Porsche Taycan 4S

### Can I Get There From Here?

By Damond Osterhus

#### **Authors Note:**

*This article has some details in it that some folks might not be particularly interested in. So, it is organized as a combination of Cliff Notes-style summary paragraphs and separate details paragraphs (aka side bars). For those wanting to do a quick read, just read the unindented paragraphs. For those interested in more details, particularly as it applies to EVs, there are the indented bulleted "DETAILS" paragraphs.*

#### **Background.**

I have been following Porsche's electric vehicle (EV) development ever since the Mission E effort started. Not only was the engineer in me fascinated by what Porsche was doing design and manufacturing wise, but the California car guy in me became increasingly excited about the thought of driving an EV Porsche. As a result of reading a lot, watching videos, and seeing, touching, but not driving a Taycan, I became serious enough to consider buying a Taycan 4S. Serious enough to consider trading in my 2017 911 Cabriolet for it!

So I started focusing on the practical aspects of owning an EV, and specifically a Porsche Taycan 4S EV. The major factor was its ability to go where I wanted to go when I wanted to go; i.e., can I get there from here? It appears that range and the location of charging stations are important to answering that question.

The rest of this article discusses the result of my research and calculations about being able to get there from here, particularly in the heat we experience in the Southwest. I address three things that helped me answer the question:

- a. My Usage of a Taycan 4S,
- b. Driving Range of the Taycan 4S, and
- c. Charging Stations-Capabilities, Locations & Routes.

Finally I will talk about the conclusion I came to as a potential Tucson, AZ, owner of a 2020 Taycan 4S.

- **DETAILS ON MY GETTING SERIOUS ABOUT A TAYCAN** As I mentioned above, I have read everything I could get my hands on and looked at the videos produced by Porsche. I read the articles in PCA's *Panorama* magazine. I followed all the Taycan related articles in the PCA *eBrake News*, and *Performance News*. There were articles from *Motor Trend*, *Car and Driver*, *Autoblog*, *IDrive*, and *Inside EVs*.

I even got up early to watch the worldwide unveiling of the Taycan Turbo and Turbo S in September 2019 on Porsche News website. Finally, I attended the PCA's Tech Tactics – West this past November. I got to see, touch, play around with, but unfortunately not drive, a Taycan Turbo that was there. Also, at Tech Tactics West I got to listen to a very good and complete presentation by the Porsche Taycan product manager.

Suffice it to say I was pretty jazzed on everything about Taycan, except the prices of the Turbo, and Turbo S.

They were beyond my reach. So, I was happy when Porsche came out with the Taycan 4S. I was now serious about getting a Taycan 4S. This meant I would be selling my 2017 911 Carrera Cabriolet. Neither my finances nor my garage space would permit having both. That's serious!

So "serious" now meant to me to look at the practical side of owning and operating an EV, and in particular a Porsche Taycan 4S EV. The April 2020 "auto" edition of *Consumer Reports* had a section on EVs, which I read closely; particularly the comment about how extreme heat can also affect maximum range. Also, by serendipity, I met a Tesla Model S owner that I was able to talk to at some length about what it was like owning and travelling around in an EV.

The most important thing he told me was, with an EV today there are times when you can't get there from here! Specifically, he related to me that he had no problem driving to/from, and up/down the west coast. However, when he was in Oregon, and wanted to go to an inland location, his on-board trip planner said he couldn't get there. It had to do with the charge/range remaining, and available Tesla charging stations along the route there. There wasn't enough of each.

This got me to thinking about three things:

- (1) where would I like/plan to go in my Taycan 4S,
- (2) what are the driving ranges I could expect from a Taycan 4S, and
- (3) where are the existing (or coming soon) charging stations of reasonable charging capacity that I would use along routes I would want to take given the places I want to go.

### **My Usage of a Taycan 4S.**

Simply stated, I would want to drive the Taycan 4S to places my wife and I have been driving the 911. That is, in & around the Tucson area such as Bisbee, Tubac, Sierra Vista, Casa Grande - trips of around 150-180 miles roundtrip. Also, day trips to Phoenix/North Scottsdale and back, around 250 miles roundtrip. Then finally, it's off to Henderson/Las Vegas. That's up to 460 miles one-way. Also, I would be driving in July and August during the extreme heat of the summer here in the Southwest; i.e., up to 115F and over 105F-110F along the entire route to Las Vegas.

