

Guide to Concours d'Elegance



Porsche Club of America – Zone 8

Version 1.01

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Disclaimer

The preparation advice in this document (including products and tools) is my own personal advice to help you prepare your Porsche for a Concours event. Proper car care can be complicated by different types of materials (interior/exterior), types of paint work and previous chemicals/products used on your car. All care has been taken in creating this information, but when in doubt always use common sense.

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Preface

When I began to compete in Concours events I searched high and low for information on how to prepare my car. Unfortunately I found very little. So my driving force in writing this guide was to fill the void.

As a started writing this guide, I soon realized that it would be very detailed and maybe “over the top” for many people. I thought about how I might make the guide simpler. However the only way to do this was to leave stuff out and this just didn't sit right with me.

So I went back to the original plan and have included all the “over the top” stuff. I leave it to you, the reader, to decide if and when you want to go the extra mile in your concours preparation. If you do, the information you need is here. If not, you can follow some of the general hints and still compete well. You can even turn straight to Appendix B (Day of Event Checklist) and just follow pictures of the major areas you need to check. If you see a red arrow pointing to something, clean it!

This guide is also heavily based on my Boxster S. This is the car I have competed in successfully for the past 2 years and what I know best. Most of what I have written here will be useful for your car, but every car has its hidden places that will need to be cleaned. If you ask yourself “I wonder if the judges will check there?”, then as a general rule, you should assume yes. This guide does not cover under carriage preparation either, that is required for Full Concours Division. You are going to have to wait for the next version to get that.

Finally the most important thing to remember is.

MASOCHISM CAN BE FUN - You're entering an event where you are paying someone to tell you how lousy your car is. THAT, my friends, is not normal behavior. Revel in your masochism and you'll be OK. ⁽¹⁾

Thanks
James Brackenrig “JB”

(1) “Jaguar Concours Rules They Don't Put in the Manual” - Jaguar Drivers and Restores Club of Northwest America

Introduction

So, you're interested in doing a Concours event, but you're not sure what's involved, what gets judged or how to prepare your car. Well this guide will tell you all of this and more. It will cover in detail how the events work, how to prepare your car and what to actually do on the day of the event. Before going too far, it's best to start with an explanation of what a Concours d'Elegance is.

What is Concours d'Elegance?

Concours d' Elegance is a French term denoting a gathering together of automobiles in competition or judging of their respective merits in terms of coach work design, finish and appointments. (Concours is pronounced without the 's')

At PCA Zone 8 Concours events (see Appendix D for a list of 2004 events), we judge cleanliness, preparation and maintenance. We **do not judge authenticity** like at other Concours events. So there is no reason to be concerned about any modifications you may have made.

Some high level definitions that may help:

- ✘ Cleanliness – pretty much any dirt, dust, grease or lint, any where in the judged area will result in a deduction...if it looks dirty...it is!
- ✘ Preparation – surfaces should not only be clean, but they should be prepared similar to how they came from the factory. Examples:
 - ▶ Vinyl surface should look just like they did from the factory. Clean, not faded and not too shiny.
 - ▶ The exterior paint work should be clean, shiny and free from swirl marks.
- ✘ Maintenance – Your car should be free from damage. Ripped/torn interior will result in a deduction, as will scratches and rock chips

There are 4 Divisions you can enter and these dictate what areas are judged.

Division	Judged Areas						Total Score
	Exterior	Interior	Storage	Engine	Front Under Carriage	Rear Under Carriage	
Full Concours	X	X	X	X	X	X	325
Street	X	X	X	X			240
Unrestored	X	X	X	X			240
Wash & Shine	X	X					130

Some important points about the divisions:

- ✘ Each division is broken down into Classes so you will compete against similar model cars (See Appendix C)
- ✘ It is highly recommended that folks new to Concours events **start in Wash and Shine**.
- ✘ Unrestored is for Porsche's 10+ years old with 75% or more original paint and interior
- ✘ If you own a Boxster and you compete in Street Division, YES, they will judge the engine! The judges will ask **you** to remove the engine cover for judging. **This should not be the first time you have done this!** Even a brand new Boxster will need its engine cleaned beforehand.

START IN WASH & SHINE – This class is for the beginners and you will have the best opportunity to learn.

Each judged area (exterior, interior etc) is judged by a single person. In all divisions except Wash & Shine, the judge is allowed 5 minutes only. In Wash & Shine there is no limit, but we typically try to keep to 5 minutes.

How is the winner determined?

Each car starts with a perfect score and can receive deductions based on Cleanliness, Preparation and Maintenance. Each Class winner receives a trophy. In addition trophies can be awarded for 2nd, 3rd place etc if sufficient entries exist in that class.

Number of trophies in a class = number of entries divided by 2 (rounded down)
 So if there are 4 entries in a class, then 1st and 2nd place trophies will be awarded. If there were 7 entries, you would also have a 3rd place trophy. ($7/2 = 3.5 = 3$)

It is not uncommon to be the only entry in a class and automatically receive a 1st place trophy. In this case, it is still a worthy award....it's just that the other competitors were too scared to compete against you!

In addition to Class trophies, there is also a single trophy for the overall winner in each Division (i.e. Wash & Shine, Street etc). This trophy is normally hotly contested and referred to as:





Name	Sometimes called	2003 Typical Winning Score (Out of)
Best of Show	Best of Full Concours	324.2 (325)
Best of Street	Best of Show – Street	239.7 (240)
Best of Unrestored	Best of Show – Unrestored	237.5* (240)
Best of Wash & Shine	Best of Show – Wash & Shine	129.7 (130)

* In prior years the winning scores in Unrestored were much higher.




In addition some Zone 8 events have Trophies for Best of Show (across all divisions), Peoples Choice etc.

End of Year Trophies

In addition to event trophies, Concours participants have an opportunity to win a Zone 8 End of Year Award based on attendance at multiple Zone 8 events:

Award	Determined by
Class Trophies (C1, C2...S1, S2...etc)	1 st , 2 nd , 3 rd etc trophies based on total points scored during the year
Overall Division Champion - one each for:  Full Concours  Street  Unrestored  Wash & Shine	Total of best 4 scores

To be eligible for a year end award, you must:

-  Compete in at least 4 events (see Appendix D for a list of events)
-  Compete in at least one out of state event (NV or AZ)
-  Earn a minimum of 300 Service Points (See Appendix C)

Service points are awarded for judging and volunteering at events. Since you get 100 service points for judging (versus only 50 points for being a volunteer at an event), it is much easier to get your service points this way. However to judge you must have attended the Judging School once in the past 2 years.

END OF YEAR TROPHY - If you want to compete for an end of year award, you better attend the Judging School at the beginning of the season or be prepared to volunteer a lot!

Plan

HAVE A PLAN – Prepare in stages.

To prepare a car for a concours can take a significant amount of effort. Few people can afford to take several days off work just to prep for an event. The smart approach is to prepare in stages. There are items that can be done weeks in advance, and others that are best done the day before. In this way you can spread the effort over a longer period and make the preparation the day before much easier. I like to categorize the preparation effort into Long, Medium and Short Range.

Long Range Preparation

There are many items that will need to be done and can be completed literally months in advance. Some are:

- ✘ Repair or replaced broken/worn parts/trim
- ✘ Touch up paint chips
- ✘ Clean and waterproof cabrio tops. This will make cleaning the top much easier the day before the event
- ✘ 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 (not required in Wash & Shine)
- ✘ Detail the tool kit (not required in Wash & Shine)

Medium Range Preparation

There are several items that can be done 1-2 months before an event. A good example is polishing and waxing. The exterior of the car needs to be cleaned the day before the event, but you should not be polishing and waxing the day before for 2 reasons:

1. It takes too much time to correctly polish and/or wax and that will leave insufficient time to clean other (important) areas of the car
2. There is too much chance of polish or wax residue being left on the car.

After polishing/waxing my car, I like to wash it at least once before a competition. This way I have an opportunity to fully inspect the car again and also wash away excess residue. Finally many waxes actually look better after an initial post-waxing wash.

I like to plan that all claying/polish/waxing is completed 2-4 weeks before an event. If you do that, then the exterior prep of your car the day before the event is very simple.

START WITH A CLEAN CAR – The best way to prep a car for a Concours event is to start with a clean car.

This may sound crazy, but think of this example. How many race car cars turn up to the track needing the engine to be rebuilt the day before? Essentially the race car is ready to roll and the team uses the days just before the event to fine tune the setup. If the team is busy rebuilding the engine at the track, then they will miss out on last minute fine tuning that will be the difference between winning and losing.

