

CONCOURS d'ELEGANCE 2021

A CELEBRATION OF THE
ART & DESIGN
OF THE AUTOMOBILE



From the Co-Chairs

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 2021 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.

For the twenty-first year (previously 20 years consecutively; however, the 2020 event was canceled due to the pandemic), the 2021 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 12th, the Iowa Automotive Heritage Foundation and members of the Des Moines Concours Committee presented one of the largest collections of remarkable automobiles ever to grace the Pappajohn Sculpture Park in downtown Des Moines.

This was our seventh 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.

Aaron Cooper and Rich Collins 2021 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.

Antique Automobile Club of America (DM Region)

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Concrete Cruizers Car Club

Early Ford V-8 Club

Hudson Essex Terraplane Club

Iowa British Car Club

Madrid Pacers

Mustang Club of Central Iowa

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

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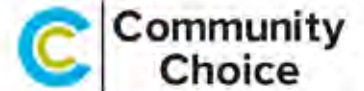
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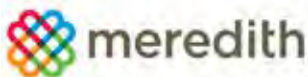
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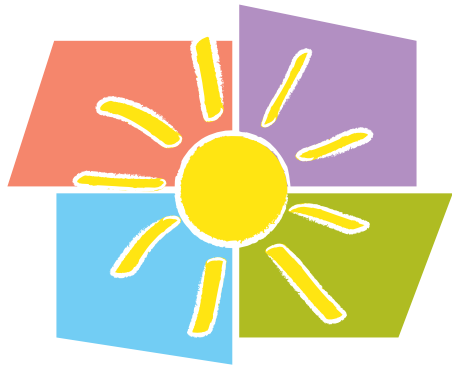
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THANK YOU AND CONGRATULATIONS ON ANOTHER GREAT YEAR!

2021



STINE®



2021 Best of Show



1934 DeSoto Airflow Coupe

Owned by Fred & Renee Mehr of Cold Spring, Minnesota

The Airflow concept was initiated by Chrysler engineer Carl Breer, along with the consultation of Orville Wright. It was the first aerodynamically tested and designed car, and the first car where the engine was over the front axle (allowing passengers to ride between the axles). Only about 15 of these coupes survive.

2021 Hagerty Youth Judge Winner



1967 Continental 4 Door Convertible

Owned by Todd Magel,
Clive, Iowa



Star Car



1953 Maverick Sportster

Owned by Tom Chandler

The Maverick Sportster was one man's dream, rooted in his work as an aeronautical engineer. Sterling "Smoke" Gladwin envisioned a California-flavored boulevard sports car. His designs built on his love of pre-World War 2 automobiles with long, flowing lines and elegant details. He crafted fiberglass bodies, each hand-built in the Mountain View, CA factory. His first Maverick was built on a LaSalle chassis, and incorporated LaSalle, Cadillac and other mechanical, electrical and interior components.

This 1953 Maverick was built on a 1953 Cadillac Series 62 chassis. The current owner painstakingly restored this car to its original condition. Only 7 Mavericks were built, and only 3 remain. Their appearance at any show is considered a rarity.

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Star Cars



1962 Jaguar E-Type FHC

Owned by Randy & Deb Anderson

"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 This is the last International Harvester Scout ever made. The original owner was a member of the Garst family, and on the Board Of Directors of International Harvester. The current owner purchased it from the Garsts in 2003, and commenced on a 3-year restoration in 2015. Among this vehicle's features are a Nissan turbodiesel engine, 4-speed manual transmission, tilt steering wheel, A/C and Tahitian Red metallic paint. rque. This E-Type, or XKE as it's commonly known in the US, 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 at the 1961 Geneva Motor Show. At the 2018 Amelia Island Concours d'Elegance, this car won the Rolex Watch Award for the Car of Timeless Elegance, and was invited to the parade of Significant Automobiles.



1980 International Harvester Scout II

Owned by Michael Bolton

This is the last International Harvester Scout ever made. The original owner was a member of the Garst family, and on the Board Of Directors of International Harvester. The current owner purchased it from the Garsts in 2003, and commenced on a 3-year restoration in 2015. Among this vehicle's features are a Nissan turbodiesel engine, 4-speed manual transmission, tilt steering wheel, A/C and Tahitian Red metallic paint.

Star Cars



1941 Crosley "Broken Glass Car"

Owned by Alan Calvin

During World War II, the government prohibited the sale of automobile tires to the public as it diverted rubber toward production of war material. As a result, blowouts on the highway rendered cars useless. So, the Automobile Club Of Southern California modified this 2-cylinder, 12HP Crosley to clear debris from streets and highways.



2021 Team PrISUm Eliana Solar Car

Owned by Iowa State University, Ames, Iowa

Eliana is Iowa State University's newest solar car. It was designed, built and tested by ISU's PrISUm solar car club, specifically to compete in solar races. This was a 3-year collaborative effort involving the schools of Engineering, Business, Design and Liberal Arts & Science. This 1300 Lb car has a top speed of 50 MPH and a range of 300 miles from its 1HP motor.



Ford Flathead V8 Class

Manufactured between 1932 and 1953 with original Ford Flathead V8 engines.



1st

1951 Lincoln Cosmopolitan owned by Ken Waller of Johnston, IA

This Lincoln Cosmopolitan was reputedly owned by actor Kirk Douglas. Only 857 convertibles were produced. President Harry Truman preferred Lincolns for his staff car. This restoration was completed in 1995 and has been entered in many parades and shows.



2nd

1932 Ford 5-Window Coupe owned by O.J. Tomson of Mason City, IA

Commonly called a "Deuce", this unit represents the first V8 offered in affordable vehicles. Boasting 85 HP, it became the preferred mill to evade the law while delivering bootleg liquor and other illegal activities. This car has 12-volt ignition and tube shocks, and has won the Best Ford trophy with 280 entries.