- **DETAILS ON POSSIBLE ROUTES FROM TUCSON TO HENDERSON/LAS VEGAS.** The route I normally take to Henderson/Las Vegas is Tucson to Phoenix via I-10 to Carefree via I-17 to Wickenburg via AZ 74/US60 to Kingman via US-93/I-40 to Henderson/Las Vegas via I-40/US-93/I-11/I-215. This averages about 410 miles.

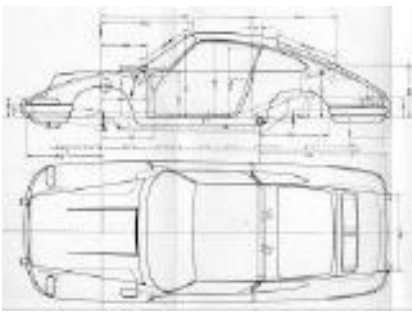
There is an alternate route we really haven't taken, but is the other possibility. That's Tucson to Blythe (or Quartzite) via I-10 to Henderson/Las Vegas via US-95/AZ-95/I-11/I-215. This is about 466 miles (or 456) miles one-way, according to Google Maps. More about Quartzite in the charging station paragraph.

### **Driving Range of Taycan 4S**

OK. After all my research the best I estimate of driving ranges came from the Porsche.com Dubai website range estimator. Unfortunately, the Porsche.com/usa website has no range estimator! My best guess was around 212 miles maximum range for the 105-115F temperature conditions here in the Southwest. This was using an 80% down to a 5% charge level. That range was calculated when the 93.4 kWh optional performance plus battery was installed, and the ECO Plus A/C setting was turned on. Given I normally stop every two hours, a 212-mile range would be acceptable to my wife's and my standpoint.

The Porsche.com range estimator program uses the following inputs: driving profile, AC Setting, Battery, Wheel type/size, and outside temperature. An example of Porsche.com range estimator page is shown below:

*Continued on page 14*



# Project Corner

By Pat Norris

*Follow along as Pat restores a 1972 911 that raced at the 24 Hours at Daytona back to racing form.*

While the motor is out and being taken apart, measured, and parts sourced, it is a good time to perform the same assessment on the rest of the Franken-Porsche. Cleaning is going to be a major project, but there are also additional repairs beyond the motor that are needed. Before the 911 can return to the track, all parts of the car need to be right.

## Fuel System

After hearing stories of foam from fuel cells deteriorating and clogging carburetors, I decided it was a good idea to check the condition of the fuel cell. The foam was in reasonably good shape, but the bladder was cracking and clearly not safe to keep using. As there is limited room at the front of the car due to the front differential, an upgrade to a larger fuel cell is not in the plan, but a new bladder with new foam is a must.

The other end of the fuel system is a pair of 46mm Webers. I am usually a big fan of fuel injection, but for this car, the Webers are a good match. They will need a complete rebuild, especially since it appears that the throat over the cylinder that had the water also received some water damage.

## Cockpit

The other place the pack rats did a lot of damage was in the cockpit. Most of the mess has already been cleaned out but more will need to be done. Unfortunately, the racing seat was too tempting for the rodents to pass up. The fiberglass held up fine, but the padding and cover were unusable. In addition, considering the age of the seat, an update was called for either way. There are also some decisions to be made on what to do about the windshield washer system.

This car was last used up in Alaska and a windshield washer system was installed to keep snow and sleet off of the windshield. As there won't be a lot of call for me to clean snow and sleet off the windshield, I am thinking of converting the tank and pumps into a cool suit system, much more appropriate for Arizona.



## Brakes

Along with the oil leak that parked the Franken-Porsche, there were problems with the brakes when last out on the track. The rear calipers, even though replaced with rebuilt units, did not seem to be up to the task. The front calipers are the same style as the Turbo calipers I have updated to on my 944, which are a favorite of mine as they make for an easy pad change, have 4 pistons, take a common pad size, and respond well when properly set up. Knowing how the 944 performs with the same calipers at all four corners, and taking into account that the front to rear bias can be easily adjusted on the 911, I plan to fit matching rear calipers and eliminate the undersized units currently in place. Once the lines are checked and any problems corrected, a good bleed should provide a solid pedal, good adjustability, and the ability to find and use a wide selection of pad compounds.