The following is a list of things you can do several weeks before an event:

- ✘ Paint work preparation – claying, polishing, waxing etc
- ✘ Initial engine clean (not required in W&S)
- ✘ Full clean of leather – again you don't want to be looking at 5 years of neglect the day before the event! Getting dirty leather concours clean may take several goes and the need for different products. This is best done several weeks before an event.
- ✘ Interior clean and dressing of plastics/vinyl
- ✘ Cleaning of Battery and adjacent area (not required in W&S)
- ✘ Restoration of cabrio top plastic window
- ✘ Initial clean of Storage Areas (trunks) – these are typically neglected and although they will need to be cleaned again before the event, it's best to get a head start of them.
- ✘ Restoration of rubber trim – full cleaning with rubber cleaner, followed by dressing
- ✘ Cleaning of door jams incl polishing and waxing them. This may sound like an over kill, but door jams are a key area that judges look at. They have to be immaculate. The best way I have found to ensure they are, is to fully clean, polish and wax (or sealant) them several weeks in advance. This way the final prep is just a simply wipe down.

- ✘ Alloy wheels also need to be immaculate. The same applies to these as door jams. Get them really clean, then use a wax or sealant on them. This will make prep the day before and on the day, much easier
- ✘ Clean all the strange places in the interior....under the seats, seat belt recesses, under the dash, in the air vents etc. These are areas that are unlikely to get dirty quickly, but do collect a surprising amount of dirt over the long term

CLEAN THE THINGS YOU DON'T NORMALLY CLEAN - The things that matter are the things we don't normally clean!

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.

I like to leave engine cleaning relatively late in my preparation cycle. Cleaning the engine, particularly on a Boxster is difficult. Once clean, any miles I drive tend to add dirt/dust to strange areas in the engine. For this reason, cleaning 4 weeks in advance and then driving the car for a month is not going to work. Therefore I clean the engine 1-2 days before an event (maybe the weekend before if the cars will not be driven much).

Also depending on how much I will be driving my car, I may choose to clean the interior the week before as well.

So in theory the actual day before the event I 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 (not required for W&S)
- ✘ Final wipe down of engine (not required for W&S)

....and that's about it!

So a sample full timetable may look something like this:

+7 weeks	Purchase all cleaning products and tools. Organize garage
+6 weeks	All repairs complete, including rock chips etc
+5 weeks	Clean and protect Cabrio Top (if applicable) Clean spare tire (not required for W&S) Clean tool kit (not required for W&S)
+4 weeks	Clay, polish and wax
+3 weeks	Clean door jams, leather cleaning/restoration
+2 weeks	Detail storage areas incl battery (not required for W&S)
+1 week	Interior detailed, engine clean (not required for W&S)
Day before	Wash, vacuum, clean glass, dress rubber and vinyl. Final wipe down of engine (not required for W&S)

So you will see that by the time you get to the day before the event, your car should be pretty clean to start with.

Day of Event Preparation

Now the day of the event has arrived. Just drive up and park, right? Wrong, just getting to the event, the car has gotten dirty. Even a 5 miles trip will do it.

You need to have a list worked out beforehand of what areas you need to give some attention and those that need rechecking. Some folks use a mental list and some have a written Checklist.

For me, I found a PowerPoint presentation worked best, as a picture with a few words often communicates a lot. In addition my 9 and 10 year olds help me with the car and the PowerPoint presentation works well as a learning and instruction tool for them. See Appendix B – Day of Event Checklist for details of my checklist with notes.

Also refer to Appendix A – What to Expect at a Concours. This is an excellent article by Richard Price explaining many of the logistics that a rookie needs to know.

Preparation – Process, Products and Tips

What to Prep and How

This section will cover not only what to prep, but how. I will also list the various products and tools I and others use. The key is to find a product you like and stick with it. This section is also based on my experience prepping my Boxster S. Unless your Porsche is also a Boxster, you will have to adapt these guidelines to your car. The advice in this section is not an official preparation list either, but rather my personal advice. Finally the guide does not cover under carriage preparation, which is required in Full Concours Division. This will be covered in a later version.

Interior

Seats

The first area needing attention is the seat rails. They need to be clean and free of grease. I clean them using P21S Total Auto Wash (Citrus Degreaser) 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 spraying Wurth HHS-2000 Spray Lubricant. This is a clear 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. I vacuum under the seat and then use a Griot's Micro Fiber Dusting Glove to wipe down the underside of the seat. There are many parts under the seat that collect an incredible amount of dust.



I then turn my attention to the upper parts of the seat. I firstly vacuum down the seat, paying particularly attention to the seat gaps. I use a micro attachment to my vacuum cleaner to get deep into the crevices and a brush attachment for the actual surface. Make sure to also vacuum fully any rear seat pockets.



You should then clean the seat corners as these are a favorite area for the judges. Again I use a Griot's 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 its time for the actual seat surface (which is normally leather). For leather which needs a lot of attention – Leatherique Rejuvenating Oil and Leatherique Pristine Clean are the best products I have found. After hearing near fanatical praise for these products from other hardcore detailers, I finally gave them a try and was very impressed. For well maintained leather, try Lexol Leather Cleaner. Once clean, you should condition the leather to keep it supple. My current product of choice is Griot's Leather Conditioner. It's less greasy than the Lexol Conditioner and leaves a great leather smell. For any vinyl parts of your seat, clean these with Lexol Vinylex. This product is both a cleaner and a protectant and does a great job.



Finally you need to clean any seat controls. On my car, these are plastic and I use Lexol Vinylex. I often vacuum the controls as well, using my micro brush attachment.

Seatbelts

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 P21S Total Auto Wash or another interior cleaner. Make sure to fully pull out the belt when cleaning and also give it a roll with a lint roller to remove lint etc. Clean the buckle, receptacle and all mounting points.

Roll Bar Area/Rear Storage Area

Rollbar (if applicable) should be wiped down. I like to 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 (Griot's) and the mesh windstops with Vinylex. I recommend 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 Vinylex. 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. I start by giving the area a quick vacuum using a micro brush attachment.



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 is 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.



A strong cleaner such as P21S Total Auto Wash 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. I also dress any rubber with 3M Rubber Dressing and plastic with Lexol Vinylex. 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 dirty. 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.



I clean then using Q-tips and P21S Total Auto Wash. If you feel the mechanism needs lubrication, give it a light spray with Wurth HHS-2000 Spray Lubricant, but remember to wipe off any excess.

Dash

The dash should be vacuumed (using a micro brush attachment) and then treated with a product like Vinylex if vinyl. If your dash is leather I use the Leatherique products plus Griot's Leather Care. 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

Again I start by vacuuming the area with a micro brush attachment. Plastic and vinyl areas are then treated with Vinylex. 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. Plexus plastic cleaner works very well on these.

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. Some concours participants remove these (and any other removable interior pieces) and put them in zip lock bags. They then install them at the event. Candidate pieces include detachable stereo face, rubber inserts, ash tray, mats etc.

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**. I clean rubber pedals with Griot's Rubber Cleaner. At the event, I dress them with Vinylex (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.

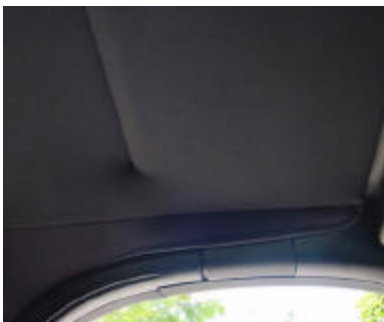
Mats need to be treated similarly. Any stains on the mats or carpets need to be cleaned as well. Stoners make an excellent automotive carpet cleaner.

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).

I use a different approach. I have a separate set of mats that I install at the event. I bring the mats to the event in large plastic bags and install them just prior to the commencement of judging. My logic is, I know the mats are 100% lint free and it requires effort (unclipping) etc by the judge to see any of the carpet area underneath.

Roof Liner

The roof liner is again an often missed area.



If the roof is vinyl and is in need of attention, try P21S Total Auto Wash. If the roof is a felt material, it can be vacuumed (carefully) and/or rolled with a lint roller.

Mirrors and Sunvisors

Make sure to clean the rearview mirror, front and back. Also clean the sunvisors (including any vanity mirrors). If your car is Cabrio, also clean inside any grab handles on the roof.

Interior Glass/Plastic Rear Window

The final items to worry about are the windows. I typically leave these to last. (After both the interior and exterior had been cleaned). I use Griot's Window Wipes and Griot's 100% Lint Free Paper Towels on the glass. I 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 a while 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.

Both Griot's and Meguiar's make great plastic cleaners and polishes.

Here is the recommended use of the Meguiar's products:

1. Start with Meguiar's Clear Plastic Detailer – M1808 to remove surface dirt/dust
2. Follow with Meguiar's Clear Plastic Cleaner if light hazing exists. Alternatively use Meguiar's PlastX G-12310 for removing scratches
3. Finally finish with Meguiar's Clear Plastic Polish M-1008

Exterior

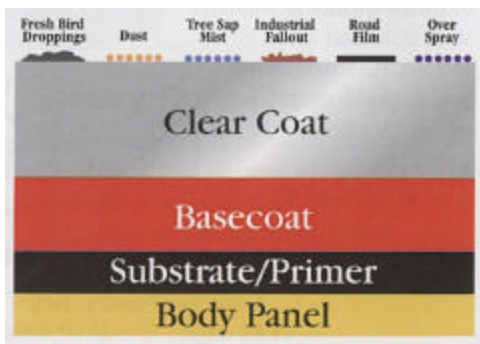
Paintwork

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. An excellent article on paintwork preparation can be found at www.carcareonline.com

Before I move on a few definitions are needed. These are broad generic definitions that may not always agree with various vendors. The important point is not what a product is actually called, but rather what it does.