3rd

1935 Ford Phaeton owned by David Johnson of Granger, IA

Introduced in 1935, the Model 48 was given the new look that carried to 1941. Equipped with the iconic Flathead V8, this car offered open touring with room for family. Of 942,000 Fords produced in 1935, only 6073 were Phaetons. This car carries original luggage rack and tonneau windshield.



McAfee

1940 Ford Standard 2-Door Sedan owned by Eldon McAfee of Des Moines, IA

This 1940 Humpback sedan was purchased new in Atlantic, IA in 1939. Still proudly owned by the family, it is mostly original and maintained with care. The "humpback" style makes this beauty rare and attractive. Sargeant taillight design saluted the armed forces during the war effort.

1949 to 1951. The 1950 model touted improvements in handling, comfort and power, boasting 239 ci and 110 HP. This style was popular with hot-rod enthusiasts and racetrack competitors.



Krieg

1939 Ford Deluxe owned by Wade & Mary Krieg of Des Moines, IA

Mostly original, this sedan was restored in 2002 retaining true Ford style. 1939 was the year Ford switched to hydraulic brakes. This unit carries turn signals, while retaining the original 6-volt electrics and flathead V8. Family owned since 2017, this car is driven frequently, weather permitting.

1951 Lincoln Sport Sedan owned by Gregory Jones of Altoona, IA

The owner of this rare Lincoln Cosmopolitan traveled to Oregon to retrieve this amazing example of Ford excellence. From bumper to bumper you will notice the flowing lines of design and well-appointed detail. Interior is also carefully displayed. Its 336 ci engine is the largest flathead V8 Ford produced.



Grieve

1935 Ford Coupe owned by Richard Grieve of Ames, IA

This stylish 5-window coupe features deluxe trim which includes rear tire mount, rumble seat and rear window crank. The coupe was produced in limited numbers making it rare and desirable. The flathead V8 made this car fast and is fun to drive to this day.



Bickels

1950 Ford Coupe owned by Tom Bickels, of Des Moines, IA

This "shoebox" style was credited with saving Ford after the war. More than 1 million units were produced from



Jones



Kempe

1953 Ford Customline owned by Philip Kempe of Andover, MN

This vehicle has been in the family since it was purchased brand new in 1953, which was the last year the iconic Ford flathead was produced. The owner is the third generation to own it. Other than some upkeep, maintenance and light repairs it is all original.



Oliver

1936 Ford Woodie owned by Roger Oliver of Ames, IA

This station wagon was offered by Ford to meet the demand for family travel. The 1936 model offered heavier suspension and the 221 ci flathead V8. This Woody carries steel wheels which replaced wire wheels. The wood was harvested from Henry Ford's own forests in Michigan's Upper Peninsula.



Alexander

1932 Ford 3-Window Coupe owned by Vance Alexander of New Sharon, IA

The owner, over a span of 50 years, collected parts for this car. After retiring from a 45-year teaching career, he spent the next nine restoring the vehicle. The 3-window coupe became very popular with hotrodders in the 1950s, providing inspiration for the Beach Boys' song "Little Deuce Coupe".



Guill

1935 Ford Standard Tudor 2-Door owned by Bryan Guill of Des Moines, IA

This 1935 Ford Iowa Highway Patrol car signaled the quest for more power in the patrol fleet. This year saw styling changes that included an integral trunk. This car could challenge fleeing criminals like Bonny and Clyde. This car is dedicated to the memory of Oran Page, the first patrolman killed in the line of duty.

Jaguar Class

Grace. Space. Pace. The finest car of its class. Featuring the 60th Anniversary of the E-Type.



1st

1953 Jaguar XK120 FHC owned by Russ and Marj Bees of Indianola, IA

The XK120 is a production version of the Concept XK, which was simply a means to highlight a new engine intended for a new saloon that was to bring Jaguar out of the devastation of World War II. This model is a Fixed Head Coupe (FHC) to satisfy the customer wanting more protection from the elements.



2nd

1939 Jaguar SS100 owned by Dennis Holloway of Marion, IA

The SS was the first series of automobile to display the Jaguar marque. The previous name was SS Cars Limited, but difficult connotations from World War II presented themselves, thus forcing a name change. The "100" in the model suggested the top speed of Jaguar's first sports car.



3rd

2009 Jaguar XKR Portfolio owned by Lon Smallridge of West Des Moines, IA

As a model matures, the manufacturer will create interest by introducing limited special editions, along with performance enhancements such as supercharging. This "XJR Portfolio" is exactly such a model, limited to only 180 coupes available worldwide with only one color choice, and a power increase to 420 HP.

Jaguar Class (continued)



Leibold

1969 Jaguar E-Type FHC owned by Charles Leibold of Clive, IA

The E-Type has always been available in two body styles: OTS for Open Two Seater or Roadster and FHC for Fixed Head Coupe. The Malcom Sayer design is on everyone's list of most beautiful cars. Most would agree with Enzo Ferrari who, upon its release, called it "The Most Beautiful Car Ever Made".



TenClay

1964 Jaguar E-Type FHC owned by Arlan TenClay of Holland, MI

Launched in 1961 at the Geneva Motor Show, the E-Type Jaguar was conceived in 1956 as a consumer substitute for the D-type. Malcolm Sayer, a legendary aerodynamicist, designed the E-Type. Influenced by race car design, its steel monocoque (stressed-skin) structure is a highlight of motor-racing technology. The sensuous shape still gets rave reviews.



Bees

1962 Daimler SP250 owned by Russ & Marj Bees of Indianola, IA

The SP250 was an exercise to showcase a 2.5L V8 engine, using radical styling and fiberglass technology in body construction. In an attempt to appeal to both the British and American markets, Jaguar acquired Daimler in 1960. The Daimler name and V8 continued to be used for years, but the SP250 was discontinued in 1964.