## Wheels

When I first acquired the 911, among the many spares I received with the car were a good number of spare wheels. Unfortunately, most of those wheels were mis-matched and a completely different diameter than the main set. Of course, tire selection must also be considered when selecting wheels. Are there good competition tires to choose from that fit the wheels? Are both DOT and slicks available? Is it possible to have everything in the same diameter? At this time, I really don't have a good answer for the wheels. I know I will eventually need more than the one set. I also know that wheels can become very expensive, especially since it is looking more and more like they will need to be custom made. For now, there is one good set of wheels and that will get me back on the track. In the meantime, I continue to keep my eyes open for other options.

## Next: Safety and Solving Mysteries!

As I continue to sort out the what and how of the parts making up the motor, there will also be safety issues to address. Cleaning and inspection will likely continue until I have everything back together. Which parts are needed? What improvements / upgrades are warranted? Is there any hope to have it ready for an event in the not-too-distant future? And there are still stories about the history behind this special car I plan to share with you in a future column.



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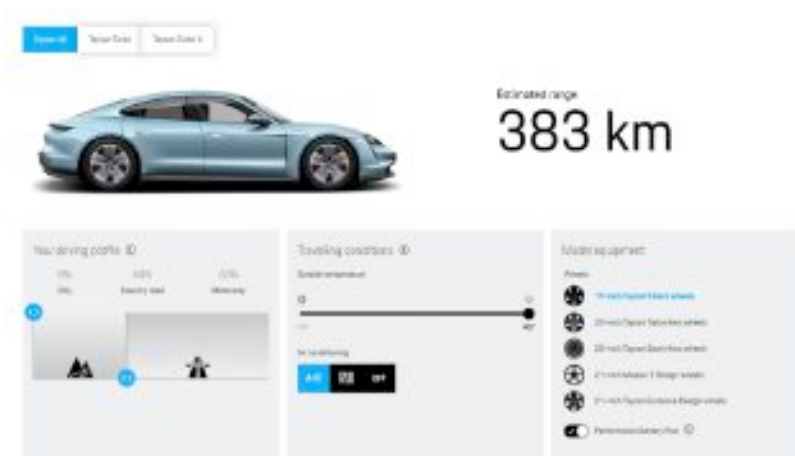
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The DETAILS paragraph below talks about the current status of Taycan range, and the details on the Porsche.com estimator results.

- **DETAILS ON MAXIMUM DRIVING RANGES & ESTIMATOR CALCULATIONS.**

- Overview of Taycan Range Estimates To Date. The original target range of the Mission E, and then Taycan was around 300 miles. Competitive with the Teslas. With the unveiling in September it sounded like this was tending toward 270-280 miles. Then the EPA bombshell estimate hit, 201 miles for the Turbo, and 192 miles for the Turbo S! However, it needs to be remembered that the EPA uses a dynamometer and test cycles from SAE J1634 in a controlled environment. They are not the result of actual road testing.

Unofficial road tests recently done and written about in *Motor Trend*, *Autoblog*, *iDrive*, etc. currently give the Turbo S a range of around 250 miles on a full charge. However, none of these road tests involved driving in the extreme temperatures we experience here in the Southwest; i.e., 110F-115F; most were done in temperatures under 90F. This was specifically mentioned in the *Autoblog* article referenced below in the February 17, 2020 edition of the *PCA Performance News*.

---

### 2020 Porsche Taycan crushes its EPA range in our exclusive test

**Autoblog**—A nondescript white van rolls up beside my blue 2020 Porsche Taycan Turbo as I sit at a red light on the Pacific Coast Highway near Huntington Beach, Calif. The driver rolls down his window, gives a hearty thumbs up, and makes it clear via additional hand signals that he wants to see me stand on it. His grinning passenger leans forward and seconds the motion with an enthusiastic nod. I roll down my own window.

