

# DES MOINES

## CONCOURS d'ELEGANCE 2019

A CELEBRATION OF THE  
**ART & DESIGN**  
OF THE AUTOMOBILE





The Iowa Automotive Heritage Foundation enhances and promotes the automotive heritage of Iowa and the nation. These goals are accomplished through educational projects and public awareness programs that celebrate automotive art and design and highlight the social and economic benefits of our automotive heritage. As part of our educational and charitable mission, the Foundation also seeks to raise awareness and financial support for selected community charitable organizations working to address present day social needs in Central Iowa.

Educational projects and programs are periodically identified and approved by the Foundation's Board of Trustees. A key event is the Des Moines Concours d'Elegance, held each year on a Sunday in September on closed streets surrounding the internationally recognized John and Marry Pappajohn Sculpture Park in the Western Gateway area of downtown Des Moines.

The Foundation is pleased to announce Children's Cancer Connection once again as our charitable partner for the 2019 Des Moines Concours d'Elegance. Proceeds from Des Moines Concours events have enabled the Foundation to donate over \$100,000 to Children's Cancer Connection, whose mission is to enhance the quality of life for families affected by childhood cancer by providing programs for education, recreation and support.

The Iowa Automotive Heritage Foundation is organized as an Iowa Non-Profit Corporation. Organized exclusively for educational and charitable purposes within the meaning of section 501(c)(3) of the Internal Revenue Code, the Foundation welcomes gifts that are tax deductible under section 170 of the Code. For additional information please contact any of the members of the Board of Trustees listed below.

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For the twentieth consecutive year, the 2019 Des Moines Concours d'Elegance to benefit Children's Cancer Connection was a grand success, thanks to our generous exhibitors and their outstanding vehicles, our tireless volunteers, enthusiastic sponsors, and cooperative autumn weather.

On September 8th, the Iowa Automotive Heritage Foundation and members of the Des Moines Concours Committee presented one of the largest collections of remarkable automobiles and motorcycles ever to grace the Pappajohn Sculpture Park in downtown Des Moines.

This was our sixth year to partner with Children's Cancer Connection, an Iowa-based group providing support to families affected by childhood and adolescent cancer. Each year, contributions from the Concours allow dozens of children to attend summer camp, and we encourage Concours attendees to further support this worthy cause.

The Concours Committee sincerely thanks our many sponsors for their generous support. And we're especially grateful to our exhibitors, many of whom have traveled far distances to share their vehicles, for the Des Moines Concours could not exist without them.

Steve Simpson and Greg Hapgood  
2019 Concours Committee Co-Chairs

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Thank you to the following car clubs for supporting the Des Moines Concours. Their presence highlights the diversity of Iowa's automotive environment and provides connections to other enthusiasts.

- Schonesland Region Porsche Club
- Unique Mustangs Car Club
- Iowa British Car Club
- Pacers
- BMW Club
- Subaru Club
- MW Exclusive
- Concrete Cruizers Car Club
- Mustang Club of Central Iowa
- Glue Brothers - IPMS/DSM Iowa



# Teamwork

Working together leads to **better results**



Left to right: Kathy Hendershott, Jymm Oplt, Amanda Jackson, Scott Jackson, Trevor Shaner and Jim Spooner

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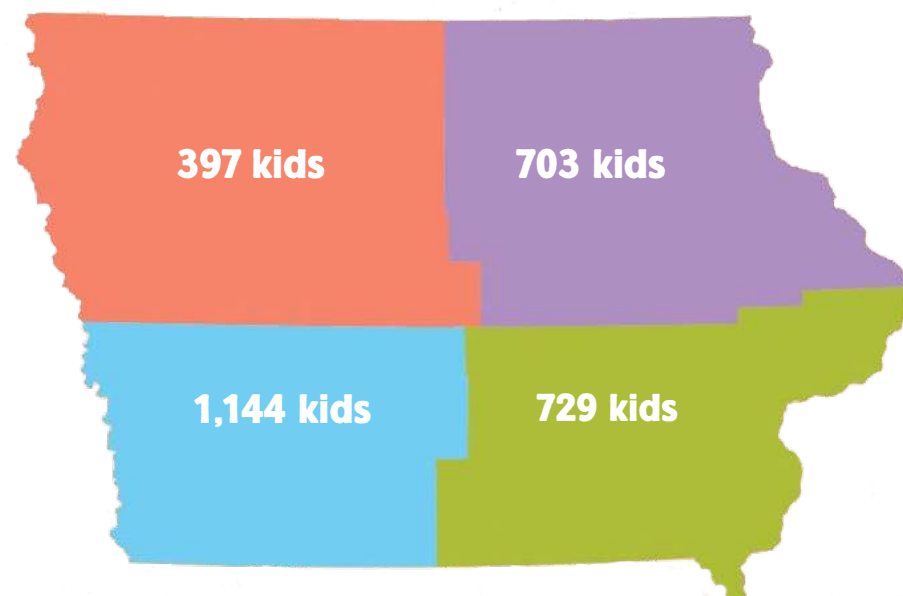


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**THANK YOU AND CONGRATULATIONS ON ANOTHER GREAT YEAR! 2019**





## 2019 BEST IN SHOW

1917 Brewster - Knight, Owned by Stuart & Kathleen Etheridge

The 2019 Best of Show is this 1917 Brewster Knight Model 41 Single Enclosed Drive owned by Stuart and Kathleen Etheridge of Lynn Center, Illinois. Sporting a new restoration, this is the only 1917 Brewster Knight known to exist. Originally purchased by a Texas attorney, it was only used in his summer months in New York. Features include a USL starter/generator, full floating transmission and rear axle, and trim made of German silver, oak, and cherry.

The owner rebuilt and restored the car himself from the ground up, even the paint. When he purchased the car, it was in a storage unit with a Ford Model T. A couple days after the purchase, he went to pick it up. It seems the Model T purchaser took a bunch of parts off of this car when loading their Ford earlier that day. The new owner tracked the wayward Ford buyers down and retrieved all the "borrowed" parts single handedly, minus the 12 volt horns. A friend on the internet completed the puzzle a couple years later. For comparison sake; the Brewster Knight new in 1917 was \$7,475 as opposed to a new Ford Model T price of \$500 to \$600.

The owner shared that every piece of metal and wood, whether it be structural or trim, has the four digit body code stamped on it by the coach house where it was assembled; this is not a factory built car. Some stamped identification numbers are visible, some completely hidden.

Congratulations to the Etheridges, and many thanks for sharing your beautiful vehicle with us.

## STAR CAR

1962 Jaguar E-Type / XKE

**Owned by Randy and Deb Anderson  
of Urbandale, IA**

"This is the Most Exciting Sports Car of 1961" - Car and Driver

What made the Jaguar E-Type so sensational is that nothing looked like it at any price, along with the fact that it would take up to three times the purchase price to match the performance from any other marque.

This E-Type or XKE was delivered on June 29, 1962, at the Jaguar factory in Coventry, England. It has been restored to the exact standard of that day. Every detail has been addressed right down to the MOT certificate on the windshield. The opalescent gunmetal grey matches the very first E-Type introduced to the public over 55 years ago on the 16th of March 1961 at the Geneva Motor Show. At the 2018 Ameila Island Concours, this car won the Rolex Watch Award for the Car of Timeless Elegance, and was invited to the Parade of Significant Automobiles.



**2019 Hagerty Youth Judge Winner  
Owned by Randy & Deb Anderson**



## STAR CAR

1947 Mercury California Convertible - Barris Kustom  
**Owned by Vintage Ventures of Independence, IA**

This 1947 Mercury California Convertible was customized by George and Sam Barris in the late 1950s and comes with a signed Certificate of Authenticity from George Barris. It features frenched headlights, chopped windshield, chrome skirting, and custom paint and interior.

George Barris and his brother Sam began modifying cars at an early age. Over time, demand for their unique style led to a variety of projects.

George Barris is best known for the creation of TV and movie vehicles, including the original Batmobile, the Munster Koach, and the Beverly Hillbillies' truck.



## STAR CAR

1947 Tatra T-87  
**Owned by Lane Motor Museum of Nashville, TN**

This radically streamlined sedan was designed by Hans Ledwinka, chief engineer with Tatra, a Czechoslovakian automobile manufacturer of technically advanced luxury cars.

The Tatra's air-cooled rear-mounted engine was capable of 100 mph, and its bold, aerodynamic styling influenced Ferdinand Porsche and Adolph Hitler as the pair conceived the Volkswagen Beetle. Accused of collaborating with the Germans during WWII, Ledwinka was jailed for five years and refused to return to the Communist state-run Tatra after his release.