Clay

A product similar to Play-Doh that is used to remove surface contaminants. Place your hand in a plastic bag and then run it across your paintwork. If you feel tiny grains of sand, that indicates you have surface contaminants.



Using clay is often a less aggressive approach than trying to polish away surface contaminants.

Griot's Garage makes an excellent clay. Use it in conjunction with their Speed Shine product.

Polish

A product designed to repair surface imperfections. Polishes work in one of three separate ways. Some use abrasives that wear away the paint surface to smooth out imperfections. Some use chemicals to clean the paint. (P21S Paintwork Cleaner). Other polishes contains "fillers" to hide mild scratches. (3M Imperial Hand Glaze.)



Finally some polishes try and do a combination of the above. An excellent example is Meguiar's #83 Dual Action Cleaner Polish, also called DACP on discussion forums. This has all three characteristics.

As a general rule, use the least aggressive polish to get the job done. You can always polish the car again with a stronger polish, but once you have burnt through the paint to the primer, you can't easily put the paint back on.

Compound

An aggressive polish that has a high “cutting” factor and is used to restore poor paintwork. Use with extreme caution. The more aggressive the polish/compound is, the more imperfections it will remove. However it will do this by taking layers of paint off and will also introduce “micro scratches” that will need to be “backed out” using a milder polish.

Glaze

A product that hides surface imperfections by using fillers/oils. This may sound like a poor approach to paintwork restoration, but it is often better than grinding a layer of paint away with an aggressive polish/compound.

Wax

A wax is a product designed to provide a layer of protection. Automotive waxes are made from Carnauba wax. It is a sacrificial surface designed to take the punishments of nature (instead of the paint). The benefits of a good wax cannot be underestimated. Once you have a layer of wax on the car, you have the following benefits:

- ✘ Sacrificial surface protectant
- ✘ The car looks great!
- ✘ The car is easier to wash
- ✘ The car stays cleaner (bugs and dirt wipes off easily)

Sealant

Essentially an artificial wax sometimes made from a polymer and sometimes an acrylic product. Sealants generally last longer than a Carnauba wax, but lack the depth of shine that a Carnauba gives. Examples are Klasse Sealant Glaze and Meguiar's #20 Polymer Sealant.

Blended Wax

Generally a combination of carnauba and polymers designed to give you the “best of both worlds”. . An excellent example is Meguiar's #26 Hi Tech Yellow wax, which is a blend of carnauba, polymers, silicones, and resins.

Hybrid Products

You will find many products that cross the boundaries defined above and blur the definitions I have provided. A good example is Cleaner Waxes, which are a one step product that combines chemical cleaners with a wax. Meguiar's NXT Tech Wax is an example. A pure synthetic with just a slight ability to clean.

Paintwork Preparation

As mentioned earlier, paintwork preparation can be done several weeks in advance. It is also preferable to do this, as it gives you an opportunity to wash the car a few times prior to the event and pick up on any mistakes. Typical mistakes include polish residue on a panel edge or wax residue from not fully buffing the wax out. Trying to polish and wax the day before event and getting it 100% right, is just too hard.

The following is an example of a full paintwork preparation process:

- ✘ Wash car using a strong solution of P21S Total Auto Wash. This will strip away any waxes or sealants currently on the car. (Note once you have waxed the car use a normal car wash product to preserve the wax layer)
- ✘ Clay car if necessary (I generally clay my car once a year). I use Griot's clay and their Speed Shine. Use liberal amounts of Speed Shine on the car and on the clay. Slide (aquaplane) the clay across the car, front to back. Regularly check the clay for dirt and knead it to get a clean part. When it gets too dirty, use a new piece.
- ✘ Quick wash and dry after claying
- ✘ Polish using an appropriate product for the level of restoration needed. For a new car this may just be a mild chemical cleaner like P21S Paintwork Cleaner. For a car with major imperfections a more aggressive product maybe needed. An example would be Meguiar's ScratchX by hand or DACP with a Porter Cable. If a more aggressive product is needed, you will need to follow that polish with a milder polish to "back out" the micro scratches that the aggressive product has introduced.
- ✘ Optionally apply a glaze (like 3M Imperial Hand Glaze)
- ✘ Wax car or use a Sealant. Note many sealants will not apply on top of a glaze. My favorite wax is P21S Concours Look Carnauba Wax. This wax applies very easily, will not stain trim and has outstanding depth of shine. Its only downside is that it lacks the longevity of some waxes/sealants.
- ✘ Optional final spray with a quick detailer (Meguiar's Final Inspection).

All polishes and waxes should be applied with quality foam or cloth applicators, and removed with 100% cotton cloths or microfiber towels. With both cotton cloths and microfiber towels your have to be careful of sharp bindings that will scratch your paintwork. I use Griot's 100% Cotton Cloths and Pakshak Microfiber towels.

Final Wash and Drying

The day before the event you should wash your car. If the polishing and waxing has been done well, then your car should look fantastic after a simple wash. The most important aspect of this final washing is the drying.

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.

Badges

Once the paintwork has been polished and waxed you need to turn your attention to the little things, like badges. For chrome badges use a product like Griot's Chrome Polish.



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 horse hair brush. Do not use a tooth brush 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. As well 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 product like Griot's Rubber Cleaner and then treated with a rubber dressing (3M Rubber Dressing or similar).

Plastic and Vinyl trim should be cleaned/treated with Vinylex.

Glass

Many people have their favorite glass cleaner. Mine is Griot's Window Wipes and Griot's 100% Lint Free Paper Towels.



If you use another product, I recommend 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

Number Plate Area

Yes, the number plate deserves its own special attention.



I remove the number plate and frame, and completely clean everything. I then 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. I also 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 like P21S Multi-Surface Polish. I use Griot's 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 Division). 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 (P21S Wheel Cleaner). Some of the shelf cleaners are very acidic and will strip the clear coat finish found on most Porsche wheels.



Some great tools to help you clean your alloys include:

- ✘ Griot's 3 Finger Sponge
- ✘ Griot's 4 Finger Mitt
- ✘ Griot's Large Foam Swabs (great for getting behind caliper)
- ✘ Porsche Lug Nut Brush
- ✘ Pakshak Microfiber Towels

Most alloys on the newer models are in fact painted silver and then finished with a clear coat. Therefore the wheel needs to be treated similar to your paintwork. I like to polish and wax my alloys a couple of times a year. This makes keeping them clean a lot easier.

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 Division. 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. Firstly 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.

Every time I wash my car I quickly spray the tires with Griot's Rubber Cleaner and give them a quick scrub with a brush. This makes sure the tire is clean and that I don't apply dressing to a dirty tire. I then dress the tire with 3M 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 water marks. 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 product such as Lexol Vinylex. If this black plastic trim is faded or marked, you should clean it with Vinylex. For better access you may want to remove the wipers.

Storage Areas

If you compete in anything other than Wash & Shine you will have to detail the storage areas of your car i.e. trunks.(In a Boxster, this is both 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.

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 Vinylex.

Spare Tire

It's a good idea to remove the spare tire (if applicable) and detail it exactly like you would the other wheels. This 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. I clean metal components with P21S Multi-Surface Polish. 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. I clean these area using P21S Total Auto Wash and Q-tips. Griot's Garage make an “L” shaped Q-tip that is well suited for this area. If you are fortunate to have trunk liners like Das Schild then just clean the liner with Vinylex.

Hinges and Drainage Areas

Clean these areas with P21S Total Auto 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 Vinylex. 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.

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.



I clean then using Q-tips and P21S Total Auto Wash. If you feel the mechanism needs lubrication, give it a light spray with Wurth HHS-2000 Spray Lubricant, 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 except Wash and Shine, the engine is judged. 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. To date I have not had one problem on my Boxster, but that may be because of its design. Any electrical components should be covered with plastic bags prior to washing down.

These are the main steps in washing the engine down:



1. 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.

2. Spray all parts of the engine and surrounding areas with P21S Total Auto Wash. I use a remote spray gun so I can get the liquid into every corner and under every part of the engine.
3. I then put on a pair of microfiber dusting gloves and spray these with P21S. I then work my hands in and around every component of the engine and surrounding areas. I try and work my fingers into every crack and corner.
4. The next step is to rinse the engine off. I use a small rubber attachment to my hose so I can get the water under every part of the engine. I rinse until every last bit of foam has left.