[Read More](#)

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Porsche.com Range Estimators. The table below reflects the results of using the Porsche.com range estimator for Middle-East/Dubai. The middle-east locations had the highest outside temperature available to do the range estimations with: 40C (104F). Porsche states on the estimator website; “The Taycan has successfully undergone extensive testing in temperatures ranging from -35 to +50 Celsius

in a total of 30 countries” However, there wasn’t any of the website estimators that went any higher than 40C (104F) for the outside temperature. The estimator was also run at a lower outside temperature of 86F (30C).

ESTIMATED RANGE FOR TAYCAN 4S W/19in WHEELS						BEST GUESS AFTER ENROUTE CHARGE to 80%	
Using the Porsche.com Range Estimator for Dubai*						RANGE in miles <sup>3</sup>	
DRIVING PROFILE			AC SETTING	RANGE in miles		RANGE in miles <sup>3</sup>	
% of type of miles driven <sup>1</sup>				100% down to 5% charge <sup>2</sup>		80% down to 5% Charge	
City 25-30mph avg	US/State Highway 55-65 mph avg	Interstate 70-75mph avg		Std Battery 79.2 kWh	Perf. + Battery 93.4 kWh	Std Battery 79.2 kWh	Perf. + Battery 93.4 kWh
<b>Outside Temperature: 104F(40C), Inside Temperature Setting-72F(22C)</b> <i>Inside pre-conditioned to 72F, Flat Terrain</i>						<b>Outside Temp: up to 115F,</b> <i>Inside Temp Setting: 72F,</i> <b>Not Pre-conditioned to 72F, hills</b>	
0%	40%	60%	ON	204	238	163	190
			ECO PLUS <sup>4</sup>	227	265	182	212
<b>Outside Temperature: 86F (30C), Inside Temperature Setting-72F(22C)</b> <i>Inside pre-conditioned to 72F, Flat Terrain</i>						<b>Outside Temp: 86F(30C),</b> <i>Inside Temp Setting: 72F,</i> <b>Not Pre-conditioned to 72F, hills</b>	
0%	40%	60%	ON	199	232	159	186
			ECO PLUS <sup>4</sup>	219	257	175	206
* Range Estimator Web-site: <a href="https://www.porsche.com/middle-east/_dubai_/models/taycan/taycan-models/taycan-4s/">https://www.porsche.com/middle-east/_dubai_/models/taycan/taycan-models/taycan-4s/</a>							
<sup>1</sup> For trips to Henderson/Las Vegas, a negligible amount is City, 40% is US/State Highway, & 60% Interstate.							
<sup>2</sup> Porsche.com doesn't provide any speeds associated with the type of miles. I guesstimated mph ranges for each type.							
<sup>3</sup> Assumes that the Taycan is fully charged at home before starting the trip.							
<sup>4</sup> Given the real life travelling conditions, particularly after recharge to 80%, and hills, my best guess range is 0.80 of the Porsche.com range estimates This also includes some reserve range.							
<sup>5</sup> According to the 2020 Taycan Owner's Manual, ECO PLUS is automatically selected when Range mode is also selected. Range mode also limits speed. It adjusts other settings to maximize the distance the Taycan can go on its existing charge.							

Note the slight decrease in range when the temperature was lowered from 104F to 86F. I wondered why, so I played around with the estimator’s inputs to see what impacted maximum range the most.

The biggest input factors that affected range in the estimator were: having the performance + battery, and the percentage of the US/State highway driven. The extra capacity of the performance + battery is similar to having a larger fuel tank. Driving on US/State highways at a slower average speed than on the Interstate is similar to getting better gas mileage when driving at 60 mph than driving at 75-80 mph.

The next inputs that influenced the range were: the AC setting, and temperature. The ECO Plus gave increased range as one would expect, HOWEVER, for temperature, the hotter the better. As one can see, the range is greater given everything else is the same for 104F than 86F!

The maximum estimator range of 299 miles was calculated with the US/State Highway setting at 100%, AC Setting at ECO PLUS, the temperature at 104F (40C), and with the optional performance + battery installed.

### Charging Stations-Capabilities, Locations & Routes

This is where I found out if I can reasonably expect to get there (Henderson/Las Vegas) from here (Tucson) plus the other places I would like to go with the Taycan 4S!