Photographs courtesy of Brent Isenberger Photography



*“A fabulous event, a must-attend for everyone interested in automotive history--highly recommended”  
- Wade*

### ANTIQUES TO 1927 CLASS

In its beginnings, the automobile industry adopted technologies and production methods from the carriage and bicycle trades. This is seen with the extensive use of wood, tall spoke wheels, and open bodies. Initially, steam and electric-powered vehicles were significant players in the U.S. As technology advancements were made, internal-combustion engines became more powerful and reliable at a lower cost. Comfort features, like electric starting and enclosed bodies, opened up the market for automobiles to more than the well-heeled.

**1 - 1917 Brewster-Knight Model 41**  
**Stuart & Kathleen Etheridge, Lynn Center, IL**  
This, the only remaining 1917 Brewster-Knight with Single Enclosed Drive body, was purchased new by a Texas attorney for use in New York. Trimmed in German silver, oak and cherry, it features a full-floating transmission and rear axle. The owner restored the car himself.

**2 - 1914 Overland Model 79 Touring**  
**David & Marlene Ellrich, George, IA**  
In 1914, Willys-Overland was the second largest U.S. automaker. This example was purchased new by the current owner's grandfather. After being stored in a machine shed for 35 years, it underwent a 4-year restoration that was completed in 2015.

**3 - 1910 Maytag-Mason Model A Toy Touring**  
**George & Cathy Hess, Lenexa, KS**  
In 1909, Frederick Maytag invested in the Mason Automobile Company and the marque was changed to Maytag-Mason. Approximately 1,500 were designed and built in Iowa. This example boasts an unrestored radiator that bears the original state license number.

**A - 1909 Stanley Model R Touring**  
**Lynn Curry, Carroll, IA**  
After this 109-year-old Stanley's restoration in 1996, it completed a 5,300-mile journey from Alaska to Maine with an average speed of 35 mph. This dependable Stanley is still enjoyed by the family and is driven more than 500 miles each year.

**B - 1910 Sears Model K**  
**Don & Richard Pauley, Clear Lake, IA**  
The Sears "Motor Buggy" was sold through the Sears & Roebuck mailorder catalog from 1909 to 1912. Each car was partially disassembled, crated and shipped by rail. The original owner's daughter still remembers riding in this highwheeler as a child.

**C - 1910 Ford Model T Tourabout**  
**Dan & Ned Protexter, Sioux City, IA**  
Model T production began in 1908 and more than 12,000 had been produced by 1910. Notable items on this car include the early style rear end, one-piece front axle spindles, and brass radiator shell and other appointments, which were phased out in 1915.

**D - 1914 Ford Model T Runabout**  
**Mark Thiessen, Urbandale, IA**  
The \$500 Runabout was manufactured in Detroit, MI, and was the second most popular Ford body style in 1914. With its 20 horsepower engine and a 2-speed planetary transmission, the sturdy, low-priced car could reach a maximum speed of 45 mph.

**G - 1927 Chrysler Model 70 Royal Coupe**  
**Jason Kems, Winterset, IA**  
The "70" in the model name comes from the car's ability to reach 70 mph right from the factory. Features include 4-wheel hydraulic brakes, full-pressure engine lubrication, adjustable front seat and golf bag door. This car has been in the same family since new.



### CLASSICS CLASS

As defined by the Classic Car Club of America (CCCA), full Classic automobiles, American or foreign built, are distinguished by their fine design and styling, high engineering standards, and superior workmanship. They were high-priced when new and produced in limited quantities between 1915 and 1948. The type of automobile owned by titans of industry, politicians, royalty, and Hollywood celebrities. These automobiles may feature custom coachwork, impressive engine displacement, and the early adoption of a variety of luxury accessories.

**1 - 1932 Auburn Eight Custom Cabriolet**  
**John & Jan Brewer of Davenport, Iowa**  
This elegant Auburn is powered by a Lycoming straight 8 engine with 3-speed transmission and 2-speed rear end. The shocks can be adjusted from firm to soft response while driving. The previous owner toured Europe for a month in this vehicle.

**2 - 1925 Packard 333 Club Sedan**  
**Miles M. Mills, Jr., Des Moines, IA**  
The Packard Motor Car Corp. was established in Detroit, MI in 1899, and a number of engineering firsts propelled Packard's popularity among discriminating buyers. This Packard represents a nearly pristine frame-off restoration of a high quality car.

**3 - 1938 LaSalle Convertible**  
**Lenora Schlenker, Ankeny, IA**  
Rescued in 1960 from a California junkyard by the current owner's brother-in-law, this LaSalle was later purchased from his estate and a full restoration ensued. Its body is coated in Cruiser Grey paint and is powered by a 322 cu. in. flathead V8 engine.

**A - 1929 Packard 645 Deluxe Eight Dual Cowl Phaeton**  
**Vintage Ventures, Independence, IA**  
The \$4,800 Deluxe Eight was among the finest American-built motorcars of its day. The distinctive body offered luxurious accommodation for rear seat passengers with their own cowl and windshield for protection from the elements.

**B - 1939 Buick Limited Limousine**  
**Larry & Bonnie Brownfield, Des Moines, IA**  
In 1939, Buick manufactured only 650 eight-passenger limousines for domestic sale and 36 for import. The imposing car weighs 4,605 pounds and sold new for \$2,350. Following WWII, Buick discontinued its Limited extended wheelbase models.





## EARLY COLLECTIBLES 1928-1942 CLASS

Although the Great Depression was a time of widespread poverty, the automobile industry continued to produce practical and stylish automobiles for the fortunate few who could still afford them. At one end of the market were pickup trucks, small coupes, and economical sedans costing several hundreds of dollars. At the other end of the market, were offerings from prestigious brands such as Packard and Lincoln Zephyr. Today, virtually all makes produced during this period are considered collectible.

### 1 - 1937 Packard 120c Touring Sedan Larry & Linda Yoder, Amana, IA

This fine Packard was purchased new by the current owner's grandfather, Steven Yoder, a Mennonite farmer, and the luxury car has remained with the family ever since. A complete restoration incorporated 98% original parts.

### 2 - 1933 Chrysler CO-6 Convertible Sedan Harvey & Koyla Baker, Clive, IA

The CO Series accounted for over half of Chrysler's 1933 production with 17,865 vehicles produced, but only 206 of this model were built. This is one of only three that remain. Features include a V-styled windshield and a radiator with slanted doors.

### 3 - 1940 Chevrolet Special Deluxe Tom Allen, Altoona, IA

This freshly restored vehicle is an example of the first year for Chevrolet's Royal Clipper styling with a one-piece hood hinged at the cowl rather than the previous two-piece hood with center hinge. Engine side panels can be pulled for easy access.

### A - 1929 Ford Model A Tudor Ray & Nancy Carico, Des Moines, IA

Ford's Model A followed the tremendously successful 19-year run of the ubiquitous Model T. However, Model A production ended after just 3 years with nearly 5 million produced. Each September, this Ford is driven on a 600-mile tour of Iowa.

### B - 1930 Ford Model A Graham Morrison, Des Moines, IA

The Model A was available in 17 variations and was licensed for production in Russia, where it was a favorite among the military. Purchased in 1930 by the current owner's great-great-grandfather, this example has been in the family since new.

### C - 1930 Ford Model A Ron & David Richards, Des Moines, IA

In 1930 you could have purchased this car for \$500. Of course, cars were simpler back then without a radio or heater, and the transmission was an unsynchronized 3-speed. However, Ford was the first manufacturer to use safety glass windshields.

### D - 1931 FORD Model A Deluxe 2 Door John McClain, Altoona, IA

This car was one of the last Model As built in Dearborn, Michigan and sold new for just \$545. Over the decades it logged just over 49,000 miles before being restored in 1988. It's been estimated that more than 85,000 Model As remain.

### E - 1934 Ford Pickup Sandra & Thomas Cheney, Newton, IA

This sturdy little hauler was among Ford's first series of vehicles equipped with its low-cost, mass-produced V8, which featured an engine-mounted fuel pump. This particular truck was rebuilt using junkyard parts from 1986 to 1993.

### F - 1934 Chrysler Airflow CU Ronald & Diana Carzoli, West Des Moines, IA

Orville Wright (of Wright Bros. Fame) was called to Chrysler to design a car with aerodynamic characteristics. Many hours of wind tunnel testing resulted in the remarkably advanced Airflow. Dismal sales made it a rare car today.

