



Concours Preparation Les Schrieber

2014 Porsche Parade
Timeline

HAVE A PLAN – Prepare in stages.

Long Range Preparation

- Months in Advance
 - Repair or replaced broken/worn parts/trim
 - Touch up paint chips
 - Clean and waterproof cabriolet tops.
 - Order all cleaning products and tools
 - Organize the garage to make it easier to work
 - Have any dents repaired by a paintless dent repair pro
 - Clean the spare tire
 - Detail the tool kit

START WITH A CLEAN CAR

Weeks in Advance

- Paint work preparation – claying, polishing, waxing etc.
- Initial engine clean (not required in Wash & Shine)
- Full clean of leather -- Concours clean may take several goes and need for different products.
- Interior cleaning and dressing of plastics/vinyl
- Cleaning of battery and adjacent area
- Restoration of the cabriolet top plastic window

START WITH A CLEAN CAR

- Initial clean of Storage Areas
- Restoration of rubber trim – full cleaning with rubber cleaner, followed by dressing
- Cleaning of door jams including polishing and waxing them
- Alloy wheels also need to be immaculate.
- Clean all the strange places in the interior....under the seats, seat belt recesses, under the dash, in the air vents etc.
- CLEAN THE THINGS YOU DON'T NORMALLY

Short Range Preparation

The preparation 1 to 2 days before the event is critical. At this stage you want to be taking a basically clean car and putting the final touches on it. The only exception to this is engine cleaning.

- Some like to leave engine cleaning to relatively late in the preparation cycle. Cleaning the engine, particularly on a Boxster is. Therefore clean the engine 1-2 days before an event (maybe the weekend before if the car will not be driven much).
- Also depending on how much you will be driving your car, you may choose to clean the interior the week before as well.

So in theory the actual day before the event you will be doing the following:

- Washing the car
- Cleaning windows
- Dressing external rubber and vinyl
- Final interior vacuum
- Final vacuum and inspection of storage areas
- Final wipe down of engine

Preparation-Process-Products & Tips

This section will cover not only what to prep, but how. There are also recommendations of the various products and tools Concours champions use. The key is to find a product you like and stick with it. The advice in this section is not an official preparation list either, but rather general guidelines.

Interior

• Seats

- The first area needing attention is the seat rails. They need to be clean and free of grease. Clean them using Simple Green or a similar cleaner and Q-tips. Many people will argue that grease is needed on such parts. However seldom is this grease “clean”. Normally it’s a black gunk containing dirt and dust. If after cleaning the rails of grease you feel some lubrication is needed, try using a good clear spray lubricant that dries semi-hard. But remember to wipe off any excess.
- While cleaning the seat rails, you should use that opportunity to clean under the seat. Vacuum under the seat and then use a Micro Fiber Dusting Glove to wipe down the underside of the seat.
- Next turn your attention to the upper parts of the seat. First vacuum down the seat, paying particular attention to the seat gaps. Using a micro attachment on the vacuum cleaner to get deep into the crevices and a brush attachment for the actual surface is a good idea. Make sure to vacuum fully any rear seat pockets.

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Preparation-Process-Products & Tips

- You should then clean the seat corners, as these are a favorite area for the judges. Use a dusting glove and sometimes Q-tips to clean the seat corner areas. Once cleaned, you can keep them that way by regularly vacuuming them.
- Now it's time for the actual seat surface (which is normally leather). For leather, which needs a lot of attention – use a fine leather cleaner or reconditioning oil. Once clean, you should condition the leather to keep it supple. For any vinyl parts of your seat, clean these with a good vinyl, rubber, & tire dressing product.
- Finally you need to clean any seat controls. On Porsches, these are plastic and clean up very nicely with a good vinyl, rubber, & tire dressing product. Vacuum the controls as well, using your micro brush attachment.
- **Seatbelt**
- Seatbelts are a specific area to be scored on the interior score sheet and are often overlooked by competitors.
- Check the belt for dirt/stains and clean with Simple Green or another interior cleaner. Make sure to fully pull out the belt when cleaning and give it a roll with a lint roller to remove lint, etc. Clean the buckle, receptacle and all mounting

Preparation-Process-Products & Tips

- **Rollbar Area/Rear Storage Area**

- Rollbar (if applicable) should be wiped down. Use a set of white microfiber dusting gloves for this. Make sure to get your fingers into all recessed areas (the judges will as well!). In a Boxster remove the rear windstops (clear and mesh) and clean them separately. The clear windstop can be cleaned with a plastic cleaner and the mesh windstops with a good vinyl, rubber, & tire dressing product. It is recommended that you don't reinstall the windstops until just before judging. This will make it easier to give the rear window a final clean at the event. Rear parcel tray area needs to be vacuumed and plastic areas treated with a good vinyl, rubber, & tire dressing product. Make sure to wipe inside any storage areas (if applicable).