Charging Station Capabilities and the Taycan 4S. First about charging station capabilities and how long it takes to charge a Taycan. An important factor affecting the time to recharge is the charging rate. Taycans have charging ports that will accept AC based 9kW charging, DC based 50kW and 270kW charging. From the Technical Data in the Taycan 4S Porsche Car Configurator USA, for a 93.4 kWh battery, the following are the charging times for each of these charging rates:

- 1) AC based 9kW: 0-100%, 10.5 hours [a house charger]
- 2) DC based 50kW: 5-80%, 93.0 minutes [a public charging station]
- 3) DC based 270kW: 5-80%, 22.5 minutes [a public charging station]

Clearly, charging stations having at least a 50kW charging capability are desirable, and ones with 270 kW are the best. Taycan on-board Charging Planners only look for charging stations with at least 50kW capability.

Locations of Charging Stations Along My Tucson to Henderson/Las Vegas Routes I used the below listed websites, to find charging station locations that had at least a 50kW capability, that were along either of my Tucson to Henderson/Las Vegas routes, and were less than 212 miles from each other:

- a. PlugShare.com, a universal charging station website;
- b. AFDC.gov (Alternate Fuels Data Center) website, US government website, and
- c. ElectrifyAmerica.com website, the VW Group investment sites built to support Taycan and future Porsche, Audi, & VW EVs.

For the Tucson-Phoenix-Carefree-Wickenburg-Kingman-Henderson/Las Vegas route there are NO 50kW charging stations after Phoenix until Henderson/Las Vegas. That's near 300 miles. Definitely can't get there (Henderson/Las Vegas) from here (Tucson) using this route!

For the Tucson-Blythe-Henderson/Las Vegas route, it's almost too close for comfort! There is a 270kW ElectrifyAmerica charging station at Buckeye just west of Phoenix along I-10 at a WalMart. It's 143 miles from Tucson. Then there currently is a 50kW station in Blythe at a Hampton Inn, 120 miles from Buckeye. But there are no 50kW charging stations between Blythe and Henderson/Las Vegas, a distance of 203 miles! Beside sweaty armpits from charge anxiety, not sure how much other sweating there might be using ECO Plus air conditioning when it's 110-115 F outside. Full AC gives only a 190 mile expected range. Then there is also having to spend up to 93 minutes at Blythe charging to 80% in that heat. Total charging time for this route is up to 1 hour and 55 minutes.

Now about a charging station at Quartzite. An ElectrifyAmerica charging station is "coming soon" to Quartzite at the Love's Travel. It will have a 270kW capability. It's only 100 miles to Quartzite from Buckeye, but 213 miles from Quartzite to Henderson/Las Vegas. So even when this station is operational, and the charging time is reduced, it doesn't look like I can get there from here without some serious charging anxiety!

A word about using Tesla Charging Stations. Teslas can use both Tesla charging stations and public stations. Teslas come with adaptors that make it possible to use the connections at the public stations. HOWEVER, there are no adaptors available for Taycans or any other non-Tesla EVs to be able to use Tesla charging stations.

- **DETAILS IN FINDING A ROUTE FROM TUCSON TO HENDERSON/LAS VEGAS.** Neither of the route planners in the PlugShare web-site or the AFDC website could lay in a route from Tucson to Henderson/Las Vegas via Blythe-Quartzite using 50kW charging stations. The only route the AFDC website would suggest, using no more than 50 miles between charging stations, was a 655-mile route along I-10 to I-15. Once in the Palm Springs/Indio area on I-10 there were lots of 50kW charging stations along both I-10 and I-15, all the way to Henderson/Las Vegas. There was even one in Baker CA! The route still needed a stop in Blythe or Quartzite in order to make it to Palm Springs/Indio from Buckeye.

Charging Locations And My Other Desired Places to Go. With a 212 mile range on a full charge there isn't a problem with driving around the local Tucson area, and given the plethora of charging stations in Phoenix/North Scottsdale, there isn't a problem with getting back home after a day there EXCEPT I would have to charge the Taycan 4S before heading all the way back to Tucson – not exactly convenient.

### **Conclusion**

There you have it. It looks like I CAN'T GET THERE FROM HERE "COMFORTABLY" in a Taycan 4S, even with the large battery. This is particularly evident, given my desire to drive it to Henderson/Las Vegas from Tucson. It isn't even convenient to drive it to Phoenix/North Scottsdale on what is normally a no stop for "fuel" drive. A proven 250-mile range under extreme heat conditions and full AC would change my mind.