### G - 1935 Ford Coupe Richard Grieve, Ames, IA

This little coupe with deluxe trim features a rumble seat, rear spare tire mount, and crank-out windshield with a roll-down rear window. These V8-powered cars were considered fast in their day and are still fun to drive today.

### H - 1936 FORD 68/72B Gary Nutt, Des Moines, IA

For 1936, Ford styling received a dramatic facelift including chrome hubcaps with painted V8 emblems. Only 4,000 were produced and a buyer could add a rumble seat for \$20. This example was found on an Oregon, IL Christmas tree farm.

### I - 1937 Packard 115c Club sedan Mark & Paul Johnson, Des Moines, IA

This conservative sedan was purchased in 1937 from Peverill Motors, the Packard dealer located on Locust in Des Moines. It has remained in the capital city most of its life, except when one of the family members attended Iowa State University.

### J - 1939 Ford Deluxe Fordor Sedan Wade & Mary Krieg, Des Moines, IA

This mostly original sedan was restored in California in 2002 and purchased by the current owner in 2017. It includes first-year hydraulic brakes with a flathead 85-horsepower V8 with original 6-volt electrical system and standard floor shift.

### K - 1940 Chrysler Traveler John & Alice Bolen, Runnells, IA

The pre-war Chrysler was an entry level luxury car or family car for the successful businessman. The standard Traveler featured a 135-horsepower engine, and a larger 143-horsepower engine was available at extra cost. This example has been licensed only in Iowa.

### L - 1941 Cadillac Series 62 Convertible Sedan David Banning, Des Moines, IA

Cadillac set sales records with this model due its fresh Torpedo styling. This 4,230-pound Convertible Sedan on 126-inch wheelbase weighs 4,230 pounds. It is all original, just as it was purchased 6 months before the attack on Pearl Harbor.





## CROSLEY CLASS

In 1939, refrigerator and appliance magnate Powel Crosley, Jr. fulfilled his lifelong dream of building the lowest priced automobile in America. "The Car for the Forgotten Man" was powered by a two-cylinder engine. Production turned to odd prototypes during World War II, but resumed from 1946 through 1952 with four-cylinder station wagons, convertibles, trucks and sports cars.

**1 - 1952 Crosley Super Station Wagon**  
**Steven Miller, Grayslake, IL**  
Crosley became the world's leading producer of station wagons in 1948, building 23,489 units that year. However, as "The Big Three" introduced new postwar models, Crosley sales slowed, and this car was completed shortly before production ended in 1952.

**A - 1937 Crosley CRAD**  
**Paul & Duane Gorrell, Burlington, IA**  
Powel Crosley, Jr. got rich building radios and refrigerators, but dreamed of manufacturing small cars. This prototype, built by his Crosley Radio Automobile Division research team, featured rear wheels mounted just 12 inches apart.

**D - 1941 Crosley MotorCycle**  
**Paul & Duane Gorrell, Burlington, IA**  
Instead of using typical chain-and-sprocket drive, this unusual motorcycle prototype featured automobile-type drive shaft and transmission. The rear fender incorporated its fuel tank, and its solid wheels were fitted with Crosley car hubcaps.

**G - 1943 Crosley Mule**  
**Paul & Duane Gorrell, Burlington, IA**  
One of 5 prototypes built, the Mule was created to supply ammunition to soldiers on the front lines. The open cockpit and heavy crates in the rear storage deck were useful, but the vehicle didn't perform well enough to earn government production contracts.

**J - 1947 Crosley Pickup**  
**James Friday, Iowa City, IA**  
Powel Crosley demonstrated his cost-saving ingenuity by adding a quarter-ton pickup to his car line-up by cutting away the rear portion of a sedan's roof and adding a bed between the rounded rear fenders. This un-restored survivor has logged fewer than 10,000 miles.

**M - 1952 Crosley Super Sports**  
**Duane & Phyllis Gorrell, Danville, IA**  
In 1951, the doorless Crosley Hotshot sports car was upgraded with doors and offered as a separate model called the Super Sports. Nearly 2,500 Crosley Hotshots and Super Sports were built before production ended in 1952.

**2 - 1941 Crosley Convertible Sedan**  
**Alan Calvin, Wauseon, OH**  
Crosley built nearly 2,300 cars and trucks in 1941, all of which had convertible cloth tops. This Crosley boasts a two-cylinder Waukesha air-cooled engine with enough horsepower to reach 45 mph with fuel economy of 45 to 50 mpg.

**B - 1940 Crosley Mosquito**  
**Paul and Duane Gorrell, Burlington, IA**  
When the U.S. Army requested a small combat car to carry cargo and four soldiers, Crosley submitted this Mosquito prototype. Unfortunately its two-cylinder engine and low, tight ground clearance were deemed insufficient for battlefield use.

**E - 1942 Crosley 4x4 Tractor**  
**Paul & Duane Gorrell, Burlington, IA**  
Powel Crosley's interests ranged from automobiles to airplanes to farming. One of 3 Crosley tractor prototypes, this one featured 4WD powered by a 2-cylinder Crosley car engine and articulated steering.

**H - 1943 Crosley Pup**  
**Paul & Duane Gorrell, Burlington, IA**  
This extra-light 4x4 "jeep"-type vehicle was designed to be air-dropped on the battlefield from a C-47 Skytrain airplane. Only 36 of the 1,125-pound Pups were built, and a half-dozen were deployed overseas after undergoing tests at Fort Benning, Georgia.

**K - 1949 Crosley Convertible**  
**James Friday, Iowa City, IA**  
Fitted with Crosley's rare "basketweave" upholstery, this snappy convertible features a three-bar grille treatment. This car was restored during the 1970s and earned its first of many subsequent restoration and preservation awards in 1978.

**N - 1952 Crosley Farm-O-Road**  
**Paul & Duane Gorrell, Burlington, IA**  
Designed for use on the road and on the farm, Farm-O-Road accessories included agricultural tires, single bottom plow, cultivator, reel mower, hay rake, seeder, front wheel skis, post hole digger, and a host of other useful tools.

**3 - 1949 Crosley Hot Shot**  
**Richard Helm, Brimfield, IL**  
America's first true sports car, Hotshots were successfully raced across the country and won such prestigious events as the inaugural Sebring Race in 1950. This authentically restored roadster has logged only 14,000 miles.

**C - 1940 Crosley Motorcycle**  
**Paul & Duane Gorrell, Burlington, IA**  
Built by the Crosley Corporation's automobile manufacturing division in Richmond, Indiana for the US government during World War 2, this unusual 3-wheeled prototype incorporated rear styling similar to Crosley's Mosquito prototype.

**F - 1943 Crosley Snow Tractor**  
**Paul & Duane Gorrell, Burlington, IA**  
Crosley's research team created a series of tracked prototypes for use on all types of terrain. This prototype snow tractor was powered by a Crosley car engine and towed a sled laden with up to 500 pounds of supplies.

**I - 1947 Crosley Convertible**  
**Jeffrey Ackerman, East Bethany, NY**  
After WWII, Powel Crosley resumed building small cars and trucks in his Marion, Indiana plant, this time with a revolutionary new overhead-cam, water-cooled 4-cylinder engine, which was used to power generators during the war.

**L - 1952 Crosley Tractor**  
**Paul & Duane Gorrell, Burlington, IA**  
This tractor is one of 3 prototypes and is powered by a rugged 20 horsepower 4-cylinder car engine with 6 forward speeds and 2 reverse. All Crosley vehicle production ended in July 1952 when Powel Crosley sold out to General Tire & Rubber Co.



### ATOMIC AGE COLLECTIBLES 1946-1957 CLASS

The war was over, and people not only had saved money but wanted to enjoy a new car; something not available at all for the duration. Because the auto manufacturer played a dominant role in the Arsenal of Democracy and were fully committed to the war effort, the first postwar models in 1945-46 were little more than warmed-over designs from the 1942 model year. But by 1949 they had introduced cars that not only had new engineering but body styling that made all those surviving prewar cars seem dated. Automakers offered increasingly powerful, new engines and styling that changed annually in the 1950s in order to remain competitive and satisfy customers' desire for newer and better cars.

**1 - 1957 Porsche 356A Coupe**  
**William & Kathleen Huspeni, Centennial, CO**  
The 1957 Porsche 356A Coupe remains one of the most desired of all Porsche models. Having logged only 39,000 miles, prior to this event, this beauty has won seven first place concours awards and two best of show awards.

**2 - 1946 Ford Super Deluxe Station Wagon**  
**Dean Archer, Ankeny, IA**  
This wood-bodied wagon is a great example of how all station American station wagons were built in the 1940s. More than two years were spent collecting the perfect pieces of birdseye maple to restore the beautiful body structure.