Leibold

1991 Jaguar XJS Classic Collection owned by Charles Leibold of Clive, IA

The XJS continued to evolve into a grand tourer and became Jaguar's all-time top seller. The coupe was joined by a cabriolet body style and later a convertible. Options were many, updates were continuous and marketing was brilliant. Special editions were plentiful and spot on, connecting with the buying public.



Dyson

1991 Jaguar XJS Classic Edition owned by John Dyson of Iowa City, IA

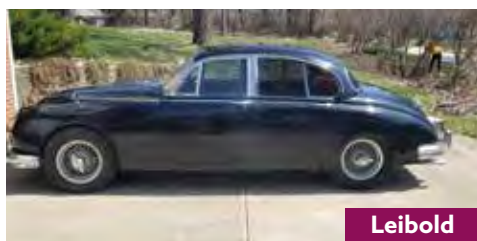
The XJS was to be the E-Type's replacement. The new XJ6 Saloon was experiencing great success, and designed with current regulations. The platform for the XJS was a shortened XJ6 Saloon. With only a FHC version offered, the response to the styling at launch was tepid.



Nesbit

1969 Jaguar E-Type OTS owned by John Nesbit of Des Moines, IA

1969 brought more changes for the E-Type. Many of these exterior and interior styling changes were driven by US federal safety requirements. Gone were the covered headlamps. It featured an enlarged grill opening, higher bumpers, bigger and more lights, rocker switches instead of toggle style, and more padding surrounding the occupants.



Leibold

1961 Jaguar Mark II Saloon owned by Charles Leibold of Clive, IA

The Mark II is a much-improved version of the 3.4 Saloon, Jaguar's first attempt at a monocoque style construction. This hits all of Jaguar's catch phrase buttons "Grace, Space, and Pace" with its greenhouse effect cabin, increased physical size and larger 3.8L engine.



Kimball

1971 Jaguar E-Type OTS owned by James Kimball of Osceola, IA

The willow green color of this E-Type was the favorite of Sir William Lyons, famed for classics like the XK120, E-Type and XJ6. His legacy lives on as the Jaguars of today perpetuate his unique formula of elegance, refinement and power. This is a one-owner car purchased from the local Jaguar dealer.



Champion

1995 Jaguar XJSC SRS owned by James Champion of Urbandale, IA

In a move to connect with the sports car enthusiast, Jaguar offered the XJS with a new 6-cylinder engine making the XJS lighter and better balanced. Performance has always been a major factor with Jaguar, with many successes in hill climbs, rallies, trials, TTs, Sebring, Le Mans (50s, 80s and 90s), SPA, Goodwood, GPs and F-1.



Cram

1971 Jaguar E-Type OTS owned by Randy Cram of Mason City, IA

This era of E-Type is known as the Series 2, which carries all the changes required by the US federal safety requirements, as well as Jaguar's marketing department and Jaguar's dealers. They saw a need to update the car so that it would look different from the old model, rejuvenate sales and generate more interest.



Calkins

1999 Jaguar XK8 owned by Jacob Calkins of Des Moines, IA

Owned by Ford, a new Grand Tourer was in order to replace the XJS. A contemporary style with a nod to the E-Type, along with significant corporate backing provided a handsome coupe and convertible with a higher level of luxury than previous models. A new V8 was developed, with wood and leather returning to the comfortable interior.



Versackas

1973 Jaguar E-Type OTS owned by Michael Versackas of Des Moines, IA

US Federal regulations were stifling the iconic 6-cylinder, and the original E-Type was getting long in the tooth. A completely new E-Type was in order, starting with the magnificent 5.3L V12. A longer and wider body turned the E-Type into a grand tourer, rather than a sport car. Now referred to as Series 3.



Walker

1967 Jaguar E-Type OTS owned by H. Ronald Walker of Des Moines, IA

The color of this E-Type is very similar to the centerpiece of the 1961 New York Motor Show, where it took the world by storm two weeks prior at Geneva. The stunning good looks of the E-Type made it a permanent fixture at New York's Museum of Modern Art.



Willis

1967 Jaguar E-Type OTS owned by Rich Willis of Waukee, IA

1967 brought many changes for the E-Type. First and foremost was the engine size increase from 3.8L to 4.2L, a better brake system, upgraded electrical, a new gear box, and more comfortable seats. A 2+2 model was introduced a year earlier to satisfy the sports car enthusiast with children, and an automatic transmission was made available.



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Chevrolet Corvair 60th Anniversary Class

Chevrolet Corvairs built from 1960 through 1969.



1st
1966 Chevrolet Corvair Yenko Stinger
owned by **David Wetsch of Van Meter, IA**
This is one of approximately 125 cars made by automotive designer Don Yenko in 1966. These cars were released as COPO (Central Office Production Order) and then modified to Yenko specifications. This example is a Stage 1 vehicle. Raced in Europe, it returned to the states on the original RMS Queen Mary.



2nd
1966 Chevrolet Corvair Corsa Convertible
owned by **Jim Marmon of Urbandale, IA**
The current owner had to wait more than 10 years to purchase this car, and has now owned it for more than 25 years. The Corvair is unique as the only mass-produced American-designed passenger car with a rear-mounted, air-cooled engine.



3rd
1964 Chevrolet Corvair Monza Convertible
owned by **Dennis Holloway of Marion, IA**
This is one of over 200,000 Corvairs sold in 1964. Although 1964 was the last year for the first generation, a number of worthwhile improvements were added including the engine department, where displacement in the individually-finned, cast-iron cylinder barrels was increased to 164 ci.



Marmon

1962 Chevrolet Corvair Monza Convertible
owned by **John Marmon of Urbandale, IA**
Owned for nine years by the current owner, this car has had rust repair and paintwork done, as well as a rebuilt engine, gearbox, and differential and some suspension work with the help of family members. The Chevrolet Corvair was produced from 1960 to 1969.