I have made this dilemma known to both Porsche dealership salesmen and via my response to a Porsche of North America survey about Taycans. I have yet to receive any response.

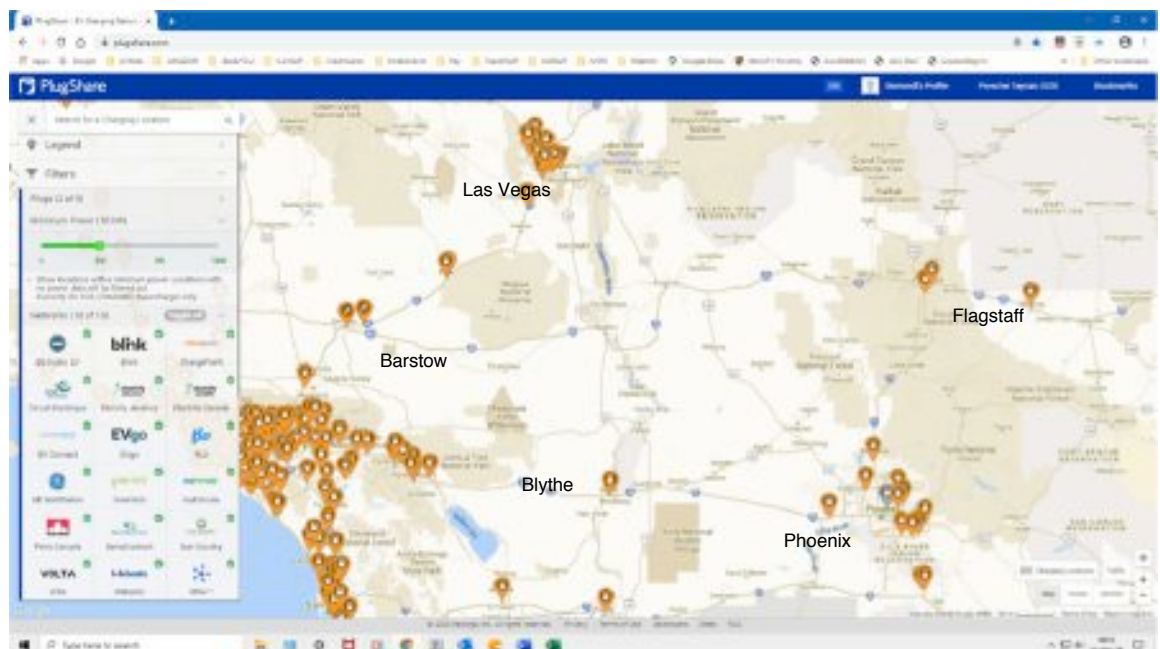
Consequently, I have put my desire to buy a Taycan 4S on hold until I can get better real world range estimates. Currently I am stuck with the ranges from the Porsche.com estimators. Maybe one of the Phoenix dealerships can do a road test in July or August, and prove that one can take a Taycan from Phoenix to Las Vegas with charging stops in Buckeye and Blythe or Quartzite. I actually suggested this to a salesman at Chantilly Porsche. He hasn't gotten back to me on this yet!

- **DETAILS ON NOT BEING ABLE TO GET THERE FROM HERE IN THE DESERT SOUTHWEST.** Not being able to go more than 212 miles on an 80% charge is further made worse by the lack of 50kW charging stations. In my case it was the lack of 50kW charging stations anywhere along US 95/AZ95 between Blythe or Quartzite and Henderson/Las Vegas that was the killer.

A look at the 50kW or better charging stations here in the desert Southwest shows a significant lack of stations even along the Interstates. One can't reasonably drive on I-40 from Flagstaff via Kingman and Needles to Barstow because of the lack of 50kW stations. If only someone would put a 50kW charging station along the I-40 in Needles CA! It could serve EV folks along I-40 between Barstow and Flagstaff, and those wanting to get to Henderson/Las Vegas from Tucson or Phoenix. Unfortunately, there are no "coming soon" 50kW charging stations to Needles. See the map below.

### PlugShare.com 50kW Stations In The Desert Southwest

The brown symbols on the map show where there are currently 50kW or better charging stations.





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