5. Now its 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. I then respray the areas needing attention and scrub them with brushes (nylon). Then a final rinse. On a Boxster, you can access the belts from behind the seats. There are 3 clips at the top to remove the carpet and the a

series of 10 mill bolts to remove the access panel. Use P21S and some rags to clean this area. It's too messy to spray water in this area. (Judges will not open this panel for judging, but they can get their fingers into from the top)

6. Once the engine is clean, I dry it using compressed air. I have an articulating air gun that makes it easy to access every corner of the engine.
7. Finally you should dress rubber hoses and plastic parts with your favorite product. I have found Stoners Trim Shine to work great for this.

Protective Coating on Metals

Often the factory sprays metal areas with a protective coating. The process of cleaning the engine down will remove it. If you are concerned about long term corrosion then Meguiar's makes a spray on protective coating called Engine Kote. This dries to a hard clean finish and is great.

Engine Compartment Lid

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

List of Products

There are many great products on the market. Here is a list of ones I use, as well as a list recommended by fellow concours competitors.

	JB's Garage	Other Excellent Products
Claying	<ul style="list-style-type: none"> ✘ Griot's Paint Cleaning Clay ✘ Griot's Speed Shine 	<ul style="list-style-type: none"> ✘ Mothers Clay Bar ✘ Meguiar's Quik Clay System
Washing	<ul style="list-style-type: none"> ✘ P21S Bodywork Conditioning Shampoo ✘ P21S Total Auto Wash (citrus degreaser) ✘ Audi Synthetic Chamois ✘ Pakshak MicroFiber Towels ✘ Big Blue Drying Towel 	<ul style="list-style-type: none"> ✘ Meguiar's #00 Hi-Tech Car Wash ✘ Meguiar's All Purpose Cleaner Plus ✘ Meguiar's NXT Car Wash,
Polishes and Glazes	<ul style="list-style-type: none"> ✘ Meguiar's Swirl Mark Remover ✘ Meguiar's Fine Cut Cleaner ✘ Meguiar's ScratchX ✘ 3M Imperial Hand Glaze ✘ P21S Paintwork Cleaner 	<ul style="list-style-type: none"> ✘ 3M Perfect-It Swirl Mark Remover for Dark/Light Colored Cars ✘ Meguiar's No. 7 Show Car Glaze ✘ Autoglym Super Resin Polish ✘ Meguiar's #83 Dual Action Cleaner Polish for use with Porter Cable
Cloths, Towels and Applicators	<ul style="list-style-type: none"> ✘ Detailers Choice Applicator Pads ✘ Griot's 100% Cotton Cloths ✘ PakShak MicroFiber Towels ✘ Meguiar's Foam Applicators ✘ Griot's MicroFiber Dusting Gloves 	<ul style="list-style-type: none"> ✘ Meguiar's Ultimate Wipe Detailing Cloth ✘ Meguiar's' Ultimate Bonnet

Waxes and Sealants	<ul style="list-style-type: none"> ✘ Klasse All In One ✘ P21S Concours Look Carnauba Wax ✘ One Grand Blitz Wax ✘ Klasse Sealant Glaze 	<ul style="list-style-type: none"> ✘ Autoglym Super Resin Polish ✘ Meguiar's No. 26 Hi-tech Paste Wax ✘ Meguiar's NXT Tech Wax
Wheel Cleaning	<ul style="list-style-type: none"> ✘ P21S Wheel Cleaner ✘ Porsche Wheel Cleaning Kit (sundry brushes) ✘ Griot's 3 Finger Wheel Mitt ✘ Griot's 4 Finger Lambswool Mitt ✘ Griot's Foam Swabs ✘ Klasse All In One ✘ Klasse Sealant Glaze 	<ul style="list-style-type: none"> ✘ Sonax R2000 Alloy Rim Cleaner ✘ Meguiar's NXT Tech Wax
Rubber Cleaning and Dressing	<ul style="list-style-type: none"> ✘ Griot's Rubber Cleaner ✘ Griot's Tire Brush ✘ 3M Rubber Treatment ✘ Griot's Blue Detailing Sponges 	<ul style="list-style-type: none"> ✘ 303 Aerospace Protectant ✘ Stoner More Shine Less Time for Tires ✘ Meguiar's #40 ✘ Meguiar's Trim Detailer
Exterior Plastic and Vinyl Cleaning and Dressing	<ul style="list-style-type: none"> ✘ Lexol Vinylex ✘ Various Foam and Swab Applicators 	<ul style="list-style-type: none"> ✘ 303 Aerospace Protectant ✘ Meguiar's #40 ✘ Meguiar's Trim Detailer
Window and Glass Cleaning	<ul style="list-style-type: none"> ✘ Griot's Glass Cleaner ✘ Griot's 100% Lint Free Paper Towels ✘ Griot's Window Cleaner Set ✘ Griot's Window Cleaner Wipes 	<ul style="list-style-type: none"> ✘ Stoners Invisible Glass ✘ Meguiar's Glass Cleaner Concentrate D-1301
Plastic Rear Window	<ul style="list-style-type: none"> ✘ Griot's Plastic Cleaner ✘ Griot's Plastic Polish ✘ Plexus Plastic Cleaner, Protectant and Polish 	<ul style="list-style-type: none"> ✘ Meguiar's #10 Polish ✘ Meguiar's #17 Cleaner ✘ Meguiar's #18 Detailer ✘ Meguiar's PlastX G-12310

Under Carriage and Engine	<ul style="list-style-type: none"> ✘ Griot's Under Carriage Spray ✘ Griot's Engine Cleaner ✘ P21S Total Auto Wash ✘ Meguiar's Engine Kote ✘ Stoners Trim Shine 	<ul style="list-style-type: none"> ✘ Meguiar's All Purpose Cleaner Plus
Interior	<ul style="list-style-type: none"> ✘ Leatherique Rejuvenator Oil ✘ Leatherique Pristine Clean ✘ Lexol Vinylex ✘ Lexol Applicators ✘ Griot's Leather Care ✘ Griot's Leather Scent ✘ Stoners Carpet Cleaner ✘ Various Foam and Swab Applicators 	<ul style="list-style-type: none"> ✘ 303 Aerospace Protectant ✘ Meguiar's #40 ✘ Meguiar's NXT Tech Protectant
Muffler and Other Metals	<ul style="list-style-type: none"> ✘ P21S Multi-Surface Polish ✘ One Grand Mag Alum Polish ✘ Griot's Metal Polishing Cloths ✘ Griot's 100% Cotton Disposable Towels ✘ Fine Steel Wool ✘ Dremel and attachments 	<ul style="list-style-type: none"> ✘ Meguiar's All Metal Polish
Sundry	<ul style="list-style-type: none"> ✘ Meguiar's 34 Final Inspection ✘ Oil-Flo Safety Solvent ✘ Lint Roller for Cabrio Top ✘ RaggTopp Cleaner ✘ RaggTopp Protectant 	<ul style="list-style-type: none"> ✘ 3M General Purpose Adhesive Cleaner ✘ Meguiar's NXT Spray Wax

The previously mentioned products can be found at:

- <http://www.carcareonline.com/>
- <http://www.griotsgarage.com/index.jsp>
- <http://properautocare.com/>
- <http://www.leatherique.com/>
- <http://www.pakshak.com/>
- <http://www.meguiars.com>

Detailing Tools and Setup

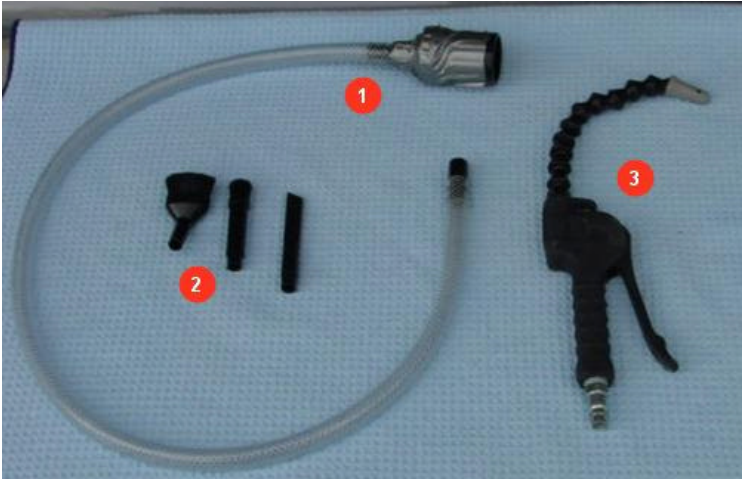
The following are some of the tools that I find very useful for Concours preparation.