Spooner

1966 Chevrolet Corvair Monza Convertible
owned by **Jim Spooner of Des Moines, IA**
The President of Fisher Body specially ordered this Corvair directly from the factory in 1966 for his maid to run errands. Rare features of the day including factory air conditioning, a power top, and a performance steering column. The car has less than 58,000 original miles.



Caffrey

1964 Chevrolet Corvair Monza Spyder
owned by **Jim Caffrey of Boone, IA**
With 52,000 original miles, this three-owner Monza Spyder still retains the original carpet and interior. Equipped with a 150 HP turbo-charged engine and four-speed transmission, this a fun car to drive!

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The American Muscle Cars are a class of high-performance automobiles manufactured between 1958 and 1973 and designed for quick acceleration.



1964 Dodge Polara owned by Mike McCabe of Broken Arrow, OK

This car was built with a 426 ci and 4-speed transmission, making it perfect for drag racing. After being drag raced from 1964 to 1965, it ended up being stored in a garage in Arizona for 30 years without an engine. The current owner bought it 20 years ago, partially restored, and has been working on it ever since.



1969 Plymouth GTX owned by Jim Muller of Saint George, KS

This GTX's options scream "performance muscle car". These include Super Track Pac, 440 ci V8, dual-point distributor, 4-barrel carburetor, Air Grabber Hood, 4-speed transmission, Dana 60 rear axle with 4.10 gears, max cooling system, power disc brakes and power steering.



1971 Plymouth Road Runner owned by Roger Auderer of Dubuque, IA

The owner and his wife ordered this car with everything they wanted, to be used as a family car in 1971. They added a hitch on the back for a while so they could pull a travel trailer to go camping. The car fulfilled its duty, and then some, as "the family car". Other than some paint repair, the car is largely original.



1966 Mercury Comet Cyclone GT owned by Marty Mahlow of Ankeny, IA

This is a California-built car that made its way to the Midwest a few years ago. The owner bought it more recently from a small mom and pop classic car dealer in Wisconsin that specializes in muscle cars. It has plenty of power from the 390 ci V8 and automatic transmission, plus has power everything, including A/C.

1968 Dodge Dart GTS owned by Rick Massure of Ankeny, IA

This is the first year for the high-performance Dodge Dart GTS, and the first year for the 340 ci engine. Headed for the junkyard, the owner rescued it and stored it for 30 years, eventually having it restored. Having owned it three different times over the years, the owner doesn't intend on buying it again.



1971 Plymouth Duster owned by Nancy Palmer of Newton, IA

The current owner fell in love with the color and body style of this car and had to have it! The previous owner said he wouldn't part with the car until he had something to replace it with. Six months later, the Duster changed hands! The car is today as she bought it, with a 340 ci, four-barrel V8, 4-speed, and bench seat.



1970 Ford Torino Cobra owned by Marty Mahlow of Ankeny, IA

The owner's cousin had this car when he was a teenager, and the owner fell in love with it. At that time it didn't have a front clip and wasn't painted. This is an Iowa car that sold new in Perry, IA at Burk Ford. They made 7,775 of the Cobras in 1970. Today, it sees its share of local shows, including Cruise to the Woods.





Coleman

1972 Oldsmobile 442 W30 owned by Mike Coleman of Ankeny, IA

This car was built in April 1972 to be sold new in Canada. Later, the car was sold at auction with a large collection of Oldsmobiles. From 2011-17 the car was in Bettendorf, IA where the current owner purchased it. The owner is in process of researching the car's racing history during its time in Canada.



Mcguire

1969 Plymouth Road Runner Convertible owned by Stanley Mcguire of West Des Moines, IA

After buying this car in 1990, the owner had a total factory-correct restoration done. It has a very rare cruise control option, with only 3 convertibles in 1969 having been built with it. Not a "trailer queen", it gets driven all across the United States to different car shows and events. One event was at the Chrysler proving grounds at over 100 MPH with the top down.



Harms

1967 Pontiac GTO Convertible owned by Lee Harms of Ankeny, IA

The current owner purchased this car in 1987 in a 3-sided shed where it had been completely disassembled for years. He located the original engine parts the previous owner had sold, then bought them back. The restoration was often interrupted by other "easier" projects, but finally completed in 2020.



Loffredo

1967 Chevrolet Chevelle owned by John Loffredo of West Des Moines, IA

This 2-owner, low mileage car has undergone a complete restoration from top to bottom. Although it has bucket seats and A/C, there is no power steering or power brakes. The 427 ci, 385 HP big block engine is original, along with the 4-speed transmission and equipment that came with the car.



Spurgeon

1964 Pontiac Grand Prix owned by Kevin Spurgeon of Bloomfield, IA

With a 421 ci Tri-power engine, 4-speed transmission and a 3.90 positraction axle, this car was originally purchased to race. The current owners bought the car in 2002, and proceeded to do a factory-correct restoration, which included reinstalling the 3-carb setup stashed in the trunk. The owners enjoy taking it to the Pontiac Nationals show in Ohio each year.



Bair

1966 Pontiac GTO owned by David Bair of Des Moines, IA

The owner purchased this numbers matching car in 1981. Originally sold new from Sumner Pontiac in Des Moines, the first owner bought it to do street racing, but did opt for the reverb radio and rear seat belts options. A body-off restoration was completed in 2014.



Cross

1968 Plymouth Road Runner owned by Dodge Cross of Ankeny, IA

Based on Chrysler's B-body platform, this was the first year for the Road Runner. A sales success, it ranked third in muscle car sales behind GTO and Chevelle SS396. Purchased locally, this car is no "trailer queen" - it goes to every show under its own power. The owner enjoys this car and tries to make it to every car show he has time for.



Antiques Class

Vehicles produced from the beginning of motor vehicles through 1927.



1st
1923 Brewster Model O2 Town Car owned by Mark Desch of Stillwater, MN

Produced in New York between 1915 and 1925, Brewsters featured "Silent Knight" sleeve-valve engines. With less than 500 ever produced, these were rare cars back in their day. The current owner purchased it from a museum in 2019 and performed a significant mechanical overhaul, resulting in a great running car today.