**3 - 1956 Ford Thunderbird**  
**Jodie Brown, Arvada, CO**  
This newly restored Thunderbird was built during the second of three years in which Ford offered two-seat T-Birds. Added features include an outside spare tire, flipper-vent windows, and ventilation doors in the front fenders.



**A - 1946 Hudson Super Six Coupe**  
**Les Sheesley, Des Moines, IA**  
This well-maintained, mostly original car with 52,000 miles is equipped with a 3-speed manual transmission with overdrive. The interior shows the styling of the period and includes an unusual remote control radio option.

**B - 1948 Chevrolet Fleetmaster Convertible**  
**Ann Hemken, West Des Moines, IA**  
This handsome convertible is well equipped with a DeLuxe push-button radio, DeLuxe steering wheel, clock, cigarette lighter and turn signals. It has earned a number of awards and is on display in the Hemken Collection Museum in Williams, Iowa.

**C - 1948 Chrysler Royal**  
**Dave Holzinger, Des Moines, IA**  
The three-passenger "business coupe" body was unusual on such a long-wheelbase chassis, resulting in one of the largest trunks ever in a production car. The original "wonder material" (marbled plastic) spans the instrument panel and steering wheel.

**D - 1949 Dodge B100 Pickup**  
**Roger & Karen Stalheim, St. Charles, IA**  
This unique half-ton pickup Pilot Cab with distinctive corner windows was carefully restored to factory-original specifications. The current owner purchased it in 1994 from a farmer who had stored it in his barn for 32 years.

**E - 1954 Ford Crestliner Skyliner**  
**Michael Walsh & Cathryn Lang, Des Moines, IA**  
Ford introduced the tinted "Glass Top" in 1954. It was an unusual option then, and few remain today. This particular Skyliner was purchased from an 86-year-old Minnesota farmer who said it had been in his family for decades.

**F - 1954 Buick Century Convertible Coupe**  
**Steven Fox, Ankeny, IA**  
The Century was a new model featuring a large Roadmaster engine in a lightweight Special body. This example is one of only 11 known to remain, and is equipped with power windows, power seats, power top, "Sonomatic" radio, and "Easy-Eye" glass.

**G - 1957 Ford Thunderbird**  
**James & Kathy Ferris, Ames, IA**  
The 1957 T-Bird is perhaps the most iconic of all, and was the last of the two-seat models introduced for 1955. With stylish tailfins and three optional roof styles, this car also has power steering, power brakes, power seats, power windows and a Ford-o-matic transmission.

**H - 1957 BMW Isetta 300**  
**Dan Hotka, Des Moines, IA**  
The Isetta rescued BMW from their post-WWII slump by providing an affordable car for the average European buyer. The entire front of the car serves as the entry door. BMW produced Isettats from 1956 to 1963, averaging about 100,000 units per year.

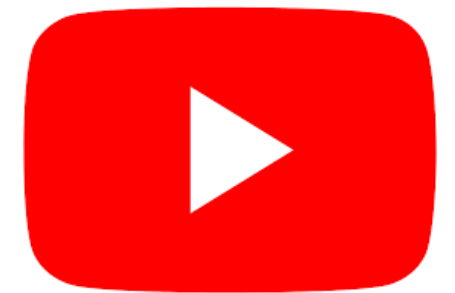
**I - 1957 Buick Roadmaster Riviera**  
**Dean Bibler, Johnston, Iowa**  
"Newest Buick Yet" was GM's slogan promoting the new 1957 chassis and restyled body. This model was Buick's finest with extensive use of chrome at both ends and its familiar stainless sweep spear. The current owner performed the meticulous restoration.

**J - 1957 Chevrolet Corvette**  
**Skip & Connie Pieart, Dallas Center, IA**  
This Corvette was purchased by the current owner in 1968 during his sophomore year at Iowa State University. The car served as his daily driver for the next decade, and a complete body-off-frame restoration was accomplished in 2017.

**K - 1957 Ford Skyliner**  
**Owen & Norma White, Ainsworth, IA**  
1957 was the first year any American manufacturer offered a retractable steel top convertible that was operated by motors and screws, not hydraulics. The current owner discovered this example in a shed behind a Ford dealership that was going out of business.



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*"Such beautiful cars.  
Great categories and so well displayed and organized.  
It was fun to talk to some of the owners."  
- Cathy*

### SPACE AGE COLLECTIBLES 1958-1967 CLASS

On October 4, 1957, the dawn of the "Space Age" officially began with the launching of the Russian satellite Sputnik. America's response eventually led to NASA's Mercury and Gemini space programs. The automotive industry also entered into their own interpretation of the "Space Age" beginning with the 1958 model year, touting a more rounded, sleeker body design, higher fins, double headlamps, futuristic taillights, lots of chrome, and a more elaborate, aeronautical dash-board. This was especially evident among General Motors and Chrysler Corporation automotive designers, who carried this design trend, although perhaps less extravagant, well into the mid-1960's.

**1 - 1962 Ford Thunderbird Convertible**  
**Jerry Magayne, Eagle River, WI**  
This stunning 1962 Thunderbird convertible has undergone a recent ground-up, nut and bolt restoration done to world-class standards. Its combination of rare color and authentic Ford options and accessories combine to make it a unique example of a popular classic.

**2 - 1958 Ford Skyliner**  
**Quintin Rottering, Webster City, IA**  
This nicely restored Skyliner is equipped with a 352 cu. in., V-8 Interceptor engine and a retractable hardtop. The "Hide-Away Hardtop" was unique to Ford from 1957 to 1959, and this example was restored with all original materials.

**3 - 1958 Chevrolet Corvette**  
**Marc & Beth Weinbrenner, Williamsburg, IA**  
This beautiful Corvette was exhibited at the 1958 Chicago Auto Show and was purchased new in Oak Park, IL. The current owner acquired the vehicle in 1986. The car rides on low-mileage original tires and has been repainted in its authentic Charcoal color.

**A - 1960 Chevrolet Sport Sedan**  
**Roger & Marilyn Vansickel, Radcliffe, IA**  
This gorgeous Impala features a 350 cu. In. V-8 engine, Turbo-350 transmission and 15-inch wheels, plus an optional continental kit and fender skirts for a sporty look. The vehicle underwent a complete ground-up restoration in 2008.

**D - 1962 Chevrolet Corvette**  
**Kent & Karin Acheson, West Des Moines, IA**  
This numbers-matching Corvette was purchased in pieces by the current owner in 1980 and has undergone a 10-year restoration. Great care was taken to restore the car exactly as it was produced including the original red and black color combination.

**G - 1965 Mercury Comet Convertible**  
**Jon & Margaret Vernon, Indianola, IA**  
Of the 6,035 Comet convertibles produced in 1965, only about 240 remain. This example, purchased by the current owner in 1991, is equipped with factory air, rare Comet AM/FM radio, intermittent-interval wipers, and a special one-year Ford color, Ivy-Gold.

**J - 1967 Chrysler Imperial Crown Coupe**  
**Jim Caffrey, Boone, IA**  
This gorgeous Imperial Crown Coupe is one of only 81 ordered with the Mobile-Director Option, which includes "About Face" dual bucket seats, a folding rosewood work station that rises from the armrest, and an adjustable reading lamp powered by the cigarette lighter.

**B - 1960 Chrysler 300F Convertible**  
**Randy Guyer, Minnetonka, MN**  
This magnificent Chrysler was the last convertible produced for the 1960 model year (#248 of 248 built). It also was the most-highly optioned 300F convertible produced that year, even equipped with rare power-vacuum door locks.

**E - 1962 Ford Fairlane 500**  
**Tom Wollan, Des Moines, IA**  
This all-original, well-preserved Fairlane is a single-family car, purchased new by the owner's grandparents in 1962. It is equipped with a rare 221 cu. in. V-8 engine, round tail lights, and fins characteristic of the late 1950s and early '60s.

**H - 1965 Chevrolet Impala 2-door Hardtop**  
**Jack & Bess McWilliams, Ankeny, Iowa**  
The current owner purchased this dark blue car new from Bob Brown Chevrolet in Des Moines and has meticulously maintained it in original condition. It is equipped with factory air, power steering, AM radio, 327 cu. in. V-8 engine.

**C - 1962 Ford Thunderbird**  
**Dean & Elaine James of Newton, Iowa**  
This beautiful Thunderbird dressed in original Chateau White has logged only 36,200 miles since new. It is equipped with a 390 cu. In. V-8 engine, 3-speed Cruise-O-Matic transmission, factory air, tilt-away steering wheel, and lots of chrome accents.

