

## **Parade in the Poconos Competitions**

### **By Jim Cambron**

You've heard it said, "The difference between a man and a boy is the price of their toys." The annual Porsche Parade has evolved into a series of four games (the Concours d' Elegance, TSD Rally, Autocross, and the Technical and Historic Quiz) executed with very expensive toys. At least it started that way. Over the years, many PCA club members without the competitive spirit to compete in the four games have asked for additional venues (driving and sightseeing tours, cooking classes, the Gimmick Rally and Radio-Controlled Car Competition) to occupy their time during Parade week.

I've always considered anything worth doing is worth doing to the best of my ability and while I merely observed most of my first Parade, only participating in the TSD Rally with a DNF (Did Not Finish) and the Tech Quiz with a very low score, that Parade set my ambition to attend future Parades and to fully participate in all the events possible. I also realized that competing against the best Porsches and drivers in the nation required skills I didn't yet have.

It took years of vehicle improvements and personal training to reach the levels required to compete and win at the Porsche Parade level: two years to win 2<sup>nd</sup> in Class in the Autocross (four years for 1<sup>st</sup> in Class); seven years for 2<sup>nd</sup> in Class in the Concours (nine years for 1<sup>st</sup> in Class); nine years for 1<sup>st</sup> in Class in the TSD Rally; and ten years for 3<sup>rd</sup> in Class in the Tech Quiz (never have and probably never will be 1<sup>st</sup> in Class).

### **Preparation for the Competitive Events**

Preparation for the Parade Concours ranges from those who drive to the Parade site on Saturday, check-in Sunday morning, and prepare their Porsche in the parking lot after arrival prior the Concours Monday morning, to the other extreme, those who hire Concours professionals to prepare their Porsches at great expense (in excess of \$250K). It's that important to some people who have that kind of money to spend. Time invested ranges from several hours to more than 2,000 hours.

Some folks work all year to improve their autocross and rally skills for the next Parade. Likewise, improving the Tech Quiz score requires reading and memorizing most every article on a great number of published articles in Porsche periodicals throughout the year as well as familiarity with articles published in the years past.

Obviously, competition would be a lot easier if you stick with the same Porsche, year after year, but since I personify my Porsches, believing each one deserves to attend a Porsche Parade, to make their religious pilgrimage to the holy Porsche site, I rotate them each year.

Additionally, autocrossing a vehicle is contrary to showing it. Maintaining its paint in Concours condition requires limiting its time on the track. Track time requires extensive use of Vinyl Paint Protection (VPP) and tape to protect the finish, then sometimes removal of the VPP and repainting panels in preparation for the Concours. Choices are required between developing the autocross skills necessary to win, without destroying the vehicle's paint.

Over the last 14 years of Porsche Parade Concours participation, I have developed a schedule of starting preparation during the Thanksgiving holidays that runs continuously until June departure week. During those six months, the vehicle is dedicated to exclusive Concours preparation, with the exception of sometimes use at subordinate Multi-Region Events like Winterfest, Spring Thing, and Sommerfest, for event preparation feedback, experience, and training.

### **Preparation of the '88 Targa**

The decision to take the '88 Carrera 3.2-liter air-cooled non-air-conditioned Targa to this year's Poconos Porsche Parade was based on the location's 2,200-foot elevation and mild summer temperatures. I started a total restoration when I purchased the vehicle the fall of 2017, and after driving it for a period, I started Parade preparation in earnest this past January.

I had great reservations about showing the Targa in the Concours, especially the discordant interior, and solicited AutoworkZ to apply their ceramic treatment to the

paint and “hoped” they would also have a solution for the interior, but I wasn’t sure exactly what that solution entailed.

The first thing AutoworkZ treatment technician Verena identified was paint blemishes for correction: 43 on the hood, 21 on the engine cover, 27 and 29 on the left and right doors, which called for the 3<sup>rd</sup> re-painting. Subsequent subordinate painting was also applied to numerous other locations, including the spare tire and jack. AutoworkZ kept the Targa four weeks, leaving me four weeks for additional preparation before departure for Parade, then three 8-10-hour days of additional on-site preparation in the Parade Concours Prep area.



