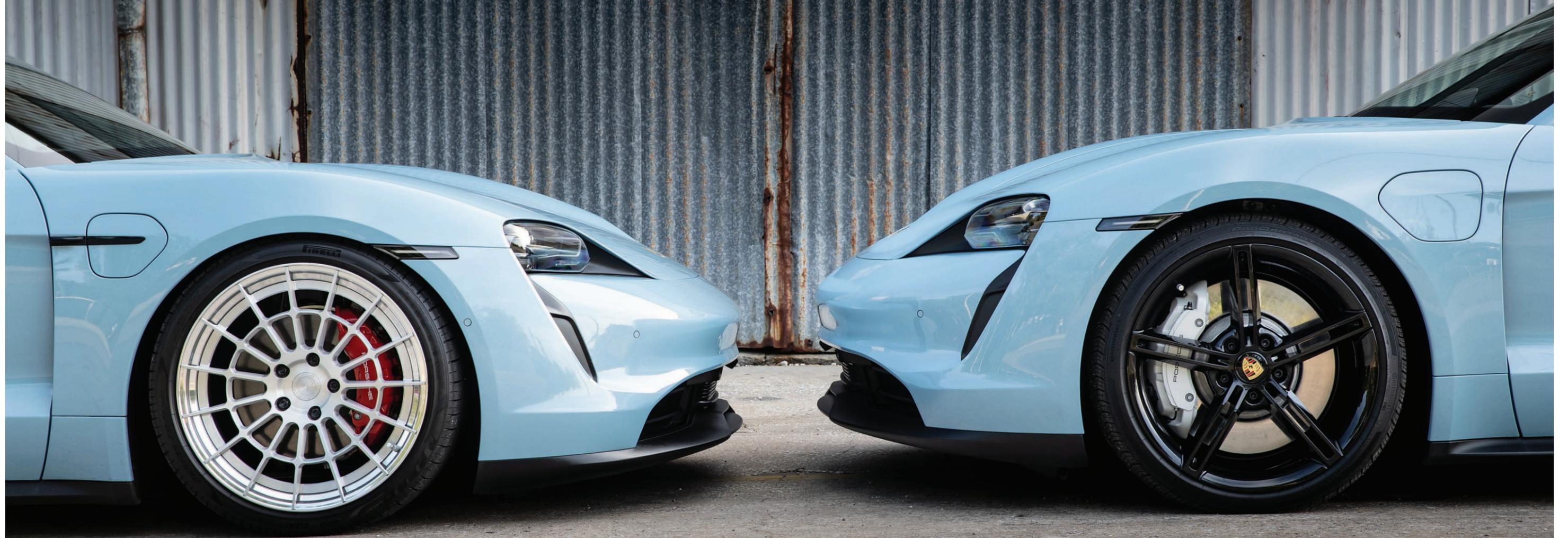


A TALE OF TWO TAYGANS



IT WAS THE BEST OF TIMES, IT WAS THE WERKS OF TIMES.

STORY BY **DAVID MATHEWS** PHOTOS BY **MICHAEL ALAN ROSS**

At Werks Reunion Amelia Island,

we ran into two men, David Bankston and Lou Varone, who on the surface have a lot in common. Both are dyed-in-the-wool Porsche enthusiasts. Both own 2020 Taycan 4S sedans. Both Porsches are Frozen Blue Metallic—a color so new and unique that it has yet to be registered on PCA's Rennbow color database. Both men exhibit an irrepressible bubblyness when talking about their cars. They effuse over their cars' gorgeousness. The sultry shape. The high-tech wonderfulness. The sensory experience, like the rush Han Solo and Chewbacca felt when the Millennium Falcon flashed into hyperdrive. The torquey punch, like that smooth river stone David slung to wallop Goliath. However, even though David and Lou have nearly identical-looking Porsche models, that's where the similarity between them stops.