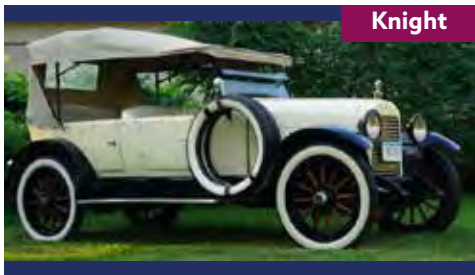
2nd
1916 Cadillac Type 53 owned by Andy Flagge of Mason City, IA

This Model 53 was restored by the owner, his father and his grandfather over 30 years on nights and weekends, and is one of only four registered with the Cadillac Club of America. It sports a V8 engine, electric starter, 8-day clock, dual spare tires, and "stow-n-go" seats.



3rd
1910 Sears Model K owned by Don Pauley of Clear Lake, IA

The Sears automobile, also called a "Motor Buggy", was sold through the Sears catalog from 1909 to 1912. They were frequently crated and shipped by rail, and delivered to the nearest train depot. After some assembly by the new owner, they could be driven home. Approximately 3,500 were manufactured in Chicago, IL.



Knight

1920 Husdon Super Six owned by Thomas Knight of Hiawatha, IA

With low-cut suicide doors, dual sidemounts, and "Super Six" engine, this rare body style emphasizes Hudson's racing pedigree. This was the first automobile engine to use a counter-balanced crankshaft, providing up to 3000 RPM smoothly. Acquired by the owner in 2011, this car participates in numerous tours annually.



Vaske

1915 Buick C-55 owned by Don Vaske of Monroe, IA

This was the first year for Buick's 6-cylinder OHV engine and longer wheelbase, allowing for seven passengers. With a price of \$1,650, almost 3,500 C-55 Touring were sold. Fewer than 10 are known to exist. Purchased in Minnesota by the owner's father in 1991, he subsequently restored it. It has become a family heirloom.



Mond

1904 Gobron Deux Banquette owned by Peter Mond of Clive, IA

Gobron-Brillie was a French manufacturer of touring automobiles from 1898 to 1930. This model is a one-off, built for Gobron's daughter. Her mother disapproved of this, and forced its sale, eventually ending up in Argentina. The current owner purchased it there, and brought it with him when he emigrated to the US.

Atomic Age Collectibles Class

Vehicles with post-war styling through the mid-1950s, 1946-1957.



1st

1957 Chrysler 300C owned by Randy Guyer of Minnetonka, MN

This 1957 Chrysler 300C has a working Highway Hi-Fi record player. Its frame-off restoration was completed in 2016 by Mike Swedal of Duelm, MN to factory specifications and is an AACA Grand National 1st Junior award winner.



2nd

1950 Crosley CD Super owned by Randy & Becky Hall of Kentland, IN

This 1950 Crosley CD Super was purchased by the owner's parents, Carl and Deloris Hall, in 1956. The vehicle was driven many miles as a family car until stored in 1971. Pulled out of storage in 2014, its restoration was completed in 2016 in memory of the owner's father. The vehicle has won many awards.



3rd

1957 Mercury Montclair owned by Dean Bibler of Johnston, IA

Inspired by the XM-Turnpike Cruiser show car, the '57 Mercury with "Dream-Car Design" was introduced as the future shape of cars. This fully-optioned car was discovered in a beanfield, and underwent a full restoration by the owner. Rare features include factory A/C, 49-position power memory seat, Travel-Tuner radio, and exterior gold-anodized trim.



Archer

1946 Ford Woody owned by Dean Archer of Ankeny, IA

This 1946 Ford "Woody" Station Wagon was totally restored to original specifications. Over two years were spent collecting the perfect pieces of birdseye maple to re-create the beautiful wood panels that are structural, not just applied, to the all-steel body. The vehicle is a winner of many awards.

produced by Packard during the final two and a half months of the 1956 model production year. This Executive was 372 of 1,031 examples built. It features push-button automatic transmission, 4-wheel torsion bar suspension, and self-leveling ride. It comes equipped with many options.



Erickson

1955 Cadillac Fleetwood Series 62 owned by David Erickson of Des Moines, IA

This 1955 Cadillac Fleetwood is authentic through and through. Its original interior is in great condition. A recent restoration has been performed on the car's exterior.



Neighbour

1953 Packard Caribbean owned by Mike Neighbour of Ankeny, IA

In 1953, Packard introduced the Caribbean convertible. A total of 750 convertibles were built, priced at \$5,210. This vehicle has been in the Neighbour family for over 35 years and was restored by Bill Neighbour and friends Don Pancho Brugioni and Charlie Stills. Bill's sons are proud to share this vehicle with the public.



Kohout

1956 Packard Executive 2-Door Hardtop owned by Glenn Kohout of Urbandale, IA

The 1956 Executive was the last model



Atomic Age Collectibles Class (continued)



Hotka

1957 BMW Isetta 300 owned by Dan Hotka of Des Moines, IA

This 1957 BMW Isetta 300 helped BMW with their post-WWII sales slump. This was an inexpensive little car that the average European family could afford to run errands with and use as a family daily driver.



Collins

1948 Kaiser Custom owned by Richard Collins of West Des Moines, IA

This 1948 Kaiser Custom is one of only two known with full leather interior (a one-year-only option). Unique design features include interchangeable front and rear bumpers and the lack of bolts on the rear fenders. These cars were manufactured in the Willow Run plant which made B-24 bombers during World War II.



Fox

1956 Cadillac Eldorado Seville owned by Steven Fox of Ankeny, IA

This 1956 Cadillac Eldorado Seville, equipped with all factory options, was originally owned by actress Kim Novak and appeared in the 1957 Tournament of Roses Parade. Its original base price of \$6,501 is equivalent to \$63,190 today. Of the 3,900 produced for the 1956 model year, less than 400 remain worldwide.