**'88 Targa, prepped and ready!**

## **Let the Games Begin!**

Concours d’Elegance. There are four Groups judged. Preservation: everything must be as originally delivered from the factory. Restoration: everything can be refinished but must be period-correct. Preparation can be modified from delivery, and is judged for cleanliness. Group 2 Preparation includes all mid-engine (Boxster/Cayman) Porsches and the 911s, and four-door Porsches after 2011. Group 1 Porsches includes all Porsches delivered prior to 2012, excluding mid-engine.

Additionally, you can show in different levels: Group 1 Preparation can show Full: Exterior, Interior, Engine, & Storage Compartments; Touring shows the

same as Full less the Engine; and Street shows the same as Touring less Storage Compartments.

Group 2 Preparation can show Touring: Exterior, Interior, and Storage Compartments; and Street shows the same as Touring, less Storage/Compartments. This year Chassis Front and Rear is eliminated for all Preparation Groups.

Concours Preparation really is a game. A judge for each area has five minutes searching for any hint of dirt which receives a 1/10<sup>th</sup> demerit, up to even 2/10<sup>th</sup> demerits for heavy dirt or debris, or 5/10<sup>th</sup> demerit for multiple occurrences in a single area.

There are two aspects of preparation for the participant: The novices think it's simply reaching into the trunk to vacuum out lint, or vacuum the carpet on the floorboards, and wipe-down the seats and dash, clean the window glass, and wipe-off the engine. That's all true, but the other aspect is knowing the secret places where grease, dirt, residue, or "show" is found. I once had a judge with a notebook, referenced by Porsche model, listing places to look in each engine.

After more than 100 hours of multiple hands cleaning the Targa, five judges descended on the 34-year-old Porsche to see if they could find any "show." My friend Head/Exterior Judge Michael Dolphin, Grand Prix Region, Los Angeles, noted the multiple pits on the front windshield that was certainly worthy of his 2/10<sup>th</sup> deduction. Of course, I was aware of the pits, but there are no NOS (New Old Stock) windshields available, and I didn't want to replace the original with a non-authentic Safelite. It's the Targa's eyes, and I accepted that 2/10<sup>th</sup> hit going-in and it was fair. Michael and I had even discussed it at the Judge's breakfast.

My friend and past Magnolia (Mississippi) Region President Alice Van Ryan Interior Judge found a white hair on the left side carpet for a 1/10<sup>th</sup> deduction (every time you open a door debris is sucked in or out from under a seat). She also found what appeared to her to be a smear in the lower right corner of the windshield for another 1/10<sup>th</sup>, and lastly to my great surprise Alice pointed out multiple scratches on the painted interior door of the glovebox. I had never leaned-over and looked down onto the back of the door—many scratches were visible on

the black-matted paint, all the way through the paint and into the white undercoat. Definitely, worthy of at least the 1/10<sup>th</sup> she gave me. Minus 3/10<sup>th</sup> for the interior. Novice Engine Judge Lyle Schulte, Northern Ohio Region, questionably deducted 1/10<sup>th</sup> for a very thin (~1/32") touch-up paint overlap on several of the engine labels.

Storage Compartment Judge Kevin Kondrat, Western Michigan, somehow found a small amount of grease deep behind the left hood latch and also a small amount behind the right-side door hinge, worthy of at least the 1/10<sup>th</sup> he deducted.

Those deductions total 7/10<sup>th</sup>, resulting in a score of 234.3 points, placing me 1<sup>st</sup> in the SC/Carrera Class, but 3<sup>rd</sup> in the '77-'98 Air-cooled SC/Carrera/964/993 Group behind the two Porsches prepared by National Champion and perennial Concours winner Cole Scrogam. Just as I had predicted when I was still in Huntsville when I heard Cole was showing two Porsches. 1<sup>st</sup> Place was John D'Angelo's '97 993 with 234.8 points and 2<sup>nd</sup> Place was Tony Cristello's '94 964 Turbo with 234.4 points. Concours is a game of tenths!