- **Door Panels and Pockets**

This area is often a mixture of leather, carpet, vinyl and plastic. Clean these using the products previously mentioned. Start by giving the area a quick vacuum using a micro brush attachment.

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Preparation-Process-Products & Tips

- Special attention should be given to storage pockets – these need to be 100% lint and dust free. Use a micro attachment to your vacuum cleaner to get deep into the pockets. For stubborn lint that won't come out, try using some pieces of masking tape wrapped around your finger...sticky side out. For the inside of door handles, use a dusting glove and/or q-tips
- **Door Jams and Sills**
- Door jams are an area rookies often receive deductions for. This area needs to be spotless. The best approach is to clean the area weeks in advance and just wipe down the day before the event.

Preparation-Process-Products & Tips

- A strong cleaner such as Simple Green works best on the painted surfaces, followed by polish and a coat of wax. Polishing/Waxing this area might sound like overkill, but it will make keeping the area clean very easy. Dress any rubber and plastic with a good vinyl, rubber, & tire dressing product. It's important also to remove all grease from the hinges and/or control arms.
- Finally, don't forget to clean the underside of the door and door seals. Rubber door seals in particular often trap dirt. Make sure to clean seals both on the door and on the body

Door Locks

- Judges will check for dirt or grease in these. These need to be more than externally clean. Judges will stick their fingers deep into the lock.
- Clean them using Q-tips and Simple Green. If you feel the mechanism needs lubrication, give it a light spray of lubricant, but remember to wipe off any excess.

Preparation-Process-Products & Tips

Dash

- The dash should be vacuumed (using a micro brush attachment) and then treated with a good vinyl, rubber, & tire dressing product if vinyl. If your dash is leather, use a good leather care product. Make sure to clean the vents just under the windshield. These often collect dust and are best cleaned using a microfiber dusting glove.

• Instruments and Console

- Start by vacuuming the area with a micro brush attachment. Plastic and vinyl areas are then treated with a good vinyl, rubber, & tire dressing product. All gauges need to be wiped down with either plastic cleaner or glass cleaner, as appropriate. For fine cleaning and dressing use Q-tips. Pay special attention to climate and stereo control screens.

• Center Console

- Treat all plastics and leather with appropriate products. Make sure to clean the shifter and the emergency brake.

- Make sure to vacuum any storage areas, as well as the shifter boot. The shifter boot often collects a lot of dust/dirt. Clean the keyhole (if applicable) and empty/clean the ashtray.

- The center console storage bin has a rubber liner that can be removed for cleaning

Door Jams and Sills

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Preparation-Process-Products & Tips

- **Floor and Under Dash**
- Judges specifically check the underside of the dash. Check how clean this is by using a white microfiber dusting glove. Any dirt/dust needs to be removed. On older 911's you can get your hand a long way under the dash and this area is typically very dirty. Also pay special attention to the pedals. These need to be 100% clean on top and underneath. Clean rubber pedals with Rubber Cleaner. At the event, dress them with a good vinyl, rubber, & tire dressing product. (make sure to remove excess).

Carpet and Mats

Carpets and mats need to be 100% clean. This means not even tiny grains of sand/dirt can be visible. Often this will require you to initially vacuum the carpets several times.

- The carpets need to be 100% lint free as well. The best way to ensure this is to roll the carpets with a lint roller. If your carpets can be lifted up, you must make sure the underside area is as clean as the surface area.
- Mats need to be treated similarly. Any stains on the mats or carpets need to be cleaned as well.

Preparation-Process-Products & Tips

- Many Concours competitors choose to remove their mats before judging. The logic is if the mats are in the car, the judge will judge both the carpet and the mats (2 areas where you may have a deduction)
- **Roof Liner**
- The roof liner is again an often-missed area.
- If the roof is vinyl and is in need of attention, try Simple Green. If the roof is a felt material, it can be vacuumed (carefully) and/or rolled with a lint roller.
- **Mirrors and Sun visors**
- Make sure to clean the rearview mirror, front and back. Also clean the sun visors (including any vanity mirrors). If your car is Cabriole, also clean inside any grab handles on the roof.