1. Tire cleaning brush. – Griot's Garage
2. Foam brush (great for cleaning behind calipers) – Griot's Garage
3. Porsche lug nut brush
4. Large foam swab (Great for wheel cleaning) – Griot's Garage
5. Q-tips (normal and foam head) – Griot's Garage
6. Micro Q-tip – Car Care Online
7. L-Shaped Q-tip (great for cleaning inside panels and for applying dressing to weather strips) – Griot's Garage
8. Micro touch up paint brushes – Griot's Garage
9. Alcohol swab – Griot's Garage
10. Detailing brushes (metal, nylon and horse hair) – Proper Auto Care
11. Lint roller (great for carpets and cabrio top)
12. Rubber hose nozzle (bend nozzle to start flow) – California Car Cover Co.
13. Engine cleaning brush – Griot's Garage
14. Four finger lambs wool wheel mitt – Griot's Garage
15. Three finger foam mitt – Griot's Garage
16. Remote spray head with 6 foot hose (great for wheel and engine cleaner) – Car Care Online



- ✘ Wall mounted wet/dry vac
- ✘ Air compressor with retractable hose unit



1. Vacuum micro attachment
2. Micro attachments (great for interior dash detailing)
3. Articulating air gun (can bend 180 degrees)



- ✘ Storage drawers for detailing towels and applicators
- ✘ White drawers for clean and black for dirty

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- | | |
|----------------|-----------------------------|
| Bob Bianconi | PCA – Maverick Region |
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| Bob Gale | PCA – Rocky Mountain Region |
| Charles Gordon | PCA - Northeast Region |
| Rick Johnson | PCA - Orange Coast Region |
| Mike Phillips | Meguiar's Inc |

Appendix A – What to Expect at a Concours

By Richard Price

So, you have spent the better part of the last weekend or so getting your car washed, waxed and cleaned. Now you are ready to show your car at a Concours d'Elegance. But as you get ready to go to sleep you wonder how ready you are and what to expect tomorrow. Are you really ready?

As you prepare your car for a Concours, you will use many different products. Cleaners, polishes, waxes, solvents, window cleaners and leather treatments are just a few of the many items you will use to get your car to look it's best. To be ready to show your car you should have prepared yourself some kind of a kit that has small bottles of each of these products as well as towels, rags and even Q-tips. Being prepared will make the day of the show go much smoother. Talk to friends who have been to shows and find out what they bring. Also think about comfort – bring chairs, an umbrella for shade and a cooler for drinks. It can get pretty hot waiting for those judges to show up. I know that is a lot to get into a Porsche, but modern technology makes some great fold-up compact chairs, etc.

One last consideration to prepare for is getting the car ready for the trip to the Concours site. If you have a trailer, you are lucky. Most participants do not. In fact, unless you are showing in the Concours class, you have to drive to the event. You may want to consider covering parts of the car with removable vinyl pieces or tape to prevent chips and other damage on the way over. These products are available from many sources; some are even at your local hardware store.

OK, so the morning is here. You are on your way over. You have left early so you will have plenty of time to drive over and avoid those water puddles. You also want to have as much time as possible to prepare your car once you arrive. Know what time car placement starts and plan on being there by that time.

Once you arrive you will be directed to the entrance of the Concours site. A volunteer will direct you to the place your car will be on display for the day. Quite often a great deal of thought has gone into where the cars are placed, so be patient and understanding as you are directed to your spot – in the grand scheme of things it makes sense. Once in place unload your car – the chairs, umbrella, detail kit and cooler. Take a moment to get organized. Now locate the registration table and make sure you are registered, get your score sheets and return to your car.

Take a moment and fill out your score sheets. The front sheet requires the most information. All the other pages just need your name and class. As a courtesy to the judges, remove the staple. Fill out the placard that goes on the front windshield. Place the placard and score sheets off to the side, take a deep breath and get ready for the final preparations.

If you arrived early, you should have around two hours to get your car ready. That may seem like a long time, but it is never enough time. Think about all the things you did over the last few weekends while you got the car ready, you now have to do all those things over again in an abbreviated fashion. Start with the area of the car that will need the most attention – if you are in Concours division that is probably the underside, for Street and Unrestored the motor, for Wash and Shine the exterior. The storage compartment should need the least attention so leave it for last. Think about the areas that took extra work while you worked on the car during the previous weekend. Those are the areas that will need special attention again. Did you find a small oil leak in the motor compartment? Make sure you give that area special attention this morning. Did you have a problem with the glass streaking – you will again this morning. Be systematic. Take each judged area one at a time. Finish one area, close it up and go on to the next. The interior should be near the end of your list because you will need to open it up to open up the other areas – engine compartment and storage. As you finish the interior, give it one last look around for what the wind might have blown in and close the door. Now give the exterior that last walk around detail. Remember the score sheets and placard you filled out a couple of hours ago. Grab them and place them under the windshield wiper. Right about now you are going to hear someone saying, “light dusting only.”

Once you hear “light dusting” it is time to relax. All you can do now is lightly dust the exterior of the car and wait for the judges. At some point the volunteer judges are going to make it to your car – you might be first, you might be last, but your time will come. When they show up, they will introduce themselves to you and ask for the score sheets. Remove the score sheets from under the wiper and hand them to the head judge. The head judge will distribute them to the other judges on the team. At that point, the head judge gets as long as needed to walk around the car. This is when the head judge is looking for fit, finish, and general presentation of the car. Usually this doesn’t last more than a minute. Now take a really deep breath because the judging is about to begin. The head judge will ask you to open all the doors on the car. You will find this easiest if you do it in a logical sequence. Open the drivers door, while in there release the storage and engine compartment lids and gas cap if you have one. Now go open the engine lid all the way, open the passenger’s door and finally the storage lid. The head judge will instruct the timer to start the 5-minute judging period. You will now get to spend the longest five minutes of your life. You get to watch these judges probe and poke your car like some kind of thorough physical exam. This is not the time to relax. Watch what they are doing. See where they are inspecting. They know where to find problems, so take from their experience and learn new areas to clean you might not have thought of before. You should not talk to the judges during this time, but you can learn a lot by watching.

When judging ends the judges will fill out their score sheets. Usually they will take the time to show you what they found and maybe even offer suggestions. If they do not, it is perfectly acceptable for you to ask. Do not be offended if they are brief – they do have many more cars to judge.

Now you really can relax. Take a moment to stand back from your car and see how great it looks. This is the biggest reward you are going to get for all your work. You now have a car

that will really turn heads. Once you do that, take time to walk around and look at the other cars, talk to the other participants, find out their secrets. Most people who are involved in the Concours series will be more than happy to share their techniques with you.

Sometime after lunch, the awards will be handed out. Come over and congratulate those who did well – who knows you may be one of them. Offer thanks to those who took hours and days of their time to organize the event. The day has now come to an end. Pack up everything and enjoy driving your beautiful car home. Oh, you might want to confirm when the next event is so you can do it all over again!

Appendix B – Day of Event Check List



Boxster S

2003 Concours Check List



PORSCHE

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Outside



- Final inspection outside of car
- Check wheel arches and rocker panels

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Note: I firstly dust the car down with a California Duster and then follow with Meguiar's Final Inspection. I avoid spraying anything direct on the car. Instead I spray the MFI onto a microfiber cloth first. I wipe one panel at a time with the wet cloth and then follow with a dry microfiber towel.

Nose Area



- Front nose detailed
- Check for wax in gaps & grilles
- Wipe down lights and check under

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Note: Particular attention must be given to the nose area (particularly if you did not use a bra). It's important to wipe down both the top and underside of any grille vents. Also around the edges of the lights, dust and water marks like to hide. I clean mainly using MFI plus Griot's Garage Plastic Cleaner on the headlights. If you have driven some distance to the event you can be sure to find bug marks on the headlights

Rear taillights & Badge



- Wipe down lights
- Check cracks for water spots
- Check for wax residue around Boxster Badge

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Note: Like the front lights the rear need to be checked for dust and water marks on the gaps around them. Any badging on your car should already be 100% clean and free from wax/polish residue around edges.

Rear license plate area



- Wipe down bumpers incl edges
- Clean license plate incl edge
- Polish exhaust tip and clean above

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Note: The license plates are key areas that the judges look at. They will run their fingers around the back edge and check for dust. As part of my Long Range Planning I remove the number plate and frame and completely clean everything. I then 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. I also make sure to check the hole underneath the bumperettes for dirt.

Wiper Area



- Detail wipers-check for water spots
- Detail plastic-check for dirt

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Note: Just like the nose of the car, wipers need to be checked for bug marks. Also the black plastic at the front of the windshield of a Boxster/996 often needs attention. Often the area behind where the wipers connect to the car collects dust. You can clean this with a damp cloth or use a product such as Lexol Vinylex. If this black plastic trim is faded or marked, you should clean it with Vinylex before the event. Vinylex will take faded trim and restore it to a nice satin "factory new" look. If after using Vinylex you feel the trim is a bit shiny, then just buff it with a clean cloth.

Engine vents – both sides



- Wipe down vents for dust
- Check for wax residue
- Check around edge

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Note: The engine vents are prime areas for deductions. During preparation you must remember to wipe down the top and underside of each and every vent. When you arrive at the event you have to do it again because of dust collected during the drive to the show.