Group #145



Classics Class

High-priced, low production, finely-designed automobiles produced from 1915 to 1948.



1939 BMW 327/8 Cabriolet owned by Tom Chandler of Elkader, IA

Designed to be sporty for the well-to do, this BMW owner-restored example is a driver that participates on vintage tours and concours across the country. Being 1 of 541 built in 1939 with the 328 engine, it is a smart and graceful car to drive.



1934 Packard 1107 5-Passenger Coupe owned by Don & Marlene Ohnstad of Valley, NE

This V12 coupe has 38,977 original miles, and one of only a few equipped with the rear tire mount. The Vee grill and headlights are 11th Series hallmarks. Edward Blend's book The Magnificent Packard Twelve stated "the intimacy of the 5-passenger coupe allows for good family control over children - everything and everybody is within easy reach."



1939 Buick Series 90 Limited owned by Larry Brownfield of Des Moines, IA

This 8-passenger limousine originally cost \$4,350 and weighed in at 4,605 pounds with a 140-inch wheelbase. Power is provided by a straight 8 overhead valve engine producing 135 HP. Only 650 examples were produced for domestic sale, and 36 for export.



1952 Mercedes-Benz 220 Cabriolet A owned by Peter Hemken of West Des Moines, IA

This limited production coach-built 220 Cabriolet A is handcrafted and built using a wooden frame. The stylish cabriolet seats two people and has a jump seat in the rear. Selling new for \$5,000, it features a 2.2L overhead cam 6-cylinder engine. Only 1,278 of these coach-built cabriolets were produced between 1952 and 1955.



1919 Stutz Model H Touring owned by Peter Hemken of West Des Moines, IA

The Stutz H was one of the last models designed and built under the direction of Harry Stutz. The T-Head engine displaced 361 ci and developed 88 HP at only 2,400 RPM which produced immense torque at any speed. Power is delivered to the rear wheels via a 3-speed transaxle at the rear of the car.

Early Collectibles Class

A broad range of cars and trucks produced between 1928 and 1942.



1st
1934 DeSoto Airflow Coupe owned by Fred & Renee Mehr of Cold Spring, MN
 The Airflow concept was initiated by Chrysler engineer Carl Breer, along with the consultation of Orville Wright. It was the first aerodynamically tested and designed car, and the first car where the engine was over the front axle (allowing passengers to ride between the axles). Only about 15 of these coupes survive.



2nd
1940 Chevy Special Deluxe 2-door owned by Tom Allen of Altoona, IA
 With Knee Action front suspension and new "Royal Clipper" styling, sales of 775,073 made it the top seller in the US. Special Deluxes, like this car, were top of the line and the most popular, so this car represents the biggest selling model of the most popular make that year.



3rd
1940 Chrysler Traveler owned by John Bolen of Runnells, IA
 This car has always been an Iowa car with just three owners. In 1940 Chrysler introduced all new bodies with longer wheelbases, and Fluid Drive, a viscous-coupled clutch, was a new option. The Traveler was introduced as a lower cost alternative straight-8. This car was typically owned by up-and-coming professionals.



Holzinger
1941 DeSoto Custom Club Coupe owned by David Holzinger of Des Moines, IA
 In 1941 DeSoto, Chrysler's second-most expensive brand, introduced the vertical bar grille on its 1941 models, which became its continuing styling theme through 1955. The new "Rocket Body" styling, combined with Chrysler Corporation's engineering, made 1941 the highest sales year to date after its 1928 introduction.

1936 Graham Supercharger 4-Door Sedan owned by Dwayne Carter of Johnston, IA
 In 1936 Graham introduced the nation's first supercharged 6-cylinder engine. Its 112 HP from 218 ci was considered "high output" compared to other sixes of the day. Graham advertised economy in order to stress that supercharging didn't mean they used more gas. For years this car was part of the Grant Quam collection.



Sipma
1940 LaSalle Model 40-5019 owned by Brian Sipma of Corydon, IA
 Despite sales being 41% higher compared to 1939, 1940 was the final year of the LaSalle, a lower-priced companion brand to Cadillac. The 1940 redesign features an upright grille flanked by "catwalk" openings, giving this final year LaSalle a distinctive and very attractive front end.



Cunningham
1932 American Austin Bantam Roadster owned by Bob & Cathy Cunningham of West Des Moines, IA
 Based on the English Austin 7 and styled by Count Alexis de Sakhnoffsky, American Austins were built in Butler, PA between 1930-1934. This Bantam Roadster was driven between Florida and New York every summer through World War II. After having been abandoned in an Air Force hangar, it was restored in 1958.





Exotics Class

Speed, power, and sleek, provocative designs make these cars an attraction to everyone.



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1st

2020 Ford GT owned by Jared Elder II of Des Moines, IA

The limited-production second generation GT at Ford was a very secretive operation, with only 12 people having access to the design studio. It boasts a mid-engine 660HP 3.5L twin-turbocharged Ford EcoBoost V6 that is designed to be on the track.



2nd

1973 De Tomaso Pantera GTS owned by Tom Shinrock of Cedar Rapids, IA

The Pantera was a collaboration between Ford and the Italian firm of Detomaso. The car was introduced in 1971 and sold in America through Lincoln-Mercury dealers, while De Tomaso retained marketing rights elsewhere. The Pantera is considered one of the first super cars based on Italian design and Ford power.



3rd

2018 Porsche 911 GT2RS owned by Stephen Grubb of West Des Moines, IA

This GT 2 RS, 1 of 500 in the U.S., is the most powerful (700 HP) and fastest 911's ever made. In September 2017, Porsche set a new record of 6 minutes 47.3 seconds for road-approved sports cars on the 20.6 km Nürburgring-Nordschleife.