**F - 1963 Chevrolet Corvette**  
**Larry & Lois Pedigo, Ames, Iowa**  
This numbers-matching Corvette split-window coupe was purchased by the current owner in 1981. Since then, the car has been completely restored to original specs and has been awarded Bloomington Gold and NCRS Top-Flight awards.

**I - 1966 Chevrolet Corvette**  
**Michael Golightly, Urbandale, IA**  
This numbers-matching Corvette was purchased by the current owner in 1974, who then completed a complete off-frame restoration including the original Nassau Blue exterior paint and white vinyl interior. The car is mechanically maintained to the highest level.



### BENTLEY 100TH ANNIVERSARY CLASS

In 1919, W. O. Bentley formed Bentley Motors Ltd. Stylishly built with high performance engines, early Bentleys demonstrated their durability at the 24 hours of Le Mans with five outright wins between 1924 and 1930. Although Bentley Motors would experience several changes in ownership, W.O.'s original vision of style, high performance, and quality always remained. The Des Moines Concours d'Elegance invites all models of Bentley to celebrate a Century of Bentley Motor Cars.

**1 - 1951 Bentley Mark Six**  
**Martha Davis, Des Moines, IA**  
Sold new in Switzerland to a Geneva watch-maker and later imported to North America, this unrestored, 23,000 mile car features a 4.5 liter engine, Bosch headlamps, driver side road lamp, and Pennsylvania Turnpike medallion.

**2 - 1958 Bentley S1 Saloon**  
**Barbara Davis, West Des Moines, IA**  
This 1958 right-hand-drive Bentley was sold new to a barrister in England. In 1984, a doctor imported the car to Texas, and the current owner brought it to Iowa. It can be seen around the metro at Halloween masquerading as Cruella DeVill's car.

**3 - 1994 Bentley Brooklands**  
**Randolph Cumpton, Des Moines, IA**  
The name "Brooklands" commemorates the English high-banked racetrack where Bentley set numerous speed records during the 1920s. One of just 300 build, this Brooklands sold new for \$156,000, has had four owners, and has traveled fewer than 70,000 miles.



## AMERICAN MUSCLE CAR CLASS

Muscle cars are high performance automobiles designed for quick acceleration. These cars are rear wheel drive family style mid-size or full-size models designed for four or more passengers. They sold at an affordable price and had V8 engines, however, their performance and performance options differentiated them from their production siblings. Candidates should be pre-1973 and have a factory appearance. This includes factory color, interior, wheels, and engine. This category does not include two-seat sports cars and 2+2 GTs that were meant for high speed touring and road racing.

### 1 - 1970 Plymouth Superbird

**Robert Fisher, Pella, IA**

One of 1,084 built in 1969, this iconic muscle car recently underwent a two-year restoration including fresh Alpine White paint and rebuilt original engine and 4-speed transmission. The golve box door features autographs of NASCAR drivers Richard Petty and Dale Inman.

### A - 1964 Pontiac Grand Prix

**Kevin & Roberta Spurgeon, Bloomfield, IA**

According to documentation maintained by Pontiac Historic Services, this car carries its original engine, four-speed transmission and positraction rear axle. Restoration included a meticulous repaint of the factory-original color.

### 2 - 1968 Chevrolet Camaro SS

**Tom & Sara Kurth, Marshalltown, IA**

Ordered in September 1967 by the current owner for \$3,333, this Chevy features a 350 horsepower 396 cu. in. engine, four-speed transmission and positraction rear axle. Its restoration to factory specifications was completed in 2015.

### B - 1966 Pontiac Catalina 2+2

**Larry Mithelman, Johnston, IA**

After spending 50 years looking for a match to the Catalina he owned in 1966, the current owner purchased this car numbers-matching car in pieces before treating it to a frame-off restoration to duplicate his original car.

### 3 - 1970 Dodge Charger RT/SE

**Steve & Tracy Simbides, Marshalltown, IA**

Powered by a 440 cu. in. engine rated at 475 horsepower coupled to a four-speed transmission with pistol grip shifter, this Charger was built in St Louis, MO. Its ground-up restoration was completed in 2013 by Auto Body Pros.

### C - 1967 Chevrolet Chevelle SS

**John Loffredo, West Des Moines, IA**

This Kansas City-built Chevelle is a two-owner car, the first being a Chevrolet dealer who kept it for personal use. Its recent restoration included a Bolero Red exterior, black interior, and refurbished 420 cu. In. engine rated at 390 horsepower.

### D - 1967 Oldsmobile 442 Sport Coupe

**Daryl & Susan Davis, West Des Moines, IA**

A full frame-off restoration of this beautiful low-mileage car was completed in Florida in 2018. Dressed in a beautiful shade of Saffron Yellow, it features a three-speed automatic transmission, air conditioning and power brakes.

### G - 1969 Pontiac GTO

**Lee Harms, Ankeny, IA**

The life of this sporty convertible was cut short after it lost a wheel at highway speed. After languishing in a garage for many years, the current owner purchased it for just \$1,000 and spent the next 5 years carefully restoring it to like-new condition.

### E - 1969 Chevrolet Camaro Z/28

**Karen & Scott Buechler, West Des Moines, IA**

This powerful Chevy features two rare factory options designed for Trans Am racecars: a GM Cross Ram intake manifold with fual 600 CFM Holley carburetors, and four-wheel disc brakes.

### H - 1969 Chevrolet Camaro SS/RS

**Kent Davenport, Huxley, IA**

Manufactured in Norwood, OH with the SS and RS option packages, this Camaro is powered by a 350 cu. in. engine with four-speed transmission. The current owner completed the restoration including all engine work.

### F - 1969 Buick Gran Sport Convertible

**Clem Sevede, Norwalk, IA**

Built in Flint, MI as only one of 77 to include a four-speed transmission, this Buick was drag raced at a number of famous East coast drag strips before the current owner completed a restoration that brought it back to stock form.

### I - 1970 Chevrolet Chevelle SS 454

**David McChesney, Waukee, IA**

One of only 4,475 produced, this three-owner Chevelle SS 454 was built in Los Angeles, CA. The restoration was performed by the owner with assistance from Nostalgic Enterprises of West Des Moines.



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### AMERICAN ORPHANS CLASS

The Cars that Refuse to be forgotten. Simply put, an orphan is an automobile produced by a manufacturer or division no longer in business. Prime examples are Packard, Studebaker, Hudson, Nash, and Willys. Also included as orphans are divisions that are no longer around: Plymouth, DeSoto, Pontiac, Edsel, Mercury, and Oldsmobile. Orphan Car owners are a dedicated group that own and drive automobiles of manufactures or divisions that are mere memories to most people. The Class will be limited to automobiles 50 years or older.

#### 1 - 1954 Kaiser Darrin

**Marlene Ohnstad, Valley, NE**

Engineered and built in America by Kaiser Motors, this unusual sports car featured doors that slid forward into the cowl and front fenders. This example of the world's first fiberglass-bodied production automobile has logged only 62,000 miles since new.

#### 2 - 1954 Kaiser Darrin

**Paul and Pam Friskopp, Valley, NE**

Designed by Howard "Dutch" Darrin and built by Kaiser Motors for the 1954 model year, this sleek boulevard cruiser was one of America's first ventures into building true sports cars. With a price of over \$3,500, only 435 were built and sold.

#### 3 - 1969 Oldsmobile Toronado

**Larry & Linda Klement, Bloomington, MN**

The Toronado was introduced as the first modern front-wheel drive automobile in 1966. This is a stunning example of the 4th series of the first generation, and is one of 3,421 manufactured. It is mostly original with only one repaint since new.

#### A - 1930 Auburn 8-95 Phaeton Sedan

**Chuck & Tracy McCarthy, Wauconda, IL**

Built in Auburn, IN, this luxury car originally sold for \$1,395. The 3625-pound Phaeton carried five passengers in comfort on its 125-inch wheelbase. It is one of just six known to remain and is in original, unrestored condition—and it still runs great.

#### B - 1931 Graham-Paige Special 56

**David Junck, Ogden, IA**

Graham-Paige was founded by brothers Joseph, Robert, and Ray Graham in 1927 to produce quality, mid-priced automobiles. This example features original upholstery and a Kari-Keen Karrier Luggage Trunk, an aftermarket accessory made in Sioux City, IA.

#### C - 1932 American Austin Roadster

**Robert & Cathy Cunningham, West Des Moines, IA**

The American Austin Car Company was organized in 1929 to manufacture a licensed version of the English Austin Seven. Bodies were built in Grand Rapids, Michigan and assembled in Butler, Pennsylvania. Of 1,550 built, approximately 50 are roadworthy today.