DAVID BANKSTON HAILS from Southwest Florida. His Porsche passion started when, as a 17-year-old in Dayton, Ohio, he hung around the local Porsche dealership. “From then on, I knew that one day I would own a Porsche,” he said.

That one day occurred in the mid-2000s. “I had a BMW SUV but wanted something sportier. With two girls nearly as tall as I was, a sports car simply would not work, so I bought a 2004 Cayenne S. It wasn’t a 911, but it started me on the path, while at the same time keeping peace within my family.”

From that day forward, David remained solely a four-door Porsche guy. A second Cayenne, the Titanium Edition, replaced the first-generation Cayenne, followed by a 2012 Cayenne Hybrid. The Hybrid allowed David to touch a spark of electrical current, but the battery-only range was limited. “I knew then that I wanted a pure electric vehicle. It was the future,” he explained.

Then the Macan made its debut. “I thought, holy cow! PDK. A kick-butt motor. I gotta have it. So I ordered a 2015 Macan S and sold the Cayenne Hybrid.” David still owns his Macan S, “with a few mods,” and plans to hold

onto it. “I’ll just hand it down to one of the kids.”

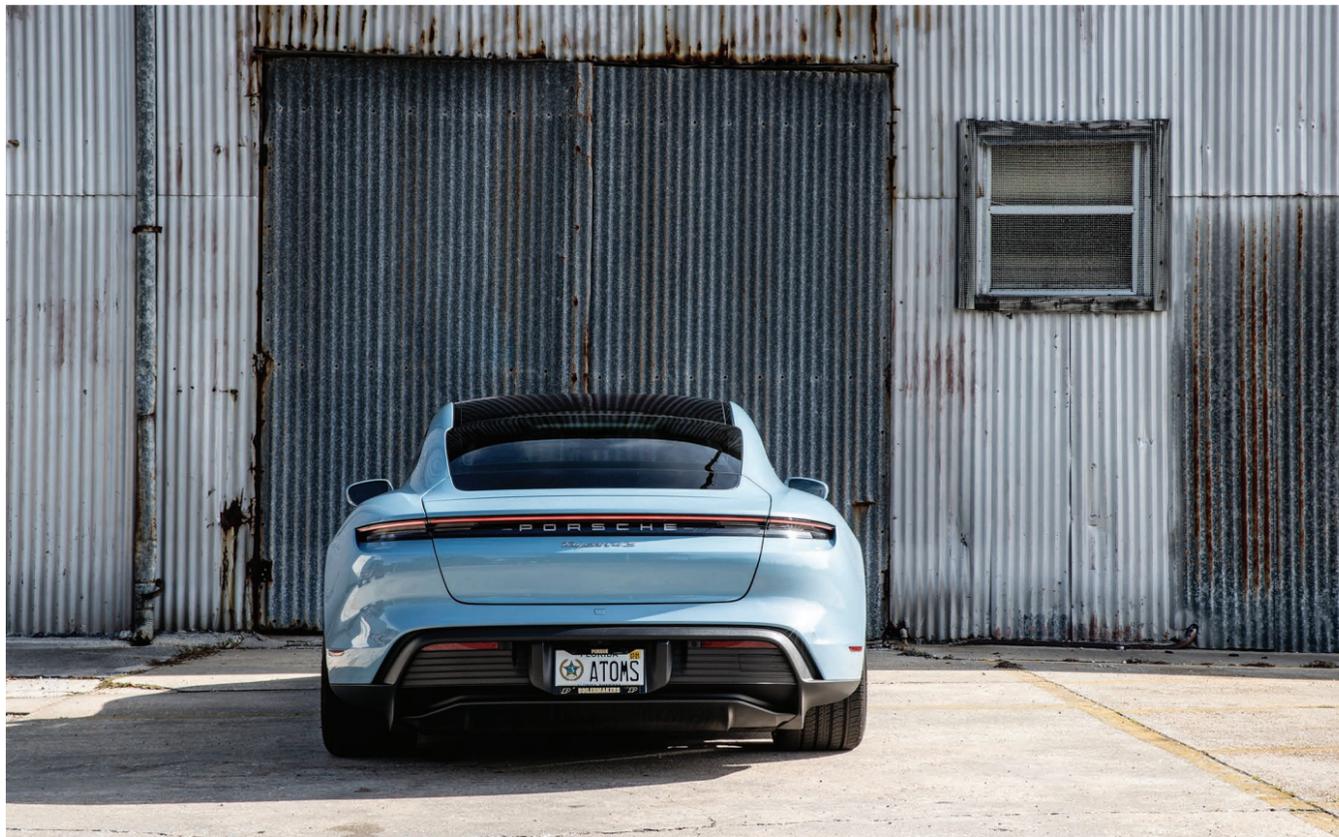
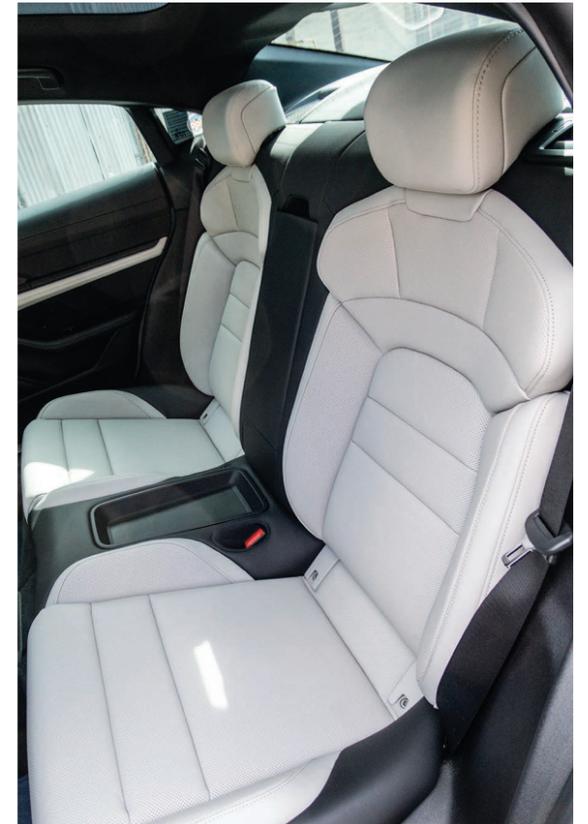
What were those mods? They include a Cobb Tuning module that bumped both horsepower and torque significantly, wheel spacers that widened the track a bit, and a rear spoiler. Minor things: personal preference add-ons.

“But then this [the Taycan] came around,” he told us. “I was a science major, graduated from Purdue University, and was always interested in electricity. Blending science with facts and what’s going on in the world was an easy jump for me. To be more sustainable, electric vehicles made a lot of sense.

“I read about and followed the progress of the Mission E project a few years back. When the Taycan became available, I knew I had to have one, so I made that my target. Planning, budgeting, and saving took time, but I finally made it happen.”

Ordering the car also took time and energy. “When I first saw the color on the configurator, Frozen Blue Metallic, I didn’t like it. I thought it was, well, *meh*. But my local dealer had one on the floor and it looked completely different in person. Holy smoke! Matched with a full leather Chalk interior, the color was striking. It’s a hap-

One is rare enough, but seeing two Frozen Blue Metallic Taycans at Werks Reunion on Amelia Island was remarkable.



Black 21-inch Mission E Design Wheels pop against ceramic white calipers. As for the Gulf oil sticker on an electric car—why not?

py color, an attention grabber. I contrasted it with black accents—black 21-inch Mission E Design wheels, black trim, tinted windows. All you see is black and blue. Oops, I take that back. The brake rotors are ceramic-coated white. They make those black wheels really pop.”
The Porsche Surface Coated Brakes (PSCB) combine a cast-iron brake disc with a ceramic coating. According to Porsche, advantages include improved corrosion resistance and reduced formation of brake dust, meaning

that the wheels and brake system stay clean longer.
David’s license plate clearly says it all: ATOMS. “When electricity is on the move, atoms are flowing. It’s my play on the word.” Another interesting detail, albeit small, is the Gulf decal on the rear window. “One of the better known Porsche liveries was the Gulf sponsorship and color scheme,” David explains. “It was a winning partnership back in the day. Although this car needs no oil and gas, I wanted to honor the heritage.”

The Chalk leather seating and expansive instrument cluster combine to form a luxurious space-age interior. The Sport Chrono package reflects Porsche’s roots as a sports car maker.

David ordered his car in September 2020 and took delivery that December. Disaster struck in January 2021. “While on the way back from a trip to Key West, Florida, I was following a beat-up flatbed truck through Miami. What looked like a starter motor fell off the bed of that truck directly in front of me, bounced twice, and tumbled beneath my car. It hit and destroyed the battery. Immediately, a warning flashed in the instrument cluster indicating a critical high-voltage battery defect.” That truck just kept trucking. That was the bad news.
The good news? “Luckily, I was close to Porsche West Broward. I was able to make it there safe, sound, and a little shaken.” The battery could be replaced; all it would take was time and money. Insurance covered the loss, but the battery alone was \$42,000.
Working with someone who facilitated the process was immeasurably helpful. Glenn Garde, vice president of after-sales at PCNA, personally stepped up to procure a new battery for David’s Taycan. He made arrange-

ments to drop ship the battery to Porsche of Naples in three days—not an easy thing to accomplish.
“Glenn was thoughtful, considerate, and communicative throughout my ordeal,” David related. “He also facilitated obtaining the ancillary parts needed—the 64 bolts securing the battery, the battery cover, and some suspension parts—that were at the factory in Germany. Those items took weeks longer to arrive.
“The Taycan experience is unique,” he continued. “The car itself is so strikingly beautiful that when people pass by they smile, they shout, they want to talk. I enjoy driving it. It has multiple personalities depending on what drive mode I choose. Maintenance is practically a non-issue—two years/20,000 miles before I need to visit the service department. The battery is warranted for eight years/100,000 miles. And from a performance standpoint, it’s like being on a Disney ride. I feel a little like a prophet foretelling the future of vehicles, Porsche in particular.”



One-off, powder-coated, polished aluminum wheels were custom designed in a partnership between Lou Varone and BC Forged. Red calipers flash like a warning signal behind that shine.

LOU VARONE CALLS Long Island, New York home. He is also a little car crazy. “My first Porsche was a Macan. My wife and I needed an SUV and liked the way it looked. But as soon as I saw the Mission E, I knew I wanted it. After [owning] the Taycan, I knew I never wanted to have a ‘normal’ Porsche. I like the ‘off’ Porsche models, the red-headed stepchildren.

“I have cars way more modded than this one,” he explained. “Like an E92 BMW M3 that’s all decked out—wide-body, air ride, supercharged. My wife drives a Volkswagen Golf Mk1 Cabriolet with an engine swap.”

While David stuck with factory options for his Taycan, Lou charted his own path. Immediately noticeable is how much lower Lou’s Taycan sits. “Originally, I installed FVD Brombacher lowering links to trick the management system into thinking the car was higher, so it would drop it lower. The links are still on the car, but I adjusted them to stock ride height.”

To understand how those aftermarket lowering links work, you need to know that Taycans with optional

air suspension have four sensors that control the ride height. As the car is raised or lowered, the sensors connected to the suspension move up or down, sending a signal to the computer telling it how high the car is.

According to FVD: “When you replace the non-adjustable factory link with this adjustable design, the output of the sensor makes the computer believe that the car is higher than it is. So, the computer will lower the ride height.”

Lou’s suspension modifications didn’t end there. “I installed a CETE Active Air Suspension Lowering Module so I can customize the ride height settings in millimeter increments—Normal, Sport, Sport Plus, and Show—through my smartphone or the Porsche controls. It is totally plug and play. My personal settings are each ten millimeters lower than factory settings. In Show mode, all the air is released from the airbags.”

Dissatisfied with the standard wheel offerings, Lou helped create his own. “I first chose the 20-inch Turbo Aero wheels, but after about a month I decided I didn’t like them,” he told us. “They seemed too small for my



The sensuous shape of the Taycan contrasts nicely with Florida flora. No gasoline dribbles near this charging port. The 4S emblem on the deck lid is another custom touch.

taste. I searched through aftermarket wheel companies and finally chose BC Forged out of Florida. They do a lot of two-piece wheels. I normally use three-piece custom wheels on my cars, but I wanted to go to a two-piece because of the weight.

“I asked what they had for the Taycan and was told they had nothing,” he continued. “The car was too new,

but they were eager to build wheels for me. They sent me a template of the inner face of the wheel to ensure I had enough clearance from the calipers to the wheel spokes. The rear wheels were no problem; there was plenty of space. The front wheels cleared by ten millimeters. The design, found on their website, looks completely different on the car. The wheels are actually

An up close and personal look at this Taycan's unique lowering components, which allow for an additional ten-millimeter height reduction from stock.



much more contoured, shapelier.”

The wheel faces are powder-coated brushed aluminum, clear-coated, and then polished. They bolt from the inside, so that's all hidden. The wheels weigh about 24 pounds and are 21 inches in diameter. The width is 9.5 inches in the front and 12.0 inches in the rear. They are basically built to Mission E specs with a different offset so the wheels are flush with the fenders.

Other personal touches? European side markers and a swoopy 4S logo on the rear deck. “I thought the original logo was too long and too wordy, so I just got that 4S emblem and stuck it on. But then people asked what kind of car it was so I bought a Taycan license plate surround.”

Lou, with his co-pilot Lev Ioffe, caravaned with his friend Stephen Landau to the 2021 Werks Reunion at Amelia Island from Long Island. Stephen drove his 1983 911 SC, upgraded with a 3.2-liter Carrera engine. The 1,200-mile trip took a leisurely four days and included stops at

PCA headquarters in Maryland, the infamous South of the Border rest stop in South Carolina, historic Savannah, Georgia, and the Brumos Collection in Jacksonville.

Those two cars, although light years apart technologically, made the trip special, proof that their shared Porsche DNA gives them a leg up when it comes to being fun to drive. You can check out their video of the trip at PCA's website.

THESE TWO TAYCANS are proof that modern Porsches, even those with four doors, can be as individualized as their owners. Despite being the same model and same color, they reflect the personalities of David and Lou—and each is unique in its own right. Plus, according to both men, they are a hoot to drive. Just like a Porsche should be. 🍷

Check out the video Lou, Stephen, and Lev created to document their trip to Werks at: www.pca.org/news/back-to-werks-2021



Four Doors. Why Not?

WHEN PORSCHE introduced the Cayenne in 2003, the natives got restless. And boisterous. Yet most now agree that Porsche's entry into the four-door market helped save the company. The vast majority of all Porsches now sold have more than two doors, and PCA wants those owners to become members.

Not only has PCA created judged classes for four-door vehicles at its national events, it also publishes *Performance News*, a monthly email newsletter offered specifically for four-door Porsche owners and enthusiasts interested in the latest news and information about Panamera, Taycan, Macan, and Cayenne vehicles.

The brainchild of PCA's marketing director, Jim Hemig, this e-newsletter

currently boasts nearly 8,000 subscribers. It contains news from national and international media sources, as well as PCA-specific content. Articles are as varied as the members who drive these vehicles. For more info, or to subscribe, go to ww2.pca.org/email/performance.

Many PCA regions also embrace the influx of sedan and SUV owners, working with dealerships to enroll new members and developing events specific to four-door drivers. Off-road excursions, family-inclusive road rallies, child-friendly social events, and higher-speed driving events are all on the menu. If you are a four-door Porsche owner, contact your local region for information on upcoming events. —DM

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