Stine

2008 Bugatti Veyron owned by Myron Stine of Dalla Center, IA

Sketched on an envelope in 1997 on an express train in Japan, Ferdinand Karl Piëch's vision changed the automotive world. Named after the racing driver Pierre Veyron, this 1 of 300 1,001 HP car can reach a top speed of 253.8 mph and is one of the fastest street-legal cars in the world.

1998 Ferrari F355 owned by Joseph Chen of Urbandale, IA

The F355 was Ferrari's replacement for the 348. It had the highest specific output rating of any production car at the time, and is one of the most popular Ferrari's of all time. The model number comes from the 3.5L engine displacement and 5 valves per cylinder, straying from model numbers based on engine displacement and cylinder count.



Miller

2017 Ford Shelby 50th Anniversary SuperSnake owned by Brian Miller of Des Moines, IA

Only 300 units were built, of which 200 are in the U.S. This is the only one produced in Grabber Blue with black stripes. This is the second car of the 300 to roll through the Shelby American Assembly line in Las Vegas. The first one built was for a Carroll Shelby family member.



Leaverton

2020 Ferrari GTC4Lusso owned by Curtis Leaverton of Urbandale, IA

This 690 HP 3-door shooting brake grand tourer with all-wheel drive is the ultimate daily driver. It exhibits luxury and comfort, yet displays ballistic performance. It replaced the FF and has been said to be Ferrari's next step toward an SUV.



Chen

Exotics Class (continued)



Doty

2006 Ford GT owned by Bob Doty of Van Meter, IA

This car was originally designed in anticipation of Ford's centennial and to reflect the heritage of the Ford GT40s built in the 1960s to compete and beat Ferrari at Le Mans. This mid-engine, 2-seat sports car has a hand-built 5.4L aluminum modular V-8 engine with 550 HP. It is 1 of 348 red cars produced in 2006.



Shattuck

2008 Ferrari F430 owned by Brian Shattuck of Urbandale, IA

The F430 was the initial Ferrari built in truly significant numbers, and for its time was the purest driver's car coming from Maranello. It succeeded the 360 Modena and brought Enzo Ferrari's design to a larger customer base. This car utilizes the new F136 engine with an output of 483 HP.



Carpenter

2012 Ferrari 458 owned by Benjamin Carpenter of Indianola, IA

This 562 HP car was designed for owners whose priority is on-road performance with occasional track day capability, but who still demand a car that is useable in day-to-day driving. The 458 was described as the successor to the F430, but arose from an entirely new design and technologies.



Robinson

2007 Aston Martin Vantage owned by Nic Robinson of Bondurant, IA

The V8 Vantage is a hand-built grand tourer designed to be driven everyday with extreme ease of use and practical function. Competing against the Porsche 911, it treads the line between old-school sports car and elegant exotic. This car features the V8 Vantage Power Upgrade, resulting in 420 HP from 4.3L.



Doty

2019 Chevrolet Corvette ZR1 owned by Bob Doty of Van Meter, IA

The 2019 Corvette ZR1 was the swan song to the front engine Corvette. It was a limited production model with a top speed of 212 MPH, reaching 187 MPH in the standing mile. Fabrication included extensive use of carbon fiber. It is powered by 6.2L engine making 755 HP and 715 lb-ft of torque.



Timmerman

2015 Porsche Boxster GTS owned by Robert Timmerman of Otley, IA

This car represents the last of the normally aspirated flat 6 engines in the Boxster, which is celebrating 25 years of production in 2021. This Grand Touring Sport model has the rare combination of a 6-speed manual transmission and torque vectoring, as well as a distinctive factory sport exhaust.



Seymour

2011 Aston Martin DB9 owned by Chris Seymour of Ames, IA

This 470 HP V12 grand tourer, designed by Ian Callum and Hendrik Fisker while owned by Ford, was the first Aston Martin model of the modern age. The DB9 is the successor of the DB7 and was built at the company's new Gaydon, UK headquarters.



Preservation Class

Unaltered survivors with only minor updates like batteries, tires, and belts, to 1971.



1st

1955 Chrysler Imperial owned by Tony Caponigro of Ankeny, IA

This Crown Imperial was manufactured in Detroit, Michigan in March 1955, and purchased by the owner's parents new from Friedmans on Ingersoll in Des Moines, IA on June 15, 1955. Chrysler introduced the Imperial by Chrysler with the "Million Dollar Look" as a stand-alone model from the rest of Chrysler's offering.



2nd

1955 Chevrolet Bel Air Sports Coupe owned by Jon Mathisrud of Mendota Heights, MN

This low-mileage Bel Air is a survivor that was built in Oakland, CA on December 13th, 1954, then brought to Minnesota in 1972, where it has resided ever since. It retains its original paint and upholstery, with the dealer-installed plastic waffle seat covers. This was the first year for Chevrolet's small-block V8.



3rd

1969 Oldsmobile Cutlass Convertible owned by Jerald & Melinda Collins of Clive, IA

The current owner purchased this Oldsmobile in Des Moines and watched it roll off the assembly line in Detroit. This Cutlass boasts 50,000 miles and is not a garage queen. It earned a blue ribbon in 2017 Des Moines Concours preservation class.



Bickel

1962 Pontiac Bonneville owned by Tom Bickel of Des Moines, IA

The Bonneville's flattop roof was a styling element common to General Motors full-sized cars. The owner found this car through a mutual friend who simply didn't have a place to store it anymore. Having had one in his younger years, it's a real "blast from the past" for him to own it now.

1934 Hudson Deluxe 8 owned by Aaron Cooper of Windsor Heights, IA

This 1934 Hudson Deluxe 8 Compartment Victoria started its service for a family in Minnesota until 1958 when their new car salesman purchased it. Stored until 2018 then sold, the car was cleaned, preserved and made drivable. Other than new safety glass and rubber, this car is all original.