**1<sup>st</sup> Place '97 993**



**2<sup>nd</sup> Place '94 964 Turbo**

Surprisingly, the members of the Classic Restoration Facility at the Porsche Experience Center in Atlanta circulated among the Concours Porsches and chose five of their favorites as the most outstanding restorations, including such objectives as the history of the restoration, mileage and use, and condition. The Targa received the Gold Gmünd Level of Achievement Award which is worth more than the 1<sup>st</sup> and 3<sup>rd</sup> place trophies to me, the Gmünd metal certainly nicely supplements the Parade trophies.



**Cambron '88 Targa wins Gmünd Gold Medal**

Additionally, throughout the week; at the Concours site, during the TSD Rally, at the Pocono Autocross track, and in the resort parking lot, Club members told me the Targa had the best paint job and overall finish of any Porsche they had ever seen, certainly any Porsche in attendance, maybe forty attendees made that same comment. This makes all the hours invested and money spent a worthwhile investment.

### Time, Speed, Distance Rally.

There are five Classes:

R05 Unequipped (Porsches without Navigational Systems nor contestants use of modern I-Phone Navigational Apps).

R04 Unequipped Navigational/GPS Systems

R03 Navigational

R02 Technical Equipment excluding Rally Computers

R01 Equipped including Rally Computers

Suki and I have run 18 Porsche Parade TSD Rallies, recording one DNS (Did Not Start) due to the Spyder's mechanical failure last year, and two DNF (Did Not Finish) getting lost twice in our first Rally in '03 and in the '04 GT3 in Charlotte in '08.

We've finished 15 times but I only have a record of 11 of them. Our best time was 1:13 (1 minute and 13 seconds off the standard time) for 1<sup>st</sup> in Class driving the '96 Turbo S at the 2012 Salt Lake City Parade. Our worse time was 20:36 (20 minutes and 21 seconds off the standard time) driving the '10 997 GT3 RS at the St. Charles Parade finishing 14<sup>th</sup> of 29 in Class. Our average for the 11 Rallies is 17<sup>th</sup> Place in Class so this year's 22<sup>nd</sup> in Class is a little off par.

We made two major mistakes this year. I was apprehensive about this being the first time we were required to use the I-Phone Rally Master Richta GPS App. Even though I had attended both Zoom classes, I was still not quite sure how to work everything. My first mistake was forgetting to check the Targa's mileage during the odometer leg so we had no correction factor for the Targa's odometer/speedometer and it appeared to be well off-the-mark. Second, I misunderstood that the electronic checkpoints were all independent events and

although the App provided critiques for early or late arrivals, you couldn't use that information to change subsequent legs. So when -e arrived early at the first leg, I mistakenly pulled-over for 90 seconds during the second leg to balance out the previous mistake and that just caused a double mistake resulting in a 180-second error.

### Autocross.

Every year PCA plays with the classes, it seems to get worse. At Keystone in '09 they put all the Turbos in one class. Think about it: 260 horsepower '76 single turbo 930s competing against the 350 horsepower 964 turbos, the 408 horsepower all-wheel drive twin-turbo 993s, the 415-450 horsepower all-wheel drive twin-turbo 996s, and they even had a 550 horsepower GT2. How stupid!

Three years later at the 2012 Salt Lake City Parade they had the normally aspirated 996s running against a model down 993 turbos on a tight parking lot course and just when my 993 Turbo got on the boost, it was time to stomp the brakes and turn-into the next corner, the instant throttle of the normally aspirated 996 had the advantage. This year the Parade Competition Rule Queen was at it again. In addition to eliminating the Chassis from inspection for the Concours Full class, they tried to save another nickel by combining autocross classes.

For years the 911SC 3.0 liter (1978-83) and 911 Carrera 3.2 liter constituted a class with sufficient participation to support their own trophies. The next higher class was the 964 and 993 3.6-liter air-cooled class, then the 996 and 997 water-cooled classes. This year they combined all those air-cooled 911s into one class (1978-98 911SC, 911 Carrera, 964, and 993, PLUS 986 mid-engine Boxster, Boxster S, and 987 Boxster).

By the end of the day the time splits said it all: the two 3.6 liter 296bhp 993s ran 47 seconds, the two 3.6 liter 247bhp 964 RS Americas and the 3.2 liter 250bhp mid-engine 986 Boxster S ran 48 seconds, the 236bhp 2.7 liter mid-engine 987 base Boxster ran 49 seconds, and the 202 bhp 3.0 liter SCs and 217 bhp 3.2 liter Carreras now 9-15 years older than the 993s, 16-22 years older than the RS America, 23-29 years older than the 986 Boxster, and 29-35 years older than the



987 Boxster, ran in the mid to high fifty seconds. I finished third among my seven peers with a 58.32, proud to have reduced my time by 1.836 seconds, 0.729 seconds, and 1.059 seconds on my four runs.



**Autocrossing the '88 Targa**

### Technical and Historical Quiz.

There are two parts to the Quiz: 75 general questions and 25 model-specific questions. I started with the Boxster model-specific quiz in my first Parade in '03 and have stayed with it since then. I have taken the Quiz for 18 years and have scores for 15 of those years. My best result is 3<sup>rd</sup> in Class, and a 4<sup>th</sup>, three 5<sup>ths</sup> in Class, and three 6<sup>ths</sup> in Class, and it continues all the way to my worse of two 12<sup>ths</sup> in Class. The average of those 15 scores is right in the middle with 7<sup>th</sup> in Class, although the mode is tied with three 5<sup>th</sup> and three 6<sup>th</sup> place finishes.

The most interesting fact is that I keep up with those questions I know, those I have a pretty good idea are correct, and those questions I have absolutely no idea of the answer. It always works out to equal thirds.

It's also interesting that while my placement spans from a high of 3<sup>rd</sup> in class to a low of 12<sup>th</sup> in class, my scores remain pretty constant right around 77 correct. So while some years I get more answers right than other years, the wild card is the local Parade competition that changes where you place in the class. This year's score of 82 correct was a little above average, but placing 7<sup>th</sup> in class was below

average. The trophies only went five deep. Here are a few of the Quiz questions for your amusement:

1. Some of the questions are technical: Which describes a Porsche 904 chassis frame? Birdcage, spaceframe, twin-beam ladder, or monocoque? It's a twin-beam ladder.
2. Some are historical: Eberspacher supplied which early Porsche components? Injectors, brakes, exhausts, or pistons? It supplied exhausts.
3. Model Specific: How many of the '08 Limited Cayman S Porsche Design Edition 1 were built? 777, 986, 987, or 1,000? 777 is correct.
4. And some are just silly: What 'are the names of the two specially prepared 964s to cross the Mojave road in 2000? Fred and Wilma, Mickey and Minnie, Max and Petunia, or George and Gracie? Max and Petunia are correct.

### **Am I glad I went to the Porsche Parade?**

I am very glad I made the effort to prepare and participated in this year's Parade. The Targa will never be in as good a shape as it is right now, after preparing for a Parade Concours. Every aspect of it is clean and perfect. I remember painting the tops of the bolts along the lower chassis and rear fenders, straightening the two tow hooks to parallel, then painting them, along with the lower suspension. I printed an enlarged battery fuse block diagram and attached it to the fuse case top to ease reading. I also purchased extra fuses in each size and extra light bulbs. The engine is clean and spotless. The interior and door sill bolt heads have been painted. The ceramic coating makes the paint sparkle superior to a brand-new Porsche. I know this level of preparation has increased the Targa's value.



**Concours 1<sup>st</sup> in SC/Carrera Class**

I am proud of the Targa, it won two Concours trophies plus the Gmund Gold Level of Achievement Award. I have plaques detailing the placement in each Parade event displayed in the hall connecting the kitchen and den. The results of this year's Parade place the Targa in 10<sup>th</sup> place among 18 Parades attended, ahead of Jay Peak, Monterey, Hershey, Charlotte, '21 French Lick, San Diego, Ft. Worth, and Wesley Chapel. Some of those were Parades to be proud of, attended by the '20 Spyder, '16 Turbo S, '12 Cayman R, '04 GT3, and the '02 & '07 Boxsters—those are Porsches to be proud of, too.

I had thought this would be a one-and-done Parade for the Targa, but after this showing it will enter the Parade rotation, as long as its lack of air conditioning is considered. There are no future Parades fitting that bill currently under consideration, but things change, and who knows what may happen in four or five years when the Targa's rotation is due.

Right now, I'm already excited about what the Turbo S will look like when Verena applies her magic to its Racing Yellow paint for next year's Palm Springs Parade!