Alloys x 4



- Clean wheels-inside and out
- Clean lug nuts with Qtips
- Wipe down rubber with window wipes

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Alloy wheels

Even clean looking wheels will have a thin layer of brake dust on them. Thus **MUST** be cleaned off. I like to use a Griot's Garage (GG) 3 finger sponge sprayed with Meguiar's Final Inspection (MFI). Just wipe the wheel with the wet sponge and then dry with a cloth, preferably a fluffy microfiber cloth. Although only the front surface of the wheel is to be judged, it is highly recommended that the whole wheel, inside and out is cleaned. Special attention should be given to the lug nuts. This is a favorite area of the judges. I like to spray the lug nut with MFI, then clean it with a Q-Tip, wipe out excess spray with a cloth, and then finally dry the area with a can of compressed air. These cans can be bought at stores like Office Depot and are used to clean computers.

Tires

There are 2 common mistakes rookies make in regard to tires. The first is assuming they are clean. The tires pick up brake dust just like the alloys so they need to be cleaned. The second mistake is excess residue from tire dressing. Judges will often run their finger over the tire....particularly the lip/edge next to the alloy. If **ANY THING** comes off, then it's a deduction. So I **ALWAYS** wipe down the tires at the event, but I **NEVER** dress the tires at the event. Tire dressing should be applied at home. When applied you should wipe the tire down after allowing the dressing to soak in for a few minutes. What comes off at this stage is not needed and will in fact collect brake dust. I actually use a Griot's Garage Window Wipe to wipe down the tires. These wipes are soaked in alcohol so they work great at cleaning up any dust and drying to leave no residue.

Fuel door



- Details fuel door area
- Check for dust and wax residue

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Note: The fuel door will be judged and this should be one item that if prepped before hand will need little attention at the event, except for a quick wipe.

Door sill – both sides



- Wipe down sill – dust
- Check plastic for marks
- Check umbrella

Copyright - James Brankering - 2008

Note: Door sills are a critical area. It's the first part of the car that the interior judge sees. The sill area will need to be wiped down at the event. No matter how clean it is, a thin layer of dust will collect on the sill during the drive to the vent. This layer of dust will not be visible, but will be shown if a finger is run along the sill. You also need to check for marks on the sill guards. No matter how hard I try I always seem to touch the sill guards at the event. Again Lexol Vinylex is a great product to touch up the area.

If you have a door sill umbrella, you can either remove it from the car or leave it in place. If you chose to leave it in place, then make sure it is clean and so is the actual recessed area.

Door jam – both sides



- Wipe down door jam
- Remove grease
- Use white glove for cracks

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Note: Door jams are a major source of deductions at events. They need to be 100% clean and free from all grease. Even mechanical arms that have grease put on them by the factory need to be wiped down. This is one item where “factory new” is not strictly correct. If you have prepped the door jams earlier by polishing and waxing them, your job now should be just a simple wipe down of all parts. In addition I clean down the control arm (see red arrow) with P21S Total Auto Wash. This is a citrus degreaser and does a great job of removing any grease. I typically put on a Griot’s White Microfiber Dust glove and spray that with P21S and then work my fingers in and around the arm.

Door sides and bottom



- Wipe down door seals
- Remove dust from bottom

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Note: Just like the door sill, the sides and bottoms of the door need to be wiped down. In particular the rubber seal collects “day of event” dust very easily.

Door locks – both sides

Note: All locks need to be free of dirt, dust and grease. Judges will stick their fingers very very deep into all locks searching for dirt/grease. You will need to use a Q-Tip to get inside the door lock.



- Wipe down dirt/grease
- Clean lock with Qtips

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Door panel – both sides

Note: Hopefully your prep work would have made sure the door panel and pockets are completely clean. But it's a good idea to double check at the event. Especially check for lint in any door pocket and marks on silver trim of a Boxster/996.



- Check for dust & marks on plastic
- Wipe down silver trim (under flap)
- Check storage bin

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Rear trunk lid



- Wipe down all edges
- Wipe down Das Schild trunk liner
- Check trunk hinges

Copyright - James Bradenrig - 2003

If W&S you can skip this.

All edges of the trunk should be wiped down, plus check the hinges for dust.

If you have a Das Schild trunk liner, then wipe it down. If not, make sure to wipe down the underside of the trunk lid and any openings.

Lower cabrio top



- Wipe down brake light and upper sill
- Clean circular fitting
- Wipe down underside of cabrio

Copyright - James Bradenrig - 2003

If W&S you can skip this.

If you are showing a Boxster in Street or Full Concours, you should raise the metal cabrio cover (clam shell) and wipe underneath. Also clean as noted on the left.

Rear trunk



- Remove mat & lint roll carpet
- Wipe down jams and rubber
- Wipe down fluid area
- Check lower spoiler area for dust

Copyright - James Brakkeing - 2003

If W&S you can skip this.

Follow instructions on the left

Trunk locks



- Wipe down grease/dirt
- Replace black latch

Copyright - James Brakkeing - 2003

If W&S you can skip this.

Follow instructions on the left. Note judges will dig deep into the locks. Your job is to dig deeper first!

Battery



- Remove top and wipe down for dust
- Check tray for dirt

Copyright - James Brankering - 2003

If W&S you can skip this.

Follow instructions on the left. Note the battery tray in a Boxster/996 will collect water from washing. That water needs to be dried up or it will leave marks. Particularly check the passenger side area of the battery tray.

Front trunk lid



- Wipe down all 4 edges
- Wipe down lower "squares"
- Check hinges

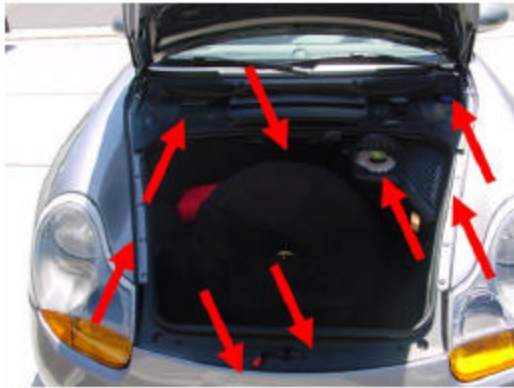
Copyright - James Brankering - 2003

If W&S you can skip this.

Follow instructions on the left.

If you have a Das Schild trunk liner, then wipe it down. If not, make sure to wipe down the underside of the trunk lid and any openings.

Front trunk



- Check all plastic areas
- Wipe down fluid area
- Wipe down sills and rubber seal
- Check for lint... esp behind amp

Copyright - James Brakesrig - 2003

If W&S you can skip this.

Follow instructions on the left.

Storage areas



- Empty car – console, radar, backpack, seat pockets, seat back
- Inspect storage areas for dust/dirt

Copyright - James Brakesrig - 2003

You need to remove all items from the car. Anything left in the car can be judged. Therefore make sure you clean out all pockets and glove boxes etc.

Steering wheel area

If needed give the dash a quick dust or vacuum.



- Vacuum complete dash area
- Wipe down steering wheel & column
- Clean dust on instruments/controls incl top of instruments

Copyright - James Brakenrig - 2008

Center console

Especially check the shifter boot for dust/dirt.



- Vacuum... check for dust
- Check shifter boot for dirt/marks
- Check keyhole

Copyright - James Brakenrig - 2008

Center dash

Give the radio button and climate controls a wipe if needed.

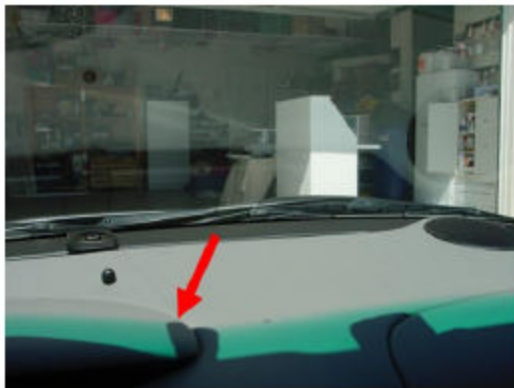


- Vacuum and check for dust
- Check drink holders
- Remove radar remote
- Clean climate and radio screen

Copyright - Jones Brakesing - 2003

Upper dash

If you have a set of white inspection gloves, now is the time to use them. Give the interior dash one last wipe down



- Vacuum upper dash, white glove and check for marks on leather
- Check dressing on black plastic
- Wipe down edges for dust

Copyright - Jones Brakesing - 2003

Internal mirrors

Follow instructions on the left.



- Clean mirrors x 3
- Check underside of sun visors
- Check for dust behind rearview

Copyright - James Brakenrig - 2003

Roll bar area

Follow instructions on the left.