Junk

1964 Chevy Impala SS owned by David Junk of Ogdan, IA

This SS has factory power steering and brakes, A/C, padded dash, and Turboglide transmission. The upholstery and paint are original. Built in Doraville, GA, this vehicle has only 40,000 miles. The owner had a similar Chevy when they first married, and found this car in Ohio on their way to a Florida meet.



Rochleau

1967 Plymouth Belvedere II 2Door Hardtop owned by Gary Rochleau of Dallas Center, IA

The Belvedere II was the middle trim level of Plymouth's intermediate model. Having owned a similar Belvedere for 10 years when they were first married, the owner and his wife bought this Belvedere, still with its build sheet and CertiCard, in 2018 out of a Mopar collection.



Cooper



Preservation Class (continued)



Frics

1960 Ford Thunderbird owned by Gus Frics of Omaha, NE

Built at the Wixom Assembly Plant on August 3, 1959, this is painted a rare Ford factory color, Briarcliffe Green Metallic. Robert McNamara, as General Manager of Ford, saw the need to broaden the T-Bird's appeal by adding a backseat. Doing so, resulted in sales to skyrocket to over 90,000 units in 1960.



Waters

1967 Oldsmobile Delta 88 owned by Steve Waters of Ankeny, IA

Owned by the owner's grandmother, it sat in storage for over 25 years. The Delta 88 replaced the Super 88 in 1965, and came standard with a 425 ci "Super Rocket" V8. The 88 series was an image leader for Olds in the early 50s, and the most profitable line well into the 70s.



Bickel

1950 De Soto Custom owned by Tom Bickel of Des Moines, IA

This DeSoto features a "Tip-Toe" transmission, which is a semi-automatic. It has two speeds with overdrive on each speed. At 127,557 units sold, this was DeSoto's best year to date. The owner purchased this car from the family of a friend, who wanted to see the car continue to be well cared for.

Space Age Collectibles Class

Tailfins, loads of chrome, striking lights, and sleek body designs 1958-1969.



1964 Ford Galaxie 500 owned by Eric Magayne of Marion, IA

This Ford Galaxie was owned by one Iowa family for 50 years until the car was taken over by rust. In 2018 a frame-off restoration was started and was carried out by the owner himself using NOS parts, most notably a 1964 engine dress up kit on the 427 ci, 410 HP V8.



1964 Chevrolet Corvette owned by Steve & Tracy Simbides of Marshalltown, IA

This 1964 Chevrolet Corvette was bought new by the owner's parents when they were just 19 years old. It was sold three years later when they were in need of a car that would handle a baby seat. The current owners found the car, bought it and secretly had it restored as a surprise to the parents. Since, it's won numerous awards.



1958 Ford Fairlane 500 Skyliner owned by Loren Necker of Sumner, IA

This 1958 Ford Fairlane 500 was purchased in 1962 by its current owner and driven a total of 99,000 miles before being put in storage for 42 years. The car was fully restored starting 5 years ago by the owner themselves with help from their son.



Magel

1967 Continental 4-Door Convertible owned by Todd Magel of Clive, IA

This 1967 Lincoln Continental has been owned by the current owner for 21 years. The car features rear opening back doors, also referred to as "suicide doors". The car is enjoyed as much as possible in good weather.



Guyer

1959 Ford Galaxie Skyliner owned by Donald Dunlavy of Decorah, IA

This Galaxie Skyliner is finished in a two-tone red and white exterior with matching interior. The current owner purchased this car in 2016 and disassembled the car for a full restoration. The car was completed in 2020 and has since been featured on the cover of an international magazine.

1963 Ford Cayuse owned by Ralph Marquardt of Cottage Grove, MN

This 1960 Ford Cayuse is only one of two concept cars built by Ford. It has not been altered at all since it was new. The car was featured on Discovery Channel in 2018 and has made appearances at prestigious shows all over the country.

1960 Chrysler 300F owned by Randy Guyer of Minnetonka, MN
 This Chrysler 300F is finished in Black over Tan Leather and is #248 of 248 to be built. The detailed restoration was completed in 2016 and has since won prestigious national awards. This particular car features many options including factory air conditioning, a rare option especially being a convertible.



Lohman

1966 Austin Healey 3000 owned by Jason Lohman of Ames, IA

This numbers matching Austin Healey 3000 has been in the same family since the late 60s, with restoration completed in July 2021. The Austin Healey 3000 was truly special as it was based on Donald Healey's vision of "if you can improve an Austin Healey, you should!".



Wold

1963 Studebaker Grand Turismo Hawk owned by Paul & Linda Wold of Ankeny, IA

This Studebaker GT Hawk is 1 of just 4,634 produced. The car underwent a wiring and mechanical refurbishment. This car was sold new in Pueblo, CO, still has the original build sheet, and only has 77,000 miles.



Vernon

1965 Mercury Comet Caliente convertible owned by Jon Vernon of Indianola, IA

This 1965 Mercury Comet Caliente Convertible was purchased by the current owner in 1991 and since then has won over 60 awards.



Wagner

1968 Chevrolet Chevelle Malibu Convertible owned by Craig Wagner of Des Moines, IA

This Chevelle was ordered brand new by its current owner as his first car at Cambier Chevrolet in Shenandoah, IA. It features an uncommon 307 V8. The car has been maintained well since new and took on a full restoration in 1991.



Rottering

1958 Ford Fairlane 500 Skyliner owned by Quintin Rottering of Webster City, IA

This Fairlane 500 Skyliner was restored to factory spec. The very advanced hardtop power roof was extremely innovative and well ahead of its time. Due to the nature of this complicated system, many surviving cars today have inoperative roofs.



Hill

1966 Ford Mustang GT Coupe owned by Cathi Hill of Indianola, IA

This 1966 Ford Mustang GT was built in Madagascar Orange as part of a Ford promotion by the name of "Rainbow of Colors", and marketed in the Western US. The car features a 289 V8, power disc brakes, and a premium black vinyl pony interior.



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