#### D - 1933 Plymouth PD Rumble Seat Coupe

**Craig Wagner, Des Moines, IA**

Plymouth's PD series cars were built on a 112-inch wheelbase—longer than Ford or Chevrolet—and featured a more spacious interior than its competition. This example was restored 35 years ago and purchased by the current owner 14 years later.

#### E - 1934 American Austin Golf Car

**Tracy & Chuck McCarthy, Wauconda, IL**

At just 10 feet long and 1050 pounds, the Austin was the smallest car made in America at the time. This roadster was modified for the original owner to function as a golf cart, and the current owners maintain it in unrestored condition to preserve its unique history.

#### F - 1941 DeSoto S8 Custom

**Rich and Jan Collins, West Des Moines, IA**

Powered by Chrysler's L-head engine, the Custom was DeSoto's top-trim level car and was offered in a wide array of body styles from 1939 until the 1952 model year. This example was restored in 2006 and the current owner purchased it 10 years later.

#### G - 1953 Packard Caribbean

**Darlene Neighbour, Ankeny, IA**

The Packard Motor Car Company of Detroit, MI produced its luxury Caribbean models from 1953 through 1956. This example, which has been in the same family over 30 years, was recently brought back to life after languishing for many years.

#### H - 1957 Oldsmobile Fiesta Wagon

**Gus Frics, Omaha, NE**

In 1957, Oldsmobile contracted with Mitchell-Bentley Ionia Body Company to convert 19,800 four-door sedans into Fiesta wagons. This example is equipped with air conditioning, power windows, power steering, power brakes, and traffic viewfinder.



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## JDM AND JAPANESE CAR CLASS

Japanese cars were first imported to the United States in 1959. Ever-growing in popularity, these economic cars have been best known for their reliability and low operating cost. JDM or Japanese Domestic Market cars are specifically made for the Japanese automobile market but not all Japanese cars are truly of JDM title, as some were made specific to the US and other export automobile markets. Japanese car makers do not use a Vehicle Identification Numbers as is common overseas. Instead, Japan uses a frame number - nine to twelve alphanumeric characters identifying model and serial number.

### 1 - 1989 Mazda RX-7 Convertible Cole Peterson, Des Moines, IA

Since it was driven off the showroom floor, this all original two-owner Blaze Red convertible (with some work done at Off The Line Performance) has been stored and maintained through the winters and driven only on mild summer weekends.

### 2 - 1969 Subaru 360 John & Jim Riley, Dubuque, IA

This Subaru was discovered in southern Minnesota in 2013 with only 6,500 miles on the odometer. The rust-free survivor sports a new paint job applied by a Subaru dealership after three days spent scrubbing paint from a previous amateur re-paint.

### 3 - 1990 Nissan Skyline GTR Jeff Hedden, Des Moines, IA

The GTR was launched in 1989. Subsequent Group A racing wins in all 29 events in the Japanese Touring Car Championship, plus a victory at the Spa 24-hour race and decimating the competition in Australia prompted the press to dub the GTR "Godzilla".

### A - 1969 Subaru 360 Truck John & Jim Riley, Dubuque, IA

This little truck is one of approximately 10,000 imported from Japan from 1967 through 1970. After spending most of its life on a poultry farm, the current owner purchased this rust-free example in 2011 and restored it at a Subaru dealership.

### B - 1977 Datsun 280Z Stephen Myers, Ames, IA

The first of Datsun's special edition Z cars, referred to as the Zap Z, featured a special hood, deck, side and roof strips, rear window louvers, racing mirrors and Sunburst Yellow paint. Only about 200 Special Editions were made.

### C - 1979 Datsun 280ZX Jeff England, Bondurant, IA

Early reviews of the 280ZX were mixed, although many buyers appreciated the refinement, comfort, and overall appeal over the original Z. Sales figures soon proved the Nissan designers were right; the 280ZX became a tremendous sales success.

### D - 1980 Suzuki Cervo SS20 Anthony & Anthony White, University Park, IA

Perhaps the only Suzuki SS20 in North America and one of less than 50 on the road worldwide, this incredible example is maintained just as it was when it was imported, including vintage JDM modifications from the mid-1980s.

### E - 1991 Nissan Cedric Grand Turismo Ultima Robert Wing, Shawnee, Kansas

The Cedric was produced from 1991 to 1994. This example was imported in February, 2017 under the 25-year rule, which exempted it from U.S. Federal safety standards. The car was modified in Japan with era-correct wheels and lowered stance.

### F - 1997 Acura NSX-T Chen Huang, Des Moines, IA

1997 was the first year Acura offered the larger d3.2 liter engine with 290 horsepower and 6-speed manual gearbox. This 26,000-mile stock example, finished in Gran Prix White, was purchased from the original owner in 2019.



## EXOTICS CLASS

Regardless of the era in which they were built, all high-speed, high-powered exotic automobiles have moved souls through their stunning aesthetics, provocative sounds, and pulse-pounding speeds. Exotics represent the extremes of design and engineering, delivering extravagance and raw performance through high-end technology and state-of-the-art engineering. Although they are perfectly suited to hard-knocks racing, many exotics are lovingly pampered and preserved, used only for 'round-the-town driving.

### 1 - 1999 Ferrari 550 Maranello Michael & Amy Nees, Knoxville, IL

Ferrari built grand tourers from 1996 to 2001, marking the manufacturer's return to a front-engine, rear-wheel drive layout for its 2-seat, 12-cylinder models. The engine produces 485 horsepower for a car that weighs just 3,700 pounds.

### 2 - 2002 BMW Z8 Skip & Tracy Hammerman, Urbandale, IA

One of just 220 produced in 2002 with this color combination, this Z8 features an all-aluminum chassis and body with an S62 engine producing 394 horsepower at 6,600 rpm. Motor Trend performance tests proved acceleration of 0 to 60 in 4.2 seconds.

### 3 - 2017 Ferrari 488 Spider Stephen Grubb, West Des Moines, IA

Showcased beneath the rear glass, this Ferrari's 661-horsepower 3.9-liter V8 engine is flanked by two turbochargers to turn the rear wheels through a brilliantly quick 7-speed dual-clutch transmission, rocketing the car from 0 to 60 in 3 seconds flat.

### A - 2003 Dodge Viper SRT 10 Brandon Kantarevic, Des Moines, IA

This unique Gen 3 Viper features a one-off prototype Gen 5 Viper engine and drive train swap. Arrow Racing, partnering with Mopar's Racing Development Team, projected the vehicle to accelerate to 225 miles per hour in one standing minute.

### B - 2015 Alfa Romeo 4c John Solsma, West Des Moines, IA

The 2015 4c was Alfa Romeo's first entry in the U.S. market since 1994. This example competes in local autocross races as well as other motorsports events around the Midwest. Launching from race-mode, the car accelerates from 0 to 60 in 4.2 seconds.

### C - 2018 Lamborghini Aventador S Myron Stine, Dallas Center, IA

Among the last in the Aventador series, this refined motorcar combines the performance features of a super sports car with the extreme agility and handling of a 4-wheel steering system to produce unprecedented driving dynamics.

### D - 2018 Porsche 911 GT5 Ted & Bridget Bleimehl, Des Moines, IA

Since its post-WWII debut, Porsche has sold more than 1 million automobiles. This heavily-optioned example was built to spec, painted in Ultraviolet, and accelerates from 0-60 in 3.5 seconds to reach a top speed of 192 miles per hour.

### E - 2018 McLaren 570S Ken Nguyen, Urbandale, IA

This McLaren carries a V8 Twin Turbo engine that produces an astonishing 562 horsepower, accelerating from 0 to 60 in just 3.1 seconds, with a top speed of 204 miles per hour. This model is also available in a Spider (roadster) version.



## PURPOSE BUILT RACING CARS CLASS

The Race Car Class will include vehicles that are not road legal and prepared specifically for race competition. A normal production vehicle may be considered if it has been totally converted to a sole purpose race vehicle. The vehicle must have a full competition type interior, exterior, and must be mechanically prepared for competition. Candidate vehicles can be newer, older, or vintage.

### A - 1917 Hudson Super Six

**Branden & Chris Knight, Hiawatha, IA**  
Referred to as "The Old Derelict" by the Hampton Chronicle in June of 1939, this beast was built in the late 1920s by the Hudson Garage of Cedar Rapids, Iowa. Full restored by the family of the original racer/owner, #14 was granted the "2019 AACA Senior Grand National" award in June.