- Wipe down roll bar
- Use white gloves in cracks
- Use white gloves in rear storage

Copyright - James Brakenrig - 2003

Seats x 2

The corners of seats are a key area that judges inspect. Make sure you can stick your finger in the corners and come out completely clean



- Wipe down controls ... check undersides
- Check for dust in corner
- Check seat rails for dust/grease
- Check upper seat controls (tilt)

Copyright - James Brakke rig - 2008

Seat belts x 2

Follow instructions on the left. Make sure you fully pull the belts all the way out and check for marks.



Note the 986 Seat Belt Pads are an aftermarket option I have on my car. It is probably best to remove any seat belt pads for Concours events.

- Check belt and buckles
- Check bottom anchor for dust
- Check top loop for marks
- Install 986 straps

Copyright - James Brakke rig - 2008

Seats x 2



- Check complete seat for dirt/marks
- Check gaps for dirt
- White glove interior

Copyright - James Brakke rig - 2003

The seat gaps are also a key area the judges inspect. This area needs to be 100% clean...no lint, no duct, no crumbs etc

Roof liner



- Check for dirt/lint
- Check surrounding trim

Copyright - James Brakke rig - 2003

Follow instructions on the left.

Rear window

Follow instructions on the left.



- Clean inside and out of rear window
- Install windstops

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Pedal area

Yes! Dress the pedals. They are part of the interior and can be judged. Pedals also get dirty, just driving to the event, so they will need attention.



- Wipe down for dust (white glove)
- Dress pedals (wipe down residue)
- Check under dash for dust x 2

Copyright - James Brackering - 2003

Engine



- Wipe down engine, under hoses, under sills and front belt
- Wipe down engine cover and cabrio storage area
- Wipe down edges and channels of cabrio cover

Copyright - James Brakenrig - 2003

If W&S you can skip this.

A Boxster's engine is difficult to access, but will be judged in Street Class. If you have time at the event, give the engine a last minute wipe down per the instructions.

Mats



- Check floor, lint roll carpet
- Install new mats

Copyright - James Brakenrig - 2003

Follow instructions on the left.

You can have your car judged with or without mats installed. I like to use a new set just for the show and install them just prior to judging starting.

Note the judges will almost certainly look under the mats!

Follow instructions on the left

Glass windows



- Clean side windows
- Clean windscreen
- Clean side mirrors

Copyright - James Brackering - 2008

Follow instructions on the left

Inside glass



- Check inside glass for marks

Copyright - James Brackering - 2008

Door handles x 2

Don't forget the door handles!



- Check for dirt and marks
- Check underneath
- Check for wax residue around edge

Copyright - James Brakesrig - 2008

Cabrio top

Follow instructions on the left



- Lint roll top
- Inspect for dirt and dust

Copyright - James Brakesrig - 2008

External plastic x 8

Follow instructions on the left



- Check and dress if necessary plastic trim
- If using dressing, wipe down residue

Copyright - James Brankering - 2008

External rubber

Follow instructions on the left



- Wipe down rubber and dress if necessary
- If dressing wipe down residue

Copyright - James Brankering - 2008

Appendix C - Zone 8 Concours Rules 2004

I. GENERAL

Concours d' Elegance is a French term denoting a gathering together of automobiles in competition or judging of their respective merits in terms of coach work design, finish and appointments. In the PCA, we are concerned with only one marque, Porsche. Porsche is defined as an automobile manufactured by Porsche AG, and powered by an engine manufactured by Porsche, except as noted in Section II, #7, Special Interest Classes. Members use their cars in many different ways and for many specific purposes. Therefore, the purpose of this Zone 8 Concours Series is to select the best prepared and maintained Porsche.

Any person is eligible to be an entrant at a PCA Zone 8 Concours event. Only PCA members, family members, or affiliate members and their entry shall be eligible for the year-end PCA Zone 8 Championship Awards.

II. CLASSIFICATIONS

Division and Class designation:

1. CONCOURS DIVISION

- C-1 All Closed 356's
- C-2 All Open 356's
- C-3 911-912 (1965-1973)
- C-4 911-911 Turbo, 930, 912E (1974-1983)
- C-5 911-Carrera & Turbo (1984-1989)
- C-6 911-Carrera & Turbo (1990-present), 1989 C4 Carrera, GT2, GT3
- C-7 Boxster
- C-8 914-4, 914-6
- C-9 924, 924S, 924 Turbo, 944, 944 Turbo, 928, 928S, 968
- C-10 Special Interest, Current Competition, Limited Production
- C-11 Cayenne

2. STREET DIVISION

- S-1 All Closed 356's
- S-2 All Open 356's
- S-3 911-912 (1965-1973)
- S-4 911-911 Turbo, 930, 912E (1974-1983)
- S-5 911-Carrera & Turbo (1984-1989)
- S-6 911-Carrera & Turbo, (1990-present), 1989 C4 Carrera, GT2, GT3
- S-7 Boxster
- S-8 914-4, 914-6
- S-9 924, 924S, 924 Turbo, 944, 944 Turbo, 928, 928S, 968
- S-10 Special Interest, Current Competition, Limited Production
- S-11 Cayenne

3. UNRESTORED STOCK DIVISION

- UR-1 All 356's
- UR-2 Future use
- UR-3 911/912 (1965-1973)
- UR-4 911/911 Turbo, 930, 912E (1974 1983)
- UR-5 911/911 Turbo (all air-cooled 1984 Y-10)
- UR-6 Future use
- UR-7 Future use
- UR-8 914/914-6
- UR-9 924, 924S, 924 Turbo, 944, 944 Turbo, 928, 928S, 968
- UR-10 Special Interest, Current Competition, Limited Production All Water Cooled Porsches

4. WASH & SHINE DIVISION

W&S-1 All 356's

W&S-2 All other Air Cooled Porsches

W&S-3 All Water-cooled Porsches through 1996

W&S-4 All Boxsters and 996's, GT2, GT3, Cayenne

Note: There shall be no combining of classes. See Concours Rules for definition of G-10, S-10, UR and W&S classes. All Street, UR and W&S division entries MUST be driven from home port/permanent residence, with the exception of competition entries. Street, Unrestored, and Wash & Shine division cars may be trailered to out-of-state shows.

5. UNRESTORED DIVISION: Unrestored Stock entries are Porsches, a minimum 10 model years old, (current model year minus 10 years, Y-10), with a minimum of 75% Porsche Factory applied paint and 75% Porsche Factory installed interior.

6. WASH & SHINE DIVISION: The purpose of the W&S Classes is to help and assist new participants in preparing their Porsches for Zone 8 Concours competition. Any entrant may enter the W&S class.

(A) There will be no time limit on the judging of the W&S division car. Written and verbal comments from the judges will be encouraged.

(B) Prior to judging, the entrant shall notify the Event Chairman if chassis judging is desired. Chassis judging will be for the courtesy of the entrant only and points will not be awarded.

(C) There will be a year-end W&S class champion. If a one-time entrant in the W&S class moves into the Concours, Street Division, or Unrestored at a subsequent event during that calendar year, points earned in the W&S class will be credited to that division.

7. SPECIAL INTEREST CLASSES: Definition of Classes C-10 and S-10:

Except in Special Interest Classes, all entries must have the same basic Porsche engine configuration as originally equipped. In Special Interest, any type of engine swap is allowed including non-Porsche engines (Example: 6 cylinder vs. 4 cylinder swaps or Carrera vs. pushrod swaps).

(A) SPECIAL INTEREST: - Defined as highly modified production Porsches. A Porsche with an engine swap as defined in (See #7) would be entered in this class also. Modifications to these entries shall not affect judging, except where modifications render the entry illegal or unsafe for street use.

(B) CURRENT COMPETITION: - Defined as cars currently (within the last 12 months) involved in active, on track competition (Example: IMSA, SCCA, Solo 1, Time Trials, etc.). Showroom Stock Porsches in Zone 8 are excluded from Classes C-10 and S-10.

(C) LIMITED PRODUCTION: - Includes Porsches such as the 1952 American Roadster, Buetlers, Spyderys, Abarths, 904's and 906's, 911 R's, etc. Bonafide retired limited production competition entries are included in this class. Any production line Porsche originally equipped with a 911 Carrera or 911 Turbo engine is not eligible for entry in this class.

III. RULES:

All Street, UR and W&S division entries MUST be driven from home port/permanent residence. Competition entries excepted.

(A) Street, Unrestored, and Wash and Shine division cars may be trailered to out-of-state shows.

(B) Full Concours may be trailered to all events.

(C) Each car must proceed to its display location under its own power, without assistance of any kind.

(See IV-7).

(D) Current Competition entries may be exempt due to noise restriction requirements. Each car must be in its assigned display position at the time judging begins.

(E) "For Sale" signs are prohibited.

(F) No commercial displays are allowed unless authorized by the Event Chairman.

(G) All vehicle alarm systems must be turned off prior to entering the Concours site and must remain off throughout the Concours.

(H) There shall be no combining of classes.

