

DES MOINES CONCOURS *d'elegance*



A CELEBRATION OF THE
ART & DESIGN
OF THE AUTOMOBILE



From the Co-Chairs

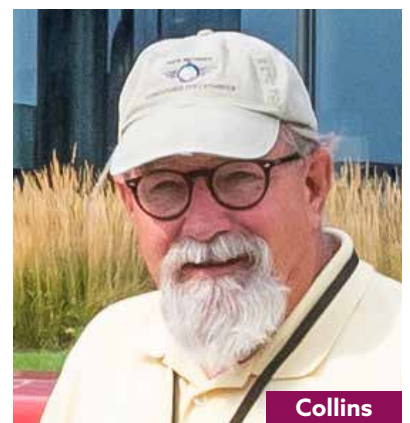
The Iowa Automotive Heritage Foundation exists to enhance and promote the automotive heritage of Iowa. Its goals are accomplished through educational projects and programs that celebrate automotive art and design and highlight the social and economic benefits of our automotive heritage. A key event is 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.

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. The Foundation is pleased to announce that Children's Cancer Connection is for the eighth year our charitable partner for the 2022 Des Moines Concours d'Elegance. Proceeds from Des Moines Concours events over the years have enabled the Foundation to raise more than \$175,000 for Children's Cancer Connection, an Iowa based organization whose mission is to provide support through educational and recreational programs to families affected by childhood 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.

Now in its twenty-second year, the 2022 Des Moines Concours d'Elegance was another great success, presenting one of the largest collections of remarkable automobiles ever displayed around the Pappajohn Sculpture Park in downtown Des Moines. The Concours Committee sincerely thanks our many sponsors and volunteers 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.

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 may be tax deductible under Section 170 of the Code. For additional information please contact any of the members of the Board of Trustees.

Aaron Cooper and Rich Collins 2022 Concours Committee Co-Chairs



Cover and T-Shirt Design by Bob Cunningham



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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.

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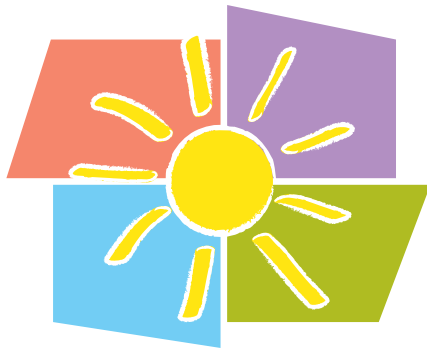


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750 families are served through CCC programs and services annually.

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500 children attend Oncology and Sibling Camps in a typical year.





Children's Cancer Connection strives to connect and support the many families affected by childhood cancer in Iowa through free programs and services.

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The CCC My Journey Series includes hospital and clinic resources to help make hard days better, including the My Journey Book, Beads4Bravery® and the Courage Store®.

CAMP HEART CONNECTION

CCC's free Oncology, Sibling, Family, Teen and Day camps offer horseback-riding, arts and crafts, Wish Night and more so attendees can connect, grow and create lifelong memories.

SUPPORT PROGRAMS & OUTINGS

CCC offers many memory-making events and activities throughout the year such as Kids Club, Comfort Connection, Teen Hangouts/Lock-Ins and Winter Wishes.



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2022 Hagerty Youth Judge Winner



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1957 Oldsmobile Fiesta Wagon

Owned by Gus and Mary Frics of Omaha, Nebraska



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2022 Best of Show



1933 Packard Convertible Victoria *Owned by Jeff and Rebecca Schreiner of Mondovi, Wisconsin*

This 1933 Packard Convertible Victoria is one of five built. Sold on August 5th 1933 to the famous actor Maurice Chevalier, this car has not been seen since the 1940s. After a complete restoration and being accepted to Pebble Beach, the owners chose to make its inaugural showing at the Des Moines Concours d'Elegance.

Teamwork

Working together leads to **better results**



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

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Star Cars



1890 Morrison Surrey

Owned by David Junck of Ogden, IA

William Morrison built the first successful 4-wheeled electric vehicle in 1890 in Des Moines, Iowa. He was a chemist from Scotland, and was involved with storage battery development. Eleven vehicles were built, although none are known to exist today. This is the only replica in existence and was built during the pandemic in 2020-2021. The blueprint for the replica was based on a photograph in a magazine. Lead acid batteries, rack-and-pinion steering and DC series-wound motors are used as did the original vehicles. The 48-inch diameter wheels were made by a wheelwright and are exactly like the originals.

Continues on the next page

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Star Cars



1955 Austin-Healey 100S

Owned by Curtis Leaverton of Urbandale, IA

This 1955 Austin-Healey 100S is white with Lobelia Blue. It is one of just 50 all-alloy 100S built. Delivered new and raced extensively in the period by William Brewster and Bill Rutan. In the 1955 and 1956 12 Hours of Sebring, it raced against a staggering roster of all the big names of the day including Stirling Moss in his Works 100S.