Preparation-Process-Products & Tips

Interior Glass/Plastic Rear Window

- The final items to worry about are the windows. Many typically leave these to last. (After both the interior and exterior have been cleaned). Use lint free paper towels on the glass. Do both the interior and exterior glass at the same time.
- If your car has a plastic rear window you already know how difficult it is to clean. To get it “Concours clean” you need to clean it first with a plastic cleaner and then polish out mild scratches and clouding with a plastic polish. You can only do so much with a plastic polish. After awhile polishing you will start to do more harm than good. When you are done polishing, give the window a final clean with a plastic cleaner
- You must make sure that all water marks/spots are removed from every inch of the car. Particular attention needs to be paid to all panel gap cracks and around light fittings. The best investment you can make for competing in Concours events is an air compressor. You should get a large capacity tank and some air guns. These are invaluable for drying and driving water out of every nook and cranny. Make sure to remove water from all door frames, door jams, hoods, badges, lights, wipers, number plates, rubber seals etc.

Preparation-Process-Products & Tips

- **Badges**
- Once the paintwork has been polished and waxed you need to turn your attention to the little things, like badges.
- Once the badge is clean, you have to make sure to remove all excess polish/wax from the edges. To do this, use a small boar or horsehair brush. Do not use a toothbrush, as the nylon bristles will scratch the paint.
- **Air Intakes**
- The air intakes collect a lot of dust/dirt, particularly on the underside. These need to be wiped down. Any edges need to be checked for polish/wax residue. A Q-tip may be needed to get into tight spots.
- **Trim**
- All external trim (rubber/plastic/vinyl) needs to be cleaned and dressed with appropriate products. Rubber trim (weather strips/window rubber etc.) should be cleaned with a Rubber Cleaner and then treated with a rubber dressing.
- Plastic and Vinyl trim should be cleaned/treated with a good vinyl, rubber, & tire dressing product.
- **Glass**
- Many people have their favorite glass cleaner. It is recommended that you do not spray it direct onto the windows, but rather onto a cloth.
- When cleaning the windows don't forget to also clean the side mirrors

Preparation-Process-Products & Tips

Number Plate Area

- Yes, the number plate deserves its own special attention.
- Remove the number plate and frame, and completely clean everything. Next, polish and wax both the surface behind and the plate itself. The black bumperettes also need to be wiped down and checked for excess dressing residue. Make sure to check the hole underneath the bumperettes for dirt. You can also easily remove the rear bumperettes. This is a great way to get them perfectly clean and also the surrounding area.
- This may all sound like overkill, but this area typically traps dirt and dust and judges will check around the edge of the plate (and behind it). It's much easier to keep this area clean if it's been waxed.
- Finally, you should polish the exhaust tips with a metal polish. I use Disposable Cotton Towels for polishing, as metal polishes will stain towels.

• Alloys

- The first step in cleaning the alloys is to decide if you want to remove them for cleaning. If you do, it's much easier to clean them and also to polish/wax them. You can also clean the wheel well while they are off (important for Full Concours Category). However it is more work to pull them off and you do risk damaging them. If you do choose to remove them, then get a set of plastic coated sockets and DO NOT use any power tools to remove them. Make sure to re-torque the lug nut bolts when you put them back on.
- Alloys need to be cleaned with a quality wheel cleaner. Some off the shelf cleaners are very acidic and will strip the clear coat finish found on most Porsche wheels.

Preparation-Process-Products & Tips

- **Exterior**
- **Paintwork**
- Preparation of paintwork is a task that can be done weeks in advance. If done correctly a simple wash the day before is all that will be required to prep the car. This section is not designed to be a comprehensive guide to paintwork restoration and protection, but rather a summary of the main task.
- Special attention should be shown the lug nuts as these typically collect a lot of brake dust. These need to be cleaned with a brush or Q-tips.
- Technically the inside of the alloys are only judged in Full Concours Category. However it is recommended that an effort be made to clean the inside, regardless of class entered
- **Tires**
- Most people make 2 major mistakes when prepping tires for a Concours. First they don't actually clean the tire. Instead they just dress it with a rubber dressing.
- The second mistake they make is they apply too much dressing, which leaves a film of product floating on the tire, waiting to be removed by a judge's finger. The problem is often exaggerated by the dressing being applied to a dirty tire to start with.

Preparation-Process-Products & Tips

Every time you wash your car, quickly spray the tires with rubber cleaner and give them a quick scrub with a brush. This makes sure the tire is clean and that you don't apply dressing to a dirty tire. Next dress the tire with a Rubber Dressing and let it stand for about 10 minutes, before wiping the excess off with a rag.