(I) An entrant or representative must accompany the car during the time of judging. The car will not be

judged if the entrant or representative is not present.

(J) A car may compete in only one class/division for year-end awards in a given year.

IV. JUDGING:

1. Judging shall be in the following areas:

	Full	Street	Unrestored	W&S
EXTERIOR	X	X	X	X
INTERIOR	X	X	X	X
ENGINE COMPART.	X	X	X	
STORAGE COMPART.	X	X	X	
CHASSIS (Forward)	X			
CHASSIS (Rearward)	X			

2. Fill out the top portion of the Entry Form completely, as well as your name and class on each Score sheet. Do not write below the line on the Master Score Sheet. Place the Entry Form and Score Sheets on the driver's side of the windshield.

3. Advanced preparation of the entry is usually made by the entrant prior to arriving at the Concours site. Final preparation is usually made at the Concours site prior to the start of judging.

(A). Once judging begins, only light dusting with a duster or suitable dusting cloth will be permitted.

(B). Use of toothbrushes, Q-tips, or any other cleaning device or products could result in a penalty of 10 points, assessed by the Event Chairman.

(C). Entries must be displayed with the exterior and all parts uncovered. (Example, bras, mirror covers, dust covers, etc.)

4. Contestants will be notified 5 minutes prior to the start of official judging.

5. Judging time shall be five (5) minutes per entry, unless otherwise announced by the event chair prior to the start of judging. There are no time limits for judging in the Wash & Shine class.

6. A total of five minutes will be allowed for each section judged. The one-minute walk-around will be counted in the total time for the exterior judge. When one minute remaining for judging is called, the exterior judge stops judging and the remainder of the judges continue until time is called.

For example, the Exterior judge walk-a-round will be one (1) minute. All compartments (doors, trunk etc.) will be opened off the clock. Judging begins for five (5) minutes. The exterior judge completes judging when one (1) minute remaining is called. All components of the car will be judged for a total of five (5) minutes.

7. An entry may be required to demonstrate its ability to start, or have any part checked for proper operation and maintenance (Example: horn, lighting, brakes, etc.). Oil caps, battery caps, brake fluid caps, spark plug connectors, etc., will not be removed from their normally affixed position.

8. BOXSTERS must have the engine panel removed for judging, except in Wash & Shine. Failure to do so will result in zero (0) points for the Engine area. The Boxster engine compartment is judged (5 min) following completion of regular judging.

9. An entry in Concours, Street, Unrestored or Wash & Shine Division may change division one time during the season. Only the points appropriate to the new division will be transferred.

10. A judging team will remain intact to judge all assigned cars.

11. No participant can judge in a class that he or she has shown a car during the year.

12. Large divisions may be divided into two groups. A new judging team comprised of an equal number of judges from the original two teams will rejudge the car with the highest score from each group to determine Best of Show. Judges on the newly formed team must judge an area different from the area previously judged.

13. All judges will be classified using a point system based on experience and service at Zone 8 events. The Zone has established three levels of judges as follows:

Zone 8 Judge
Senior Judge
Head Judge.

Points awarded for judging follow:

Participating in a Concours school	100 points
Judging at a Zone 8 Concours	100 points.

Point levels for each classification are as follows:

Zone 8 Judge	500 points (1 Judging School)
Senior Judge	1000 points (2 Judging Schools)
Head Judge	1500 points (3 Judging Schools).

For Judges to maintain their respective classification, *they* must judge at least one event each year and attend at least one Judges' School every two years.

Judges and workers must sign the "Service" form at each event to acquire service points. The Concours Chair will archive the forms to be used to determine year-end awards.

At each year-end awards banquet, each qualified judge will be recognized and awarded a nametag signifying the achievement.. Effective in 2005, every head judge on each judging team at each Zone 8 Concours must have a "Zone 8 Judge" or higher classification for that event.

V. SCORING:

1. There will be one Overall Winner in each Class determined by total points scored at each Concours event in the series.

(A) Each Concours will include "Best of Show" award for Concours, Street, Unrestored, and Wash and Shine Division Overall Winners. The score will be based solely on the total points awarded. These point totals will be maintained for Class and Overall Year-End Awards.

2. Individual score sheets will be returned to the entrant immediately following the presentation of awards at each show within the series.

3. In the event of a tie, the tie will be broken as follows:

(A) Compare the scores in the judging areas as described in IV-1, the car having the highest score in the most areas will be the winner.

(B) If a tie still exists, (i.e., each car had the highest score in the same number of judging areas), then compare the score in each of the judging areas, beginning with EXTERIOR and proceeding to each judged area in the order as described in IV #1. The car with the best score in EXTERIOR will be the winner. If there is a tie in this area, then proceed to compare scores in each area in order until the tie is broken.

(C) If a tie still exists, go back to each judged area and compare the scores in each "sub-area" (i.e., EXTERIOR, Coachwork) in each of the areas in the same order until the tie is broken.

4. Written protest shall be filed with the Event Chairman within 15 minutes of the end of the awards presentation. For this reason, each entry is to remain in place for at least 15 minutes following the awards presentation. A protest can be filed only if Zone 8 Concours Rule has been violated. The written protest must reference that rule.

5. Concours results and the series standings shall be mailed to entrants who self address an envelope at each event. Results can also be seen on the Zone 8 web site.

VI. Awards:

1. Event awards:

Every Concours event will present awards in every class that has at least one entrant. Awards are based on the following:

Number of entrants	Number of awards
1	1
2 or more	Number of entrants divided by 2 (rounded down)

2. Year-End Awards

A Year End Award shall be determined by the participant's total Points Scored during the year, including:

- (A) A minimum of four (4) shows to include at least one out-of-state show, and
- (B) A minimum of 300 service points. The Class champion will have the highest point total and have met the service point's requirement.

Service points will be earned according to the following schedule:

Event Chairperson	300 points
Assistant Chairperson	100 points
Event Judge	100 points
Volunteer	50 points

- (C) There shall be one year-end PCA Zone 8 Concours Overall Champion in each Division, (Concours, Street, Unrestored, and Wash & Shine) determined by the best scores awarded in the minimum number of events required in (VI, 2,). If more than four (4) shows are attended; only the best four (4) scores will be used to determine *Overall* year-end standing. A Wash & Shine Overall champion will NOT be eligible for the year-end overall championship for consecutive years. The Overall Champion must meet all eligibility requirements.

Any Question concerning a specific Concours or the PCA Zone 8 Concours series shall be directed to the Event Chairman or the PCA Zone 8 Concours Chairman. We encourage you to write or give us a call. For more information, contact:

Zone 8 Representative

Beverly Giffin-Frohm
BevFrohm@yahoo.com

Rules Chair

Richard Price
RTP356@thecarriagehouse.net

Concours Chair

James Brackenrig
james@brackenrig.net

Appendix D - Concours Calendar PCA Zone 8

March

Zone 8 Judging School Saturday, March 13, 2004

Riverside Concours Saturday, March 27, 2004

April

Las Vegas Concours Saturday, April 17, 2004

OCR FunCours Saturday, April 24, 2004

SGVR Concours Sunday, April 25, 2004

May

Southern Arizona Concours Saturday, May 01, 2004

GPX Concours Sunday, May 16, 2004

June

Orange Coast Concours Sunday, June 06, 2004

LA Region Concours Sunday, June 13, 2004

July

Central Coast Concours Sunday, July 18, 2004

September

Santa Barbara Concours Sunday, September 12, 2004

San Diego Concours Sunday, September 26, 2004

October

Cal Challenge Concours Sunday, October 03, 2004

Arizona Concours Saturday, October 30, 2004

Appendix E – Great Detailing Links

Porter Cable for Beginners

Everything you need to know about what to buy and how to use a random orbital

<http://bimmer.roadfly.org/bmw/forums/detailing/forum.php?postid=1430487&page=1>

Microfiber: Myths, Truth and Technology

Definitive reference to Microfiber

<http://www.bettercarcare.com/articles.php?articleId=44>

The Role Silicone Plays in Car Care Products

<http://www.bettercarcare.com/articles.php?articleId=42>

How to Repair a Wheel Rash

Do it yourself guide to wheel rash repair.

<http://www.renntech.org/forums/index.php?showtopic=80&st=0&#entry196>

Aluminum Polishing 101

<http://www.superstallions.com/tech/carcare/polish.html>

Car Care Online

Larry Reynolds is somewhat of a legend in the industry. His car care articles are mandatory reading for any enthusiasts.

<http://www.carcareonline.com/howto.aspx>

Answers to Every Detailing Question

Answers to every how to and product question. If you cannot find it on Autopia, it means no one has ever done it before or ever used that product before. (You will need to register to access information from the forums)

<http://www.autopia.org>

Answers to questions about Meguiar's products

With over 20 years of detailing experience, Mike Phillips and other forum members will do their best to answer your questions and help you to get the best results from your time, money and efforts.

<http://www.meguiarsonline.com/>