1953 Bump Custom

Owned by Pat Tobin of Ainsworth, IA

This handcrafted fiberglass car, dubbed as "the Bump car" continues to be a favorite amongst car shows. The car was built by Iowan Carlton Bump who designed the car from some drawings that he made in 1953. The car was built almost exactly as shown in his original drawings. From a Plaster of Paris mold, he built the body up with resin and fiberglass cloth. A completely custom dash was installed along with swinging clutch and brake pedals. The car has operable doors, hood, and trunk with spare tire. It has side curtains, wing vents, convertible top and it is mounted on a Ford V-8 chassis, and powered by a Mercury flathead engine. The car was recently refurbished after sitting in a warehouse for 33 years after Bump's death.

Star Cars



1961 Mercedes-Benz 300SL Roadster

Owned by Steve Pelham of Clinton, IA

The Mercedes-Benz 300SL story begins with Max Hoffman, M-B's U.S. importer. He believed his clients would love the performance and styling of a street-legal W194, and lobbied the top brass at Mercedes-Benz to develop the car - the famous 300SL 'Gullwing'. Following the coupe's success, the 300SL Roadster was released in 1957 with a list price of \$11,000. It offered the performance and style of the Gullwing, but with a dash of practicality and the thrill of open-air driving. Depending upon the final drive ratio, it was capable of speeds up to 155 MPH. Production ended in early 1963, with 1,858 examples produced over a 7-year period. This 1961 300SL Roadster is a meticulously restored and award-winning example of one of the most iconic models of Mercedes-Benz's illustrious history.



2019 PrISum Solar Car

Owned by Iowa State PrISum Solar Car Team of Ames, IA

Eliana is the second multi-occupant solar vehicle designed and built by the team. Eliana was started in 2019 and was unveiled in May 2021. Shortly after, it participated in its flagship event, the 2021 Formula Sun Grand Prix, where the team placed 3rd in the MOV class. The next event that Eliana can be spotted in is the 2022 Midwestern Solar Challenge, a mock race between PrISum Solar Car and the University of Minnesota's Solar Vehicle Project. Afterward, both teams will meet again at the 2022 Formula Sun Grand Prix and 2022 American Solar Challenge to go head-to-head against other multi-occupant solar cars from across the United States and Canada.



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1933 Packard Convertible Victoria owned by Jeff & Rebecca Schreiner of Mondovi, WI

This 1933 Packard Convertible Victoria is one of five built. Sold on August 5th 1933 to the famous actor Maurice Chevalier, this car has not been seen since the 1940s. After a complete restoration and being accepted to Pebble Beach, the owners chose to make its inaugural showing at the Des Moines Concours d'Elegance.



1941 Lincoln Continental Cabriolet Convertible owned by Raymond Pettengill & Shelly Wagner-Pettengill of La Porte City, IA

This Lincoln was delivered November 1940 to Edgewater, NJ. In 2009, the owner discovered this car in an Iowa junkyard, and had been completely burned. Its restoration took 16 years to complete. This Lincoln Continental has a unique and beautiful dashboard with gold plated hardware, as well as a hood ornament featuring a gold-plated sphere.



1935 Packard 1201 Standard Eight Victoria owned by Paul & Pam Friskopp of Valley, NE

An example of Packard's elegance is exhibited in this Series 1201 Convertible Victoria. The body is custom built by Dietrich, featuring the 'Goddess of Speed' hood ornament, rear-hinged doors, 134" wheelbase and a Haartz cloth top. Owner-restored, it's finished in beautiful burgundy with a caramel leather interior. Power is provided by a 320CI straight eight.



1933 Packard 1004 Super Eight Sedan owned by David Greenspon of West Des Moines, IA

The 1933 was the first year for Super Eight, which featured a 384CI straight eight. Sporting a larger engine, Packard Super Eights were also more opulent and expensive than the Packard Eight, and shared many of the mighty Twelve's chassis and body components.



1932 Cadillac 355B Dual Cowl Sport Phaeton owned by David Greenspon of West Des Moines, IA

In 1932, the Series 355B was created and gave customers a longer and lower ride with an entirely restyled front assembly from the year before. This car is one of only nine manufactured, and the only one known to exist. This car has earned two Senior awards from the AACA.



1933 Packard 1002 Coupe owned by Russ & Marj Bees of Indianola, IA

Many people consider Packard automobiles among the world's finest as they combined classic styling and industry-leading engineering and elegant appointments. This coupe is a rare body style whose proportions are well executed. Purchased in 2012, the current owners have enjoyed putting many miles on it since.