Gas Cap Area

- This area is almost always judged. Make sure to clean behind hinges and all recessed areas. Rubber and plastic surfaces should be dressed with appropriate products. This is an item that can be cleaned several weeks in advance. Just make sure to remove all water after washing the car, as the water will leave marks/dirt.

• Wipers

- Just like the nose of the car, wipers collect a lot of dirt. The wipers need to be cleaned while washing the car, and more importantly dried fully to avoid watermarks. This is where having compressed air in the garage is a great advantage.

- Also the black plastic at the front of the windshield of a Boxster/996 often needs attention. The area behind where the wipers connect to the car collects dust. You can clean this with a damp cloth or use a good vinyl, rubber, & tire dressing product. If this black plastic trim is faded or marked, you should clean it with a good vinyl, rubber, & tire dressing product. For better access you may want to remove the wipers.

• Storage Areas

- You will have to detail the storage areas of your car i.e. trunks. (In a Boxster, this includes both the front and rear trunks.) To do so is more than a simple vacuum of the carpet. This section will cover the main areas needing attention.

Preparation-Process-Products & Tips

- **Battery**

- The best way to clean the battery area is to remove the battery.
- Make sure to remove all grease/dirt from both the terminals and cables. While the battery is out, fully clean the battery tray and surrounding area. Before removing the battery, make sure you have access to any applicable “radio codes”. Finally detail the plastic battery cover (if applicable) with a good vinyl, rubber, & tire dressing product.
- **Spare Tire**
- It’s a good idea to remove the spare tire (if applicable) and detail it exactly like you would the other wheels. THz is is a task that can be done well in advance and typically does not need much attention afterwards.

Tool Kit

- Judges will often ask for the tool kit to be removed from the car, so they can judge it. Therefore clean all components thoroughly. This is also a task that can be done well in advance and typically does not need much attention afterwards.
- **Trunk Lids**
- Clean the underside of the trunk lids and make sure to clean inside any openings on the underside of the trunk lids. Judges will try and find dirt/dust in these areas. Clean this area using a Car Wash and Q-tips. If you are fortunate to have trunk liners like Das Schild then just clean the liner with a good vinyl, rubber, & tire dressing product.

Preparation-Process-Products & Tips

- **Hinges and Drainage Areas**
- Clean these areas with a Car Wash and Q-tips. Make sure to remove any dust trapped behind hinges. On a Boxster make sure to clean the areas where indicated by the attached picture. Finally clean the spoiler area.
- **Plastic Trim and Rubber Seals**
- Clean all plastic trim area with a good vinyl, rubber, & tire dressing product. Clean and treat rubber seals. Make sure to clean the underside of rubber seal.
- **Carpet**
- Trunk carpets need to be 100% clean. This means not even tiny grains of sand/dirt can be visible. Often this will require you to initially vacuum the carpets several times. The carpets need to be 100% lint free as well. The best way to ensure this is to roll the carpets with a lint roller. If your carpets can be lifted up, you must make sure the underside area is as clean as the surface area.

Preparation-Process-Products & Tips

- **Locks**
- Judges will check for dirt or grease in these. These need to be more than externally clean. Judges will stick their fingers deep into the lock.
- Clean them using Q-tips and Simple Green. If you feel the mechanism needs lubrication, give it a light spray with a good clear spray lubricant that dries hard, but remember to wipe off any excess. The front trunk latch is prone to chipping. Make sure to touch it up with black enamel paint.
- **Engine**
- In all Classes Judges will typically look for dirt everywhere in the engine bay and hood. They will use their hands to check the underside of hoses, wires and pulleys. Absolutely anywhere the judges can reach, they will.
- The first step in detailing the engine is to wash it down. Before doing so, a word of caution. Spraying water on engine components (especially electronics) can cause problems. So be careful where you spray. Any electrical components should be covered with plastic bags prior to washing down.

Preparation-Process-Products & Tips

- These are the main steps in washing the engine down:
- First step is to protect other parts of the car from water and spray. With a Boxster you should drape a large towel (or better still a plastic sheet) over the rear of the cabrio top. For all cars make sure to use a fender cover/service cover or towels to protect the paintwork around the engine bay.
- Spray all parts of the engine and surrounding areas with Simple Green. Use a remote spray gun so you can get the liquid into every corner and under every part of the engine.
- Put on a pair of microfiber dusting gloves and spray these with Simple Green. Then work your hands in and around every component of the engine and surrounding areas. Try and work your fingers into every crack and corner.
- The next step is to rinse the engine off. Use a small rubber attachment to your hose so you can get the water under every part of the engine. Rinse the engine until every last bit of foam has left.
- Now it's time to check the engine. This process should have removed most of the dust and dirt, but depending on how old your Porsche is, more effort maybe needed. Respray the areas needing attention and scrub them with brushes (nylon). Then a final rinse. Use Simple Green and some rags to clean this area. It's too messy to spray water in this area.

Preparation-Process-Products & Tips

Once the engine is clean, dry it using compressed air. An articulating air gun makes it easy to access every corner of the engine.

- Finally you should dress rubber hoses and plastic parts with your favorite product.

Protective Coating on Metals

- Often the factory sprays metal areas with a protective coating. The process of cleaning the engine will remove it. If you are concerned about long-term corrosion, use a spray on protective coating that dries to a hard clean finish.

- **Engine Compartment Lid**

- The final area to detail is the lid. Treat it exactly the same as documented for the storage compartment (trunk) lids.

Preparation-Process-Products & Tips

- **Detailing Tools**

- The following are some of the tools that are very useful for Concours preparation.
- Tire cleaning brush
- Foam brush (great for cleaning behind calipers)
- Lug nut brush
- Large foam swab (Great for wheel cleaning)
- Q-tips (normal and foam head)
- Micro Q-tip
- L-Shaped Q-tip (great for cleaning inside panels and for applying dressing to weather strips)
- Micro touch up paint brushes
- Alcohol swab
- Detailing brushes (metal, nylon and horse hair)
- Lint roller (great for carpets and cabriole top)
- Rubber hose nozzle (bend nozzle to start flow)
- Engine cleaning brush
- Four finger lambs wool wheel mitt
- Three finger foam mitt
- Remote spray head with 6 foot hose (great for wheel and engine cleaner)
- Vacuum micro attachment
- Micro attachments (great for interior dash detailing)
- Articulating air gun (can bend 180 degrees)
- Storage drawers for detailing towels and applicators
- White drawers for clean and black for dirty

Concours Classes

:Parade Concours Classes

•Automobile	RESTORATION	PRESERVATION	PREPARATION	
	Full	Full	Touring	Street
•All 356	RS01F	PS01T	PP01T	PP01S
•All 914	RS02F	PS02T	PP02T	PP02S
•911/912 (1965-1973)	RS03F	PS03T	PP03T	PP03S
•911/912 (1974-1989)	RS04F	PS04T	PP04T	PP04S
•911 (1989-1998)	RS05F	PS05T	PP05T	PP05S
•911 (1999-2012)			PP06T	PP06S
•911 (2013-On)			PP07T	PP07S
•924/944/928/968				
• (1977-1995)	RS08F	PS08T	PP08T	PP08S
•Boxster/Cayman (1997-2012)			PP09T	PP09S
•Boxster/Cayman (2013-On)			PP10T	PP10S
•Cayenne/Panamera/Macan (2004-On)			PP11T	PP11S
•Limited Production			PP12T	PP12S
•Modified			PP13T	PP13S
•Factory Race	RS14F		PP14T	PP14S

Parade Concours Classes

- The Restoration, Preservation and Preparation Groups remain while the Performance Group is being dropped and folded into the appropriate areas under the new classing structure. The Restoration Group remains for restored and older automobiles.
- Restoration will have sub-category of Full only. The Preservation Group remains for preserved, driven and older automobiles. It is considered Full only. The Preparation Group remains and now includes all years of automobiles. Preparation will have sub- categories of Touring and Street. Group Awards will be available for Restoration (Full), Preservation (Full) and Preparation (Touring).

Concours Classes

- **Limited Production:**
- Limited Production is Porsche production chassis based with Porsche engine with serious intent to be raced (non-street legal). Examples would be GT-bodied 356, 911RSR, 934, 935, 959, etc. If it was a street-legal limited production in street trim, like some 959's, then it must go in with the like series/make production automobiles (Prepared, Restored, Preserved classes). If it is street-legal limited production in race trim it goes Modified.
- **Modified:**
- Modified is for automobiles that are based on a production chassis (like Limited Production) with a Porsche engine and heavily modified such as chopped top or altered chassis for wheel base or engine purposes. Examples would be 914/6 in full PCA or
- SCCA race trim, Ruf manufactured Boxster or 911 Carrera Cup automobile in full race trim.
- **Factory Race:**
- Factory Race is for anything the factory built or had/has a hand in that is a non-Porsche production automobile with a Porsche engine. Examples would include the Elva, Glockler, Abarth Carrera, 908, 936, GT1, etc.
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