### D - 1966 Porsche 912

**Mark Hoffman, Omaha, NE**  
Built in September 1965, it was originally purchased by the owner's father in 1974 & left to him in 2011. Restored with the racing motor built by Vic Skirmants, it is actively raced with Rocky Mountain Vintage Racing & Corinthian Vintage Auto Racing, among others.

### G - 2006 Ferrari F430 Challenge

**Mark Hoffman, Omaha, NE**  
1 of 142 factory built F430 Challenge cars with a curb weight of 2,701 pounds. While retaining the F430's 4.3 liter, 483 hp V8, it received revised engine calibrations, F1 derived six speed sequential manual gearbox with modified gear ratios, mechanical differential.

### B - 1958 Jabro Mk 1

**Barry Heuer, Richmond, MO**  
Built by Emmitt Pyatt of St. Louis in 1958. Originally powered by a Crosley engine, later a Saab 3 cyl and finally by the Datsun motor it currently has. It finished 2nd in the Midwest Division in C Sport racing. Currently raced in the VSCDA and CVAR.

### E - 1969 Chevrolet Z28 Camaro

**Dan & Mary Harrington, Des Moines, IA**  
Only 128 Hugger Orange Z28 Camaros were built in California in 1969. With the help of Chevrolet, the Eagle Grove, Iowa Chevy dealer campaigned this Camaro in "A Sedan" Class at SCCA sanctioned events. After 30 years in storage and an eight year restoration.

### H - 2011 Porsche Cayman S

**David Safris, Norwalk, IA**  
Built by Napleton Porsche for the new (at the time) Porsche Interseries racing. The series did not last more than a few years and PCA created the GTB1 category for the top of Cayman racing series which includes aero modifications, larger tires, lower weight & other racing improvements.

### C - 1963 Elva MK VII

**Bob Maurer, Pella, IA**  
This is the last Elva VII out of 47 total, made in Sussex, England by Frank Nichols. Restored in 1993 and 1994 with its current 1600 cc "Kent" engine. Actively raced (200+ race weekends) with vintage road race groups: VSCDA, VARAC, SVRA, CVAR, HSR, HMSA, PVGP, VRG, WHRRI, RMVR and VSCR.

### F - 1986 Ralt Rt 5 Pro Super Vee

**Bob Maurer, Pella, IA**  
Purchased in 1991, this car participated in the Des Moines Grand Prix in 1989 and 1990 in the SCCA Pro Super Vee series. Used mainly to compete in Solo (autocross) events and still "too new" for competition, the owner plans to vintage race it in the near future.

### I - 2017 Elan NP01

**Stephen Myers, Ames, IA**  
Built in 2017 for the NASA Prototype Series, as of the end of 2018 this car has ten first place finishes at eight tracks around the country and has set the SCCA P2 record at the Iowa Speedway twice.



## MOTORCYCLE CLASS

Motorcyclists truly understand the joy of becoming one with their machine. The freedom of the open road, thrilling performance, and camaraderie of like-minded people keep us coming back. The Motorcycle Class celebrates those mechanical icons representing the best in design, engineering, and cultural influence. Motorcycle manufacturers around the world have been at the cutting edge of technology and style from the dawn of the 1900s to today. High bars or low, dirt or asphalt, these original models will take you where you want to go.

### 1 - 1946 Indian Motorcycle Chief

**Gary & Jane Dodge, Des Moines, IA**  
This numbers-matching Chief is attached to an original Indian sidecar. Purchased as a basket case by the owner's father in 1977, the motorcycle sat in a shed until being restored in 2014. The restoration was completed with mostly original parts.

### A - 1925 Harley-Davidson JD Combination

**Ron Ronfeldt, Harlan, IA**  
For 1925, the Harley-Davidson line was streamlined and fitted with new frames that lowered the rider, allowing smaller riders to handle the bike with ease. This original model JD motorcycle/sidecar combination wears a lovely patina.

### D - 1947 Indian 74 Chief

**John Hansell, Evergreen, CO**  
Few bikes can match the styling influence of the Indian Chief. A timeless design, this motorcycle/sidecar combination was restored in Pennsylvania. The current owner has ridden the bike to Sturgis, South Dakota and Mount Rushmore.

### 2 - 1951 Rikuo 750

**Ron Ronfeldt, Harlan, IA**  
In the 1930s, the Rikuo built Harley-Davidsons under license in Japan. Although WWII ended the partnership, Rikuo continued to produce its own motorcycles until 1959. This all-original example is one of only three known in the US.

### B - 1931 Indian 402

**John Hansell, Evergreen, CO**  
The Indian Four represents one of the most innovative American motorcycles of the pre-war era. Based on a design acquired from Ace Motor Corporation, Indian produced variants 14 years. This example is an unrestored survivor.

### E - 1948 Indian 74 Chief

**John Hansell, Evergreen, CO**  
If you wanted to purchase a new Indian in 1948, your only option was the Chief, equipped with a big V-twin engine and valenced fenders. This matching numbers example has been well maintained and is ridden regularly.

### 3 - 1969 Triumph Trident T150

**Marv Wilson, Ankeny, IA**  
The Trident is Triumph's first triple, producing 58 horsepower for a top speed of 120 mph. Styling was controversial, with the shoebox tank and ray-gun exhaust. Although faster than the Honda, at \$1,800, it was more expensive and less reliable.

### C - 1938 Triumph 5T Speed Twin

**Randy Baxter, Marne, IA**  
Many motorcycles have been described as icons, but the term is particularly fitting for Triumph's 1938 Speed Twin—compact, efficient, and reliable. Having spent its entire life in the U.S., this is one of few 1938 Triumphs imported.

### F - 1952 Norton International

**Mark & Kathy Quade, Estes Park, CO**  
This is an example of a "clubman" racer, a bike that an amateur could ride to the track, race, and ride back home. Many parts are safety wired, pointing to a history of racing. This unrestored bike wears its patina with pride.





**G - 1954 Velocette MSS**  
**Joe & Nicole Wright, Ames, IA**  
 Known for quality, Velocette hand built motorcycles in Birmingham England while others were mass-produced. Always innovative, Velocette patented several designs. This is a first-year swing-arm model with the big 500 cc single.

**H - 1959 Bremer Mini-Scoot**  
**Tonya Diehn, Altoona, IA**  
 Small and light enough to carry on airplanes and campers, this collapsible aluminum scooter provided a means of transportation when a car wasn't available. This national award-winning Mini-Scoot is one of two known to have two seats.

**I - 1960 Matchless G80 TCS Typhoon**  
**John Caffrey, Des Moines, IA**  
 Cycle magazine called this limited-production competition model "a blend of punch and charm." Roughly 125 were built, targeted at the U.S. market for desert racing. The bored and stroked engine made it the ultimate big single for racing.

**J - 1967 BMW R60/2**  
**Robert & Daniel Maloy, Ankeny, IA**  
 A premiere touring machine of the 1960s, the BMW was valued for its smoothness and dependability for long excursions. This original-point machine was received as a rolling chassis in 2000 and reassembled with great care.

**K - 1969 Honda CB750 Sandcast**  
**Sean Sweeney, Des Moines, IA**  
 In 2019, the iconic inline 4-cylinder Honda celebrated 50 years since its introduction. This particular Honda is a "sandcast" or first-year, early production model. It is all original and resides in the owner's collection of classic Hondas.

**L - 1970 Honda CL70**  
**David Leabhart, Granger, IA**  
 Although designated "scramblers", Honda CLs were actually street bikes with a few dirt bike themed styling elements. This example is equipped with a 4-speed transmission with a manual clutch and can easily travel at 45 mph.

**M - 1970 Benelli Sprite**  
**Walter & Nancy Reed, Des Moines, IA**  
 Given to the owner in 1980 as a non-runner, this Benelli Sprite was brought back to life with swap meet parts. It features the "egg motor" designed in the 1950s that powered Benelli to over 1,000 race victories in the 1950s and '60s.

**N - 1970 Honda CT70H**  
**David Leabhart, Granger, IA**  
 Millions of people have fond memories of their introduction to motorcycling on a Honda Trail 70. Designated by the "H" in the model, this upgraded example is equipped with a 4-speed transmission and manual clutch.

**O - 1971 Honda SL70**  
**David Leabhart, Granger, IA**  
 The SL70 is a small street and trail motorcycle with a four-stroke engine, four-speed manual gearbox, and full-cradle frame. The bike was extremely popular with younger riders who used it off-road as a trail bike and mini motocrosser.

**P - 1971 Triumph Bonneville**  
**Steve & Patty Anderson, Des Moines, IA**  
 This two-owner motorcycle was stored for 30 years in a Des Moines garage and brought back to life in 2011 with only 6,000 miles on the odometer. It features a 5-speed transmission and a much-discussed oil bearing frame.

**Q - 1972 Norton Commando**  
**Joe & Nicole Wright, Ames, IA**  
 With a strong engine, front disc brake, and Isolastic frame, the Commando is one of the best classic British bikes for safe riding on modern highways. This example is powered by the Combat 750cc engine and wears original paint.

**R - 1972 Norton Commando 750 Dunstall**  
**Sean Sweeney, Des Moines, IA**  
 Dunstall transformed Nortons into race bikes in the 1960s and early '70s to compete in production races, setting records before sales declined with the rest of the British motorcycle industry. This example has logged only 32 miles since new.

**S - 1973 Honda SL70**  
**Matt Davidson, Des Moines, IA**  
 The SL70 was the go-to bike for getting kids into racing. This Honda spent most of its years being ridden around a farm in Eagle Grove. It is completely original and was only thoroughly cleaned after bringing it back to running condition.

**T - 1973 Kawasaki H2-750**  
**Paul Conte, Clive, IA**  
 Kawasaki two-stroke triples owned the streets during the 1970s. When released, the H2 was the most powerful production motorcycle imported from Japan. Highly desirable, they are among the best of the early superbikes.

**U - 1985 Yamaha RZ350**  
**Paul Conte, Clive, IA**  
 With EPA requirements all but killing the two-stroke street bike, the RZ350 represents the end of an era. Produced between 1983 and 1995, they have quickly reached near-classic status and are highly collectible among motorcycle racers.

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## PRESERVATION TO 1969 CLASS

It is increasingly difficult to find unaltered and unmolested vintage cars. Popularity has increased in recent years. Survivors are routinely hidden away as 'garage queens' and seldom show on the street. Preserved autos will have original interior and exterior finish. Premium is placed on originality and only necessary items should be replaced, such as battery, tires, and belts. Slight alterations are acceptable but will have negative effect on value and judging criteria.

### 1 - 1969 Oldsmobile Cutlass Convertible

**Jerry & Melinda Collins, Clive, IA**  
The current owner of this lovingly maintained Olds watched it roll off the assembly line in Detroit, having been ordered from the Des Moines dealer at a price of \$2,900. It has logged just 50,000 miles over the years, but has never been a pampered "garage queen".

### A - 1929 Hudson Super Six

**Aaron & Kathryn Cooper of Windsor Heights, Iowa**  
Discovered in an Oklahoma barn in 2007, this sturdy Hudson is equipped with a unique overhead-valve engine and internally-balanced crankshaft. Some mechanical work made it roadworthy but the original upholstery and exterior finish remain.

### 2 - 1970 Plymouth Road Runner Superbird

**Chris & Doug Hammond, Marshalltown, IA**  
This winged warrior was designed to lure NASCAR champion Richard Petty away from his sponsor, Ford, and drive for Plymouth. This example has logged just 9,140 miles and still rolls on its original tires—truly a time capsule from the pinnacle of the muscle car era.

### B - 1936 Plymouth P2 Touring Sedan

**Rich & Jan Collins of West Des Moines, IA**  
The P2 Sedan was the most popular model in the 1936 Plymouth lineup. This all-original auto has been sparingly driven with just over 47,000 miles. The current owner describes it as a "warts and all, no excuses" car showing evidence of being gently used.

### 3 - 1939 Ford 91A Coupe

**Wayne Rupp, Weeping Water, NE**  
This wonderful old Ford has been driven in Nebraska since new. Showing just 28,891 miles on the odometer, this Coupe is complete with original Ford script tires, jack, tool kit and tire chains. This beauty regularly comes out of storage to spend time on the road.

### C - 1948 Dodge Custom

**James Tasler of Des Moines, IA**  
This car was purchased for just \$50 in the late 1960s by the current owner's father and it has remained in the family ever since. Its bumps and bruises attest to its originality, and only those items necessary to keep it running have been replaced.

### D - 1955 Chevrolet BelAir

**Austin & Shannon Veldboom of Winterset, IA**  
This stylish BelAir was purchased new in Lake Park, IA by the current owner's grandfather and it has carried family members to several proms and numerous car shows. It is all original including its matching set of 1955 license plates.

### G - 1968 Dodge Charger R/T

**Darwin & Brenda Foster of Riverside, IA**  
This Charger was purchased new in Madison, WI, and has been a daily driver ever since. It still boasts its original paint and upholstery, and the owner has kept meticulous records of its maintenance, including the original window sticker and all service logs.

### E - 1957 Chevrolet Corvette

**Darren Brown of West Des Moines, IA**  
One of 6,339 Corvettes produced in 1957, this example is equipped with a Power Pack 4 barrel carburetor and optional Power Glide automatic transmission. Other options include power assist top, Wonderbar AM radio and Cascade green paint.

### H - 1969 Chevrolet Corvette

**Ryan Roe of Clive, IA**  
This Covette Stingray boasts a growling 437 cu. in., 390 horsepower big block engine. Unrestored and mostly original, its Cortez silver paint and powerful engine are just two of the details that make this sports car a true standout.

### F - 1968 Chevrolet Camaro Z-28 RallySport

**Greg & AJ Gill of Altoona, IA**  
The current owner was still in high school when he purchased this Camaro, used, in 1970. A true survivor, the car is completely original, still rolling on its showroom wheels and tires. Only genuine GM Delco replacement parts have been used in its maintenance.



## WORLD WAR II MILITARY VEHICLE CLASS

The automotive industry produced 20% of America's output of war material after terminating the manufacture of civilian vehicles in early 1942. There is no greater testament to the US Automobile Industry's contribution to help win World War II than the war production by General Motors, Ford, Chrysler and others. June 6, 2019 marks the 75th Anniversary of D-Day and what better way to honor those who fought and sacrificed then to create a World War II class open to all military vehicles produced during the war years.

### A - 1945 Willys-Overland MB and 1943 MBT Trailer

**Chief Peter Lentz, Cumming, IA**  
Willys-Overland manufactured tens-of-thousands of "jeeps" for the U.S. Army. This 1945 example was restored by the owner from 1991 to 1995. The drivetrain is all original. The quarter-ton Willys-Overland trailer was built in 1943 and was acquired by the owner in 2014.

### B - 1942 Chevrolet Special Deluxe

**Peter Lentz, Cumming, IA**  
This car was one of 29,000 made introducing new aero-sedan styling with split-front windshield. The second owner purchased it in 1946 after returning home from WWII and owned it until 2008. The current owner restored the Chevy back to original specs.

### C - 1942 Ford GPW

**David Ruffcorn, Des Moines, IA**  
This Ford is an example of a partial restoration of an early Ford-produced quarter-ton "jeep" configured as a combat gun truck. This vehicle is marked as a reconnaissance car for the 635th Tank Destroyer Battalion and includes a mounted 50-caliber machine gun.



Special Thanks to the Iowa Aviation Heritage Museum for displaying their Byron Originals 1/4 scale B-25 Bomber.





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## DES MOINES CONCOURS TAKES PLACE ON THE CITY'S FORMER AUTO ROW

The Iowa Automotive Heritage Foundation is proud to host the annual Des Moines Concours d'Elegance on the very streets that once comprised the capital city's original Auto Row. Here, more than 100 years ago, dozens of pioneer automobile dealers built, demonstrated, sold and repaired their new horseless carriages.

In fact, Des Moines' automotive heritage is among the oldest in the nation. In 1887—nine years before Henry Ford built his first car—William Morrison developed the world's first electric car in a secret laboratory under the Victoria Hotel. In 1906, brothers Fred and August Duesenberg assembled their first car—a Mason—in their blacksmith shop on Auto Row. Nearly 100 different makes were sold and serviced in this corner of the business district, including vehicles from Allen, Alter, American Austin, Bantam, Cartercar, Detroit, Empire, Hupmobile, Jeffery, King, KRIT, Lozier, Maxwell, Mitchell, Monroe, Moon, National, Oakland, Overland, Reo, Studebaker, Stutz, and more.

This year, the Des Moines Concours includes a special class to celebrate the 80<sup>th</sup> anniversary of Crosley Motors, manufacturers of the nation's smallest and lowest-priced cars and trucks of the post-World War II era. Our special Crosley exhibit lined the curb directly in front of the city's former Crosley dealership, one of the many buildings on Auto Row that have undergone extensive restoration and repurposing to meet the needs of a new century.





# Join us for the 2020 Des Moines Concours d'Elegance September 12th and 13th, 2020



Photographs courtesy of Brent Isenberger Photography