1938 LaSalle 4-door Convertible owned by Lenora Schlenker of Ankeny, IA

Rescued in 1960 from a California junkyard by the 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 and is powered by the 322CI flathead V-8 engine. The steering wheel and dashboard were refashioned in solid wood by the current owner's late husband.

Antiques Class

Vehicles produced from the beginning of motor vehicles through 1927



1927 Nash Advanced 6 Sport Touring
owned by John & Jan Brewer of
Davenport, IA

The Nash Sport Touring was only offered in 1927-1928, featuring a roadster windshield, lower top, 80HP OHV engine, fully optioned and offered only in this color scheme. Purchased new in Washington DC by a brick mason who had immigrated from Sicily, he drove it as his only means of transportation until 1968. His nephew acquired the car, and did a full restoration over 10 years.



1910 Buick Model F owned by John &
Karen Goedeken of Palo, IA

This was the last year for the 2-cylinder model. Purchased new by the owner of a livery stable in Coal Harbor, ND, his grandson played in it as a child after it had been retired behind a grain bin. Once the grandson took possession of it in 1978, he commenced to restore it. The current owner bought the car in 2014, and began a new restoration in 2016, completing the project in 2020.



1912 Maxwell Messenger owned by
Richard & Donald Pauley of Clear Lake, IA

This runabout was built the last year that Maxwell offered 2-cylinder models. The hand operated transmission has two forward speeds and reverse. The fold-up top and acetylene headlights were optional, and headlights were often purchased from the local hardware store. This car was originally purchased from the Maxwell dealer in Owatonna, MN, and remained in his family until 2014. It won an AACA Senior First Place Award in 1989.



1909 Stanley R Roadster owned by Lynn &
Mike Curry of Carroll, IA

After this 109-year-old Stanley's restoration in 1996, it made a 5300 mile journey from Anchorage, AK to Bar Harbor, ME. With an average speed of 35 mph, the current owner continues its touring tradition. The Stanley is enjoyed by the family, with son Mike and grandson Ethan driving.



1910 Stanley Model 70 owned by Keith &
Ann Valesh of Oelwein, IA

This Stanley has been driven on over 20 steam car tours, covering parts of Maine, Colorado, Minnesota and Georgia. Kerosene is used to heat the water in the boiler, and produces a tremendous amount of torque at low RPM. On level terrain, water consumption is approximately 1 gallon/mile. However, in the Rockies, it's over 5 gallons/mile! Stanley produced steam cars from 1897 to 1925. The owner has had this Stanley for 25 years.



1916 Rauch & Lang Brougham owned by
Robert Gerdes of Burlington, IA

Makers of electrically powered automobiles from 1905, Rauch & Lang of Cleveland, Ohio had previously been active in the carriage trade. This model has tiller steering from the rear seat, and can seat three, with the front seat turned towards the rear. Cruising speed is 20 mph with a range of 50 miles, from 14 batteries.



Early Collectibles Class

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



1937 Packard 120C Touring Sedan owned by Larry & Linda Yoder of Amana, IA

Still having more than 90% of its original parts, this meticulously restored 1937 Packard 120C was purchased new by the current owner's grandfather, who drove it as his only vehicle for more than 22 years. The 120C was introduced as an upper-mid range model to compete with the Cadillac LaSalle and Lincoln Zephyr.



1940 Ford Deluxe Convertible owned by Owen & Norma White of Ainsworth, IA

Thanks to a dedicated and persistent interest, this 1940 Ford DeLuxe Convertible was rescued from a dilapidated barn in 2005, and its new owner wasted no time getting it restored! The work paid off as this car has won several awards at AACA meets since then. Popular with hotrodders, this was the first year for sealed beam headlights.



1933 Plymouth PD - Rumble Seat Coupe owned by Craig & Jan Wagner of Des Moines, IA

Fresh off of a rotisserie restoration, this 1933 Plymouth PD Coupé was driven in the 1989 Great American Race, a coast-to-coast rally for vintage cars. The PD, being the deluxe model to the PC, was one of the first vehicles to be fitted with a "safety glass" (tempered glass) windshield to improve front occupant safety.



1937 Chevrolet Master Deluxe 4-Door Sedan owned by John Squire & Jason Martin of Des Moines, IA

The 1937 Chevrolet Master DeLuxes featured new "Diamond Crown" styling, and had tempered safety glass in all windows, which breaks into thousands of small pieces rather than large shards, like plate glass, which could gravely injure occupants. Tempered windshields became mandatory in 1937, but many other manufacturers didn't begin tempering side or rear windows until the 1950s.

1937 Packard 115C owned by Mark & Paul Johnson of Des Moines, IA

This 1937 Packard 115C was purchased new at Peverill Packard in Des Moines, located at the corner of 12th and Locust. The 115C, the first 6-cylinder Packard since 1928, was introduced as a medium-priced car to help the luxury carmaker survive the Great Depression.



1941 Lincoln Zephyr Sedan owned by Steve & Judy Kroeger of Casey, IA

Sporting a V-12 engine, this 1941 Lincoln Zephyr was restored to original condition in 2014 and has won the AACA Senior Award, and has been driven to every event it has attended. The Zephyr was introduced as a luxurious bridge between the DeLuxe Fords and the Lincoln Model K. One of the available options was a luggage set from Louis Vuitton.



1941 Oldsmobile Series 76 Club Sedan Fastback owned by Laverne & Lora Medenblik of Plattsmouth, NE

A rare Oldsmobile model, this 1941 Series 76 Club Sedan Fastback features a Hydra-Matic transmission, the first fully automatic transmission mass produced and developed for use in passenger cars. These cars were extremely customizable from the factory, and Oldsmobile prided themselves on what a fine car they could build for almost any price point.





1938 Buick Special owned by Daniel & Tamara Christensen of Chariton, IA

Fresh from a 4-year meticulous restoration, this 1938 Buick Special features Buick's rare, first ever self-shifting semi-automatic transmission. This uses a clutch for 1st and reverse, then an automated clutch for 2nd on up. One of 3,880 self-shifting Buicks built in 1938, most were converted to fully manual by dealerships. Less than 50 self-shifting Buicks remain today.



1930 Ford 930 A owned by John Loffredo West Des Moines, IA

Attesting to its care over the decades, this 1930 Ford Model A Fordor is all-original Henry Ford, excluding paint, which was redone in the early 80s. Owned by the same family for more than 80 years, it has only 26,000 miles on the odometer. Almost 5,000,000 Model As were built during the model's run.



1940 Chrysler Traveler owned by John & Alice Bolen of Runnells, IA

With only 1,500 built, this 1940 Chrysler Traveler is one of few remaining today. The Traveler was introduced as an entry level 8-cylinder car for the working professional. Off of a 12-year restoration, it features its original, restored drivetrain. Having spent all of its life in Iowa, it is a 3-owner car.



1942 Chevrolet Fleetmaster owned by Aaron & Ronald Vansteenburgh of Ames, IA

This eye-catching 1942 Chevrolet Fleetmaster Sport Sedan in Seafoam Green is full of original parts, including a passenger heater, defroster fan, glass, hubcaps and radio. In the early 80s, the paint, detail trim paint, and the dash were restored. Most of the wiring was replaced with period-like wire in 2019.



1937 Chevrolet Master Deluxe owned by Greg Valentine of West Des Moines, IA

The 1937 Chevrolet Master DeLuxe came standard with Chevrolet's "Knee-Action" independent front suspension, which was an option for the more modestly priced Master, drastically increasing ride comfort. Other standard features for the Master DeLuxe included dual windshield wipers, safety glass, a passenger armrest, and twin sun visors.



1935 Ford Phaeton owned by David & Lois Johnson of Granger, IA

An attentively refreshed older restoration, this is one of only 6,000 Phaetons produced in 1935. Rescued from under an inch of dust, it is chocked full of original parts, including the engine, paint, luggage rack, and the 6-volt electrical system. This 1935 Ford Model 48 Phaeton is stunning with its creme body and contrasting red leather interior.



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

Assembled in Canada, this 1939 Ford DeLuxe Fordor remains largely unchanged from its original configuration. Boasting most of its original parts, including its 85HP flathead V-8 and unmodified frame and body, it was restored in 2002 then purchased by the current owners in 2017. It's driven daily, weather permitting.



Atomic Age Class

Vehicles with post-war styling built between 1946 and 1957



1st
1957 Dodge Custom Royal Lancer D500
owned by Dean Bibler of Granger, IA

This Swept Wing '57 Dodge inspired low-slung styling, revolutionary torsion bar suspension, and a D-500 hemi-powered 285HP V-8 engine with push-button Torqueflite transmission for amazing performance. Found in a salvage yard in 1991, an extensive restoration by the owner brought this car back to its original factory new condition.



2nd
1955 Chevrolet Belair owned by Brian Ische of Beloit, WI

This 1955 Chevrolet Bel-Air sport coupe started its life at the GM plant in Baltimore, Maryland. Rescued from a Mojave Desert junkyard in 1977, it was later restored with its India Ivory over Regal Turquoise paint, 265CI V-8 'Power-Pack' engine and Powerglide transmission. This vehicle has won multiple national awards.



3rd
1951 Ford Convertible owned by Don Nokes of Webster City, IA

This 1951 Ford convertible was purchased from a junk yard in the 1970s. The owner rebuilt the motor, transmission and rear end and performed a complete frame-off, rotisserie-style restoration himself over many years, which completed in 2021. The vehicle was professionally painted and new upholstery was installed to match the original.



1957 Oldsmobile Fiesta Wagon owned by Gus & Mary Frics of Omaha, NE

This 1957 Oldsmobile Fiesta Wagon is a 2-owner vehicle that was purchased in Colorado Springs, CO by the current owner in 2011. It comes equipped with power steering, power brakes, factory A/C, and the J-2, 371CI, 300HP engine. It was a National Show Winner at the Oldsmobile Grand National.



1951 Buick Super Estate Wagon owned by Michael & Jeff Neighbour of Ankeny, IA

This 1951 "woodie" station wagon has been in the owner's family for 35 years. It was restored by the owner and two friends. There were 2,212 of these Super Estate Wagons built in 1951. This wagon has a Fireball straight-eight engine with a Dynaflow automatic transmission.



1956 Buick Roadmaster Riviera owned by Arnie Brown of Des Moines, IA

This 1956 Buick Roadmaster was purchased new in Des Moines by the current owner's grandfather. With the exception of the radiator and power-steering pump, this car is an unrestored original classic with less than 20,000 miles! The trunk's spare tire is the original Goodyear Double-Eagle, steel-belted tire.



1957 Ford Thunderbird owned by Troy McGill of Ankeny, IA

The Thunderbird was introduced in 1955 as Ford's response to Chevrolet's Corvette. The 1955-1957 Thunderbirds are often referred to as "Baby Birds" due to their small 102" wheelbase and 2-seat design. There were 21,380 Thunderbirds produced by Ford for 1957, with a sticker price of \$3,406.



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

This 1956 Cadillac Eldorado Seville was originally owned by actress Kim Novak and appeared in the 1957 Tournament of Roses Parade. Accessories include bat wing dual-quad carburetors, gold sabre-spoke wheels, autronic eye light dimmer, factory A/C, power windows and power seats. Less than 400 of these remain worldwide.



1948 Chrysler Royal Business Coupe owned by Dave Holzinger of Des Moines, IA

The Chrysler business coupe has one of the largest trunks ever offered in a production car. In 1948, Chrysler made use of plastic in their instrument panels, which is in the marbled-yellow strip across the full width and on the steering wheel. This car's plastic is in amazing original condition.



1955 Packard Caribbean owned by Peter Hemken of West Des Moines, IA

The Caribbean was the top of the Packard line in 1955, and production was limited to 500 cars. Priced at \$5932, it was equipped with an extensive list of luxury and power accessories as standard equipment. This Caribbean is one of only seventeen that were sold with Kelsey-Hayes wire wheels, one of the few options available.



1947 Chevrolet Fleetline owned by Dennis & Vicki Christianson of Ames, IA

The Fleetline Sportmaster, with its 216CI 'stovebolt' six, was the higher trim level of the Chevy 4-door sedans. The owner purchased this vehicle in 1968 when he was just 15 years old. Over a 40-year period, he restored this vehicle, performing most of the work himself.



1952 MG TD Roadster owned by Russ & Robin Vanderhoef of Indianola, IA

After WWII, MG heeded the postwar mantra: "Export or Die." Almost 30,000 TDs were manufactured at Abingdon-on-Thames from 1949-1953. Changes from the TC include left-hand steering wheel placement, suspension improvements for easier handling and better ride, and optional heater helped make it a success in the US.



American Muscle Cars Class

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1st
1968 Ford Shelby GT350 owned by Martin Rupp of Weeping Water, NE

This GT350 was sold new at Gotham Ford in New York City, and is one of fifty with these paint and trim codes. It also was delivered with factory air-conditioning, 10-spoke cast wheels, a fiberglass hood with dual scoops and new cobra badging on the fenders.



2nd
1968 Dodge Charger R/T owned by Darwin & Brenda Foster of Riverside, IA

The first year of the 2nd generation Chargers included the new R/T high-performance package. The bumble-bee stripes (two thin stripes framing two thick stripes) were standard on the R/Ts. Initially, 35,000 units were scheduled for production. However, due to the high demand, 96,100 Chargers were actually produced.



3rd
1970 Pontiac GTO owned by Ron Randazzo of Des Moines, IA

This customer-ordered Palomino Copper GTO has been documented by the build sheet found under the tank as one of the most heavily optioned and documented 1970 GTOs ever built. Over 30 factory options sent the MSRP well over \$5,000.00, which was as much as a new Corvette.



1970 AMC Rebel "The Machine" owned by Rick Brown of Mt. Pleasant, IA

AMC's Red/White/Blue "The Machine" were produced for one year only. Of the 2,863 that were built, approximately 600 remain. The 340HP 390CI V-8 was the most powerful engine AMC ever built due to its dogleg port heads, high-flow intake and exhaust manifolds, and 10:1 compression ratio.



1972 Plymouth Cuda owned by Robert Deviney of Des Moines, IA

The 1972 'Cuda saw a redesign that included a new grille with single headlights and four circular taillights. This is a 2-owner, 41,400 mile car, in the rare color of Winchester Gray. The car has the original build sheets, original title, and all four of the original tires.



1969 Ford Mustang Mach 1 owned by Steve & Tracy Simbides of Marshalltown, IA

First introduced in 1969, the Mach 1 was Mustang's performance-oriented option package. Available only in the "Sports Roof" fastback body style, its distinctive styling included such elements as matte black hood, hood pins and scoop, competition suspension, chrome pop-open gas cap, revised wheels, chrome exhaust tips, and dealer-installed rear window louvers.



1969 Dodge Coronet Superbee owned by Devon & Brittany Vaughn of Collins, IA

The Super Bee came from the factory with an aggressive hood scoop on a lift-off black hood. With a 383 V-8 engine coupled to a A727 Torqueflight automatic transmission (one of the strongest transmissions ever built), this track-proven setup provided credibility on the street.

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

This is a complete, numbers matching car right down to the original carburetors and alternator. The original 389 V-8 engine is coupled to a Muncie M20 4-speed transmission and a 3.55 limited slip differential. Factory options include deluxe



seatbelts, tinted windshield, redline tires and 'Verbra-Phonic' rear speaker system.



by Hurst Performance. The SSJ package added the Fire Frost Gold accents, sunroof, vinyl top and SSJ badges. This is a numbers-matching car, and was clocked by a chronograph timing device at 163.3 MPH in 1976.



1969 Buick GS 400 Convertible owned by Kenneth Bogner of Hudson, WI

The GS 400 Stage 1 convertible is 1 of 77 built with a Muncie M21 4-speed transmission with Hurst shifter, 400CI V-8 engine, and 3.64 positraction performance rear axle. The GS 400 Stage 1 also included Stage 1 ornamentation, functional hood scoop, 11.0:1 compression, heavy duty cooling and a low restriction dual exhaust.

1970 Pontiac Grand Prix, Hurst SSJ owned by Dave Brown of Granger, IA

This is one of only five 1970 Hurst SSJs known to exist of the original 272 modified

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1st
2019 Ferrari 488 Pista Spyder owned by Stephen Grubb of West Des Moines, IA

This 710HP convertible is the successor to the 458 Speciale Aperta and can run to 211 MPH with the top down. It is 1 of 300 in the U.S., and is the 50th open top model produced by the prancing horse. With a record power-to-weight ratio of 1.92 kg/hp, it's the company's highest ever performing Ferrari Spider.



2nd
1997 Dodge Viper GTS owned by John Hand of Cedar Falls, IA

Originally sold new in Wisconsin, the vehicle remained in stock trim until 2007 when it was updated by Archer Racing to its current specification which includes a Paxton NOVI 2000 supercharger, intercooler, high-capacity radiator, kevlar clutch, headers, high-flow cats, a Corsa exhaust, and Forgeline wheels.



3rd
2009 Ferrari 430 Scuderia owned by Raymond & Lisa Salloum of Clive, IA

The Scuderia is the track-inspired model of the Ferrari F430 line. It is lightened by 220 lbs and has a power increase of 20BHP over the base model. With 510HP and a 0-60 time of 3.4 seconds, the car provides a racecar-like feel that many newer models have fallen short of.



2018 Acura NSX owned by Kyle Whelan of Waukee, IA

Boasting a twin-turbocharged 3.5L V-6 with three electric motors producing 573HP makes this dual-purpose hybrid supercar great on the track, and a perfect daily driver. After ending production in 2021 with around 2,900 produced, Acura hinted to be on the lookout for an all-electric NSX in the future.

2000 Dodge Viper GTS owned by Kyle Whelan of Waukee, IA
Possessing an 8.0L V-10 engine, producing 450 HP with no traction assist or anti-lock brakes, makes for a pure driving experience. Steel Gray was one of three colors offered in this year, and is 1 of 127 manufactured in this color.



2019 Porsche GT3RS owned by Mark Goldner of Ankeny, IA

Having a curb weight of just 3153 lbs, this naturally-aspirated 4.0L flat-six that makes 520HP, can accelerate 0-60 MPH in 3 seconds. Perhaps more impressively, it made it around the Nurburgring in 6:56.04.



2010 Ferrari 458 Italia owned by Mark Goldner of Ankeny, IA

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





2019 Superformance GT40 Mk II owned by Douglas Dyar of Des Moines, IA

Superformance GT40's are licensed continuations of the original 1960's chassis, and share over 2/3 of the rolling chassis parts with the originals. They are built in South Africa by Hi-Tech, using Rousch's 347CI V-8 and ZF 5-speed. It is constructed of a steel monocoque body with fiberglass doors and front and rear bodywork.



2002 BMW Z8 owned by Skip & Tracy Hammerman of Urbandale, IA

This BMW Z8 is one of 220 produced in 2002 with this color combination. Sharing its S62 engine with the M5, it will do 0-60 MPH in 4.2 seconds. Total U.S. model production for 2002 was 648, and 2530 for the total production run from 2000-2003, and 5,703 for total global production. Fun fact: the tail lights and turn indicators are powered by neon tubes.



2022 Porsche 718 Spyder owned by Paul Hollstein of Norwalk, IA

Containing a 4.0L naturally-aspirated flat-six, this 718 pushes out 414HP and can scream its way to 8000RPM. The Spyder shares a front axle and brakes with the 911 GT3, has track-tuned adaptive shocks, and the suspension has manual adjustments for anti-roll bar position and ride height making it always ready for the track



2020 Chevrolet Corvette Convertible owned by Bruce Myers of Des Moines, IA

The C8 is the first mid-engine Corvette since the model's introduction in 1953, departing from the traditional front-engine design. It features a 6.2L V-8 with 490 HP and 470 lb-ft of torque, taking it from 0 to 60 MPH in 2.9 seconds. This specific car contains the Z51 Performance Package and Magnetic Selective Ride Control.



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Preservation Class

Unaltered survivors produced before 1973 with only minor updates such as batteries, tires, and belts



1st
1969 Ford Mustang Mach 1 owned by Tom Culver of Des Moines, IA

This is a 1-owner Mach 1 that was a high school graduation gift. Ordered in January 1969, the teen owner drove it out of the dealership in March. This was the first year for Ford's 351CI Windsor engine, and Mach 1s accounted for almost 25% of Mustang production.



2nd
1916 Chalmers 5-Passenger Phaeton owned by Branden & Christopher Knight of Hiawatha, IA

Driven less than 4,000 miles in 106 years, this Chalmers unsurprisingly runs like a new car! Its body displays great lines, and boasts a 6-cylinder motor capable of 3400 RPM. It remains unaltered, even down to the wax paper on the linoleum placed there during its manufacture. This car has been in the family since 1953.



3rd
1957 Chrysler 300C Convertible owned by Randall Guyer of Minnetonka, MN

This 1957 Chrysler 300-C convertible was built on February 1, 1957, and sold out of Edwards Motor Co. of Milwaukee, WI. It was one of 484 300-C convertibles to be produced and sold that year. This was the first year for torsion bar front suspension, and muscular 392 hemi.



1972 Dodge Colt 1600 owned by Jon Mathisrud of Mendota Heights, MN

Originally purchased new by the owner's Uncle Norman, he only drove the Mitsubishi Galant-based Colt for 5 years and then stored it in the garage. Although he liked to save money on gas, Uncle Norman found his Dodge pickup more comfortable. The car has automatic transmission, factory A/C and 15,000 miles.



1966 Ford Bronco owned by Gabe Bosma of Des Moines, IA

This first-year Bronco was ordered new in Charles City, IA and included a factory snow plow. The customer traded it back a few years later and the Ford dealer's family kept it. The current owner purchased it at auction from the original owners in 2022, and the Bronco still has all five original tires.



1947 Cadillac Series 75 Fleetwood Touring Sedan owned by Steve Venegas of Waukee, IA

This is an original 3-owner 1947 Cadillac Series 75 Fleetwood Touring Sedan. The original owner was an executive's wife in Waukesha, WI who traded in her Packard, and was chauffeured by her driver 'Sam'. There were only 300 produced, which represented a mere 0.5% of total production.



1964 Mercury Comet Caliente owned by Cory & Chelsea Grimes of Des Moines, IA

This Mercury Comet Caliente is an all-original, 78,000 mile, 2-owner car featuring a 260CI V-8, power steering and dealer-installed A/C. The Caliente was the highest trim level, with the others being the 404 and 202. Not a trailer queen, the owners drive this car everywhere, rain or shine.



1947 Frazer Standard owned by Brett Chandler of Des Moines, IA

Found in a barn in Minnesota, this rare Frazer was purchased new in 1947 and was on the same family farm until the current owner bought it. Having sat for over 15 years, the current owner only had to replace parts of the interior due to mice.



1949 Chrysler Windsor C-45 Sedan owned by Shaun & Brenda De Bruin of Pella, IA

This is a 40,000 mile unrestored original car featuring Fluid-Drive. The 1949 is Chrysler's first postwar redesign, and was the 25th anniversary tribute model. The car was originally sold in the state of Nevada, then was passed to the original owner's brother in Lovilia, Iowa.

Space Age Collectibles Class

Tailfins, chrome and sleek body lines, produced from 1958 to 1969



1st
1962 Ford Thunderbird Sports Roadster owned by Jerry & Heidi Magayne of Eagle River, WI

The third generation of Ford's Thunderbird was updated with space age styling. The rare "Sports Roadster" package debuted in 1962, and transformed the sleek convertible to a two-seater with a removable tonneau cover. The car seen here is the only known example in this color combination and is freshly restored to factory specs.



2nd
1963 Studebaker Avanti R2 owned by Steven Sterthman of Blue Springs, MO

Famed industrial designer Raymond Loewy created the Avanti for Studebaker in 1962, and the sporty model with unique aerodynamic styling and fiberglass body was produced for only two years. This 1963 R2 features the supercharged 289CI V-8, marking it as the highest performance Avanti available from the factory.



3rd
1966 Ford Mustang 2+2 Fastback owned by Carol & John Moellers of Greene, IA

This 1966 Ford Mustang has been fully restored to original specifications. It features the luxury décor group option, special embossed vinyl pony interior, deluxe steering wheel, and a rare below the dash air conditioner. Only 35,698 Fastback 2+2 Mustangs were produced in 1966.

Continues on the next page



Space Age Collectibles Class - continued



1960 Mercury Monterey Convertible owned by Ken Lambert of Maple Grove, MN

One of the last Mercurys to feature a completely separate design identity from its Ford siblings, the 1960 Monterey also softened the sharper edges of earlier models. Mercury's goal was to produce a conservative luxury image. This Monterey convertible features the original 312CI V8 powerplant.



1962 Triumph TR4 owned by John Myers of Dodge Center, MN

The TR4 is a coveted British sports car from the early 1960s. Design changes from earlier TR's included roll-up windows, modern Michelotti styling, and a larger 2138CC engine. This car's history includes ICCA racing after being purchased new in Germany, and the current owner has completed a full restoration with NOS parts.



1960 VW Beetle Convertible owned by Daniel Hotka of Des Moines, IA

Although the Volkswagen Beetle was quite popular by 1960, only a small fraction of the models produced that year were convertibles. The Karmann Ghia (Type 14) model was designed in Italy and built by Karmann in Germany. This beautiful red example has been fully restored to original specifications.



1966 Volkswagen Beetle owned by Robert & Susan Knudson of Des Moines, IA

The 1966 Volkswagen Beetle featured an increase in engine displacement as well as a continuation of many improvements from the beginning of the decade. This restored example is finished in Bahama Blue, and is equipped with a rare optional metal sunroof. It also features a period correct Sapphire AM radio.



1967 Alfa Romeo 1600 Spider Duetto owned by John Swanson of Cedar Rapids, IA

The Alfa Romeo Spider was produced from 1966 to 1994, with the Series 1 referred to as "Duetto". This early example features a 1600CC DOHC engine with dual Weber carburetors, and a 5-speed manual transmission. It also features front and rear disc brakes, unusual for a 1960s vehicle.



1963 Sunbeam Alpine Series 3 owned by Solomon Wilharm of Marion, IA

The Series III is the rarest version of the original Sunbeam Alpine roadsters, with just over 5000 produced. This 1963 model is finished in its original color of Quartz Metallic Blue, and also features an engine block heater, electric overdrive and wire wheels as factory options.



1970 Jaguar XKE FHC owned by Dennis & Ann DeGroodt of Lakeville, MN

The Jaguar E-Type was famously referred to as "the most beautiful car ever made" by Enzo Ferrari. It was produced as both a fixed head coupe and a roadster variant. This restored FHC model is from 1970, and features a 4.2L DOHC 6-cylinder engine and a British Racing Green finish.



1968 Chevrolet Impala owned by Brent Matson of Rockford, MN

The fourth generation of Chevrolet's Impala was a huge sales success in the U.S., and was available in many trims and variants. This Butternut Yellow 2-door hardtop is fully restored, but still features its original interior. It is powered by a 327CI small block V-8. It received its AACA Senior Grand National Award in 2018.



1969 Buick Electra 225 owned by James & Pamela Vesely of Verona, WI

This 1969 Buick Electra 225, 1 of 8294 produced, is emblematic of the final era in full-size American convertibles. It is loaded with factory options including AM-FM radio, cruise control, tilt steering wheel, air-conditioning, trunk release, power windows and seat, dual exhaust and 4-note horns. This car has appeared on the cover of Buick Club of America magazine.



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Motorcycle Class

Mechanical icons that influenced cultures with their design and engineering



1941 Harley Davidson U owned by Robert & Julie Lahammer of Minnetrista, MN

The Model U and its high-compression sibling, the UL, rapidly gained a reputation for reliability that persists to this day. They became the favorite mount of quite a few Central and South American police and military forces who needed a rugged, reliable machine. A heavy-duty frame and parts interchangeability with "knuckleheads" