



**Item:** Fast Lane News #28 in 2024 (Issue #228 since 2020) On July 13<sup>th</sup>, 2024, I'm writing from the Biltmore, in Asheville, NC, our office in Florida & my home office in Steubenville, Ohio.  
**To:** Our Fast Lane Travel Family in Australia, Canada, Dubai, Europe, Iceland, Israel, Japan, New Zealand, Singapore, South Africa, & in the USA!



**Subjects:** Feedback: 12 Alpine Passes; When should you arrive at your airport according to the WSJ; My personal arrival advice; Trip of the Year – Don't miss it; My Final Thoughts: Sun Rising in the West.

**I. Feedback from the Spring Trips:**

**A. From:** K. Michael & Margie Yoss

**Sent:** Monday, July 01, 2024, 8:14 AM

**To:** Wendy Clarke <[wendy@fastlanetravel.com](mailto:wendy@fastlanetravel.com)>

**Subject:** Fast Lane Travel 12 Alpine Passes

Wendy, What a great vacation experience!

First-class, off-the-charts accommodations, gourmet foods, and planning. We had a wonderful time, and this was our second Fast Lane adventure.

Renting the 911 was easy and the car was nearly flawless. Excellent factory and museum tours. A fantastic trip!

P.S. We told Peter that it was a pleasure dealing with you, Wendy.



**B. From:** Dr. Sanjay and Sadhna Gupta  
**Sent:** Thursday, July 11, 2024 10:25 AM  
**To:** Wendy Clarke <[wendy@fastlanetravel.com](mailto:wendy@fastlanetravel.com)>  
**Subject:** Fast Lane Travel 12 Alpine Passes

This is indeed a lifetime trip, bringing together Porsche enthusiasts who enjoy luxury travel!



We left Stuttgart after getting our “P” cars at the Porsche Museum and “opened the throttle” on the Autobahn once given the signal by Peter for the no-speed-limit section. The Speedometer went from 130km/hr quickly to 250 km/hr and above, an absolute thrill for American drivers. Peter’s briefing the day before was accurate and useful. The booklets provided regarding the road signs in Europe were beneficial. There were some driving tips and helpful tricks.

We traveled through some spectacular mountain passes (Stelvio, Hahntennjoch, Timmelsjoch, and others) in the Alps in our favorite cars and were highly engaged in the driving. The tight turns on the zig-zag roads provided awesome views of the snow-capped Alps. These roads were busy with motorbike and bicycle traffic, and Peter, in the lead car, provided excellent commentary and warnings. Some passes had just been opened post-snowfall, which added to the excitement. Peter had the nerve to stop his car and throw a snowball at us as we were tailing him.

The hotels chosen to stay in were exquisite, “a cut above,” with awesome views and great service. I especially liked the Interpalpen Hotel in Tirol, Austria. The views were breathtaking, and the rooms and amenities were excellent, with caring staff. I would not have seen these classy places and hotels if not on such a trip. We also stayed in Switzerland at the Kempinski in St. Moritz and Engelberg, utilizing the terrific spa services. Many dining experiences were at historic family-owned restaurants run by generations of family members over time



The dining experiences consisted of fine wines and food. The breakfasts had wonderful choices for all. I went big on the coffee and low on the food at breakfast because I wanted to be agile for the engaged driving experience. No alcohol was permitted at lunch, however, fine wine from local wineries flowed at dinner, while all shared their day-driving stories and mingled. We got to know the others in our group and became a cohesive team driving in formation during the day. Thank you very much. Sanjay and Sadhna Gupta.







## II. How Early Should You Arrive at the Airport?

Here are the factors to consider, including when and how you're getting there, down to the minute.

Source: **WSJ Monday July 1<sup>st</sup>, 2024, A12** By [Jacob Passy](#)

When Do You Need to Get to the Airport? We (the WSJ) did the Math. Here are the factors to consider, including when and how you're getting there, down to the minute.

### **The WSJ Article is referring to the 4<sup>th</sup> of July Travel Day:**

How early should you arrive for the busiest air travel day in U.S. history?

There have been [seven such days](#) since late May alone, fueled by [strong leisure](#) and [business travel](#). Friday is projected to break the record again, the Transportation Security Administration has warned. The agency expects to screen a record three million people at airport checkpoints. The previous record of just under three million was set on Sunday.

Airports and airlines generally recommend two hours for domestic departures and three hours for international flights. But with so many people taking to the skies this summer, these standard guidelines for time to the airport might not apply.

To determine how much of a buffer you should give yourself, The Wall Street Journal asked travel experts which factors would add or reduce how much time travelers need at the airport before a flight. Note: These recommendations are rough estimates—you will probably never need to arrive at 7 a.m. for a noon flight—and can't account for factors like weather.

The baseline: 90 minutes

About 99% of travelers wait 30 minutes or less in the standard screening lanes at security checkpoints, TSA says. Boarding generally begins around 30 minutes before the scheduled domestic departures.

People [traveling with only carry-on items](#) need at bare minimum a 90-minute buffer before their flight, including the time it takes to walk to their gate.

Got your mobile boarding pass? Subtract 20 minutes

Preparation pays off. Try to check in for your flight before you leave for the airport. Getting your mobile boarding pass (or [printing out a copy at home](#)) lets you skip the wait for a check-in kiosk.

Traveling at a peak time? Add 30 minutes

Airports naturally see crunches in the mornings and late afternoons. Likewise, weekends are busier than Wednesdays. And yes, the Starbucks in your terminal will have a line in the morning. Pro tip: Place a mobile order before going through security.

Flying out of a major airport? Add 20 minutes

The top factor determining how much of a buffer travelers need is airport size, says Jen Campbell Boles, founder of Explore More Family Travel, a North Carolina-based travel agency.

More people and larger terminals often equal longer lines and walks. At New York's John F. Kennedy International Airport, some gates are located at least a 15-minute walk from security.

Parking or dropping off a rental car? Add 20 minutes

The process of returning a rental car is easier these days than it used to be, travel advisers say. The trouble here is getting from the rental agency to the terminal, potentially lugging bags on a bus or tram. Caroline Quinn, a travel specialist with the luxury travel agency Black Tomato, warns that at some airports, the car drop-off might be far off premises.

If you are taking your own car to the airport, prepare for [crowded parking lots](#). Reserve your parking spot in advance if you can—otherwise, you might need to park in a more remote overflow lot.

Checking bags or flying with a pet? Add 30 to 45 minutes

Even when you can tag your own bags, travel advisers caution that checking a bag can take time. You can wait to print out luggage tags at a kiosk, then wait to weigh bags and drop them on the conveyor belt. Plus,



most airlines require bags to be checked at least 30 to 45 minutes before departure. Check your airline's website for its rules.

Checking a bag can take 30 minutes or more, travel advisers warn, depending on the lines at airport check-in.

If you need to check anything oversize or unusual—such as golf clubs or skis—budget even more time, says Henley Vazquez, co-founder of the travel agency Fora. And [if you plan to travel with Whiskers or Fido](#), err on the earlier side. Airlines generally must approve your pet to fly, which requires an agent's help.

Flying internationally? Add 30 minutes

Going abroad is a more involved process. An agent will need to verify that you have a valid passport and other relevant travel documents. International flights often set earlier deadlines for checked luggage and begin boarding earlier.

Have TSA Precheck or Clear? Subtract 20 minutes

A TSA spokesman says that 99% of people who have TSA Precheck wait 10 minutes or less [to go through security](#). And the screening itself is smoother since you don't need to empty your bag of electronics or remove shoes. (Some airports offer the [ability to reserve a time](#) for your traveling party's security screening for free.)

These services might save less time than they used to because so many people now have access to them, travel advisers warn. And not all airports have Clear or dedicated Precheck lanes.

Have executive status or a premium fare? Subtract 20 minutes

People with elevated frequent-flier status generally have access to dedicated check-in lines. At some airports, people who shelled out more for premium fares or those with elite status might have their own security lanes.

Traveling with young kids? Add 60 minutes

Escorting young kids through the airport and security checkpoints can require herculean efforts and inherently takes more time. Small children might need to go through separate metal detectors. Parents traveling with baby food, breast milk, or formula in excess of liquid limits, you must have those items specially screened.

Then there is the meltdown factor. A stressful travel day is the perfect recipe for a time-sucking temper tantrum.

Need a wheelchair? Add 90 minutes

Those who can't handle lengthy walks across the terminal [might need a wheelchair](#) to navigate the airport. That takes a lot longer, says Lauren Doyle, president of the Travel Mechanic, a North Carolina-based agency. "You're relying on someone else," she says. On busy travel days, [wheelchair attendants](#) have their hands full, so allot plenty of extra time. (Also, if you need a wheelchair, make sure to reserve it in advance with the airline.)

**Peter's Airport Arrival Advice – IMPORTANT:** Call Susan Sheridan in our office, at **+1 813 475 5989** – to book your flights and ancillary arrangements, like hotels, car rentals, and cruises. If there are any issues, like a cancellation, during the trip we could help you – if you booked it yourself – we do not have access to your records! You don't want to be on your own on a two-hour hold with an airline! We offer a 24/7 Emergency Air Desk as part of our service. It'll make your life so much easier.

**Peter's Airport Arrival Advice Continued** – When to arrive, at a minimum, before departure:

1. Major airports like ORD, ATL JFK, or LAX in first or business class.  
For Y- class add 15 minutes to the estimates below:
  - a. Domestic Flight w. checked luggage – 2 hrs.
  - b. International Flight w. checked luggage – 2½ hrs.
2. Secondary Airports like GRB, AVL, TRI, or BOI deduct a ½ hr.
3. Have your boarding pass(es) pre-printed



4. Check-Luggage Domestic: curbside, if possible – tip at least \$5.00. International, get a Skycap to help you, take you inside and get you in the correct line up front – tip at least \$10.00.
5. Be sure you are signed up TSA PRE-CHK – we can help you.
6. Be sure you are also signed up for Global Entry – it'll save you lots of time and aggravation upon your return from overseas.
7. Stay hydrated – water is essential – more than normal.
8. Minimize alcohol.
9. Wear compression socks on longer flights and do some ankle and leg exercises while seated or walk the isles on longer flights.
10. Always wear your seat belt, even if the seatbelt light is off.

**III. Trip of the Decade:** If you haven't yet and have been thinking about it, then let's get you signed up for one of our 50<sup>th</sup> Anniversary Tours. They are going to be truly "one for the books"! Enjoy!! As always, Peter has planned some surprises and has also invited Senior Porsche Executives to join us at the joint celebratory dinner.

**1<sup>st</sup> 50<sup>th</sup> Anniversary:** Sunday, September 1<sup>st</sup> to Thursday, September 12<sup>th</sup>, 2024.

**2<sup>nd</sup> 50<sup>th</sup> Anniversary:** Tuesday, September 10<sup>th</sup> to Saturday, September 21<sup>st</sup>, 2024.

Both trips overlap on Wednesday, September 11<sup>th</sup> in Stuttgart, where there will be a wonderful joint anniversary banquet.

**Highlights** of both 50<sup>th</sup> Anniversary trips include:

1. Peter's personal guidance with Gerald and Fabian as the lead drivers on both tours; with logistics support by Johny in Stuttgart; Miro and Richard handling the luggage van service; Helmut and Christoph presenting PORSCHE History in Gmünd; and Hans managing our visit in Vienna.
2. A rousing welcome in Stuttgart by Porsche Executives.

3. A special visit to the regal Ludwigsburg Palace followed by picking up your pre-selected rental PORSCHEs at the PORSCHE Museum.
4. Lunch at the new Hans-Peter PORSCHE Traumwerk.
5. Driving across the spectacular highest Alpine Mountain Road in Austria: The Grossglockner.
6. A privileged visit to the original 1948 PORSCHE Factory and the Pfeifhofer PORSCHE Museum. See who bought the first dozen PORSCHE 356s.
7. A Mozart Concert & Dinner in “Sound-of-Music” Salzburg.



8. Secure PORSCHE Parking in Vienna at the Blaguss Company.
9. Staying at the renowned historic Sacher Hotel in Vienna.
10. A performance at the renowned Vienna State Opera of “La Traviata”. Hans was able to get us THE best tickets available, of course at a 40% premium.
11. Champagne and Canapes during the Opera Intermission in the Opera’s Marmorsaal (marble hall).

12. A police escort visit to historic Mürzzuschlag with a reception in the Mayor's Office.
13. An overnight stay in Zell am See, the PORSCHE Family's hometown with a special dinner.
14. The most luxurious hotel in Austria: The Interlpen with a free day to enjoy THE most amazing spa in Austria.
15. A spectacular drive across the Hahntennjoch Mountain Pass back to Stuttgart.



We still have space for a few participants on each trip. **It is urgent that you sign up ASAP.** Hotels are almost filled up.

#### **IV. My Final Thoughts:**

Since my first business trip to Buenos Aires, on a PanAm 707, in June of 1971, I accumulated quite a bit of travel experience. To underscore my comment, I just returned from my 235<sup>th</sup> Fast Lane PORSCHE Trip, which equals to 1.5 million air miles (1,446,330 to be exact), mostly on Delta. That doesn't count when "back in the days" in 1994 on my last British Airways flight the crew celebrated my 250<sup>th</sup> trip on BA with champagne and a cake.

Speaking of BA – below is an excerpt from the book my kids asked me to write, where I explain how I arrived at the curious title for my book.

#### **Chapter #1 Sun Rising in the West**



On this gentle early '90's October evening the sun was approaching the horizon in London as I looked out of my small, but thick multiple-layered window, which was about the size of a paperback book, in seat 18 A on Concorde (British Airways never says "the" Concorde). All passengers are now seated. seatbelts clicking. And the very proper British Airways flight attendants were doing their last-minute flight checks. They had already offered a selection of drinks including "wohtaaah."

Most customers, like me, had previously been on Concorde – it was my 10<sup>th</sup> flight. Concorde's cockpit door was open, as it then always was. The plane rolled and softly bounced, actually bouncier than a regular plane, towards its take-off position. The pilot announced that in two minutes and thirty-eight seconds after takeoff he is required to switch off the re-heats (translated for us Americans: the afterburners that inject fuel directly into the exhaust causing a rocket-like thrust effect essential for Concorde to get off the ground) because of noise abatement regulations around LHR (London Heathrow Airport). I hated noise abatement regulations – I'd rather stay in the air than switch off anything, especially on a plane that appeared to be an illogical design incapable of getting off the ground, let alone flying with its stubby little delta wings. I always wondered if Bernoulli's principle really applies to Concorde – or is it Wernher von Braun's rocket science? Concorde took off to the northwest along Bath Road next to Heathrow where all the hotels are. Another preferential aspect of flying Concorde, other than getting to the U.S. in about half the time, like in three hours and change, was that it had absolute take-off priority – it never stood in line behind any other planes. You also met some



Picture Source WGPU

fascinating people on the plane; for instance, I flew with Princess Di and her entourage, Henry Kissinger, even Richard Branson and his family, Harold Geneen and the likes.

I liked sitting in the aft section of the plane. It was usually

less crowded, and it was fun seeing the articulated bow section of the plane slither left and right on take-off. With a throaty earth-shaking roar, the four monstrous Olympus 593 Rolls Royce engines came to life with their 20,000 lbs. of thrust each and Concorde started its take-off roll. The anticipation of the acceleration and in fact the event itself was much more intense than any other airplane I had ever experienced. I loved it every time and felt very lucky to be here. The lift-off was breathtaking – much steeper than a 747, for example. It almost felt as if I was lying in a reclined chaise lounge. The velocity was mind-boggling as the ground disappeared. You could feel the plane lunge forward slightly as the “reheats” were switched off. It made a gentle wide sweeping turn to port as if to say to the people on the ground “Here I am – don’t you wish . . .”

Concorde rapidly crossed the U.K. at subsonic speeds. Once we were out over the Atlantic the captain announced that he now would proceed to and beyond Mach 2, i.e., twice the speed of sound. The passengers could easily follow the speed progress as there was a digital speedometer with 6” letters on each bulkhead. As he initiated that maneuver it felt as if we were almost just taking off again. You were actually pushed back in your seat by the increasing acceleration. We streaked up to 58,000 feet in eerie smoothness. There was never any turbulence at those elevations. The speedometer read Mach 2.2. I looked down and about four miles below was a 747 at its 35,000 ft. cruising altitude trudging across the Atlantic. From my perspective, it looked like it was parked on a cloud as we soon left it out of sight. Looking upward the blue sky had changed into a deep navy blue, no, perhaps actually close to a solid black. When gazing out at the horizon, I could actually see the curvature of the earth. I was flying at the periphery of space. I couldn’t help musing at my first Atlantic crossing about thirty years earlier which took seven times as long. Now I was in the perhaps upper one millionth of a percent of whoever had the privilege of experiencing supersonic passenger flight.

As I looked out the window, I noticed that the sun was higher above the horizon than it was on takeoff. Of course! Concorde flies faster than the earth’s rotation, thus, the sun actually was rising in the west. It was then on this tenth time on that spectacular plane when I realized the serene, amazing, and, perhaps, surreal beauty of where I was at that moment in time in 1990. **And, indeed, the sun had risen for me in the West.**

## V. Some More Random Fond Memories:















Please stay healthy and stay young; be happy and take good care of yourself..... Let's look forward to the great times we will have together again on one of our fabulous PORSCHE Tours this year and let's look forward to 2025. I will see you soon in Stuttgart. Can't wait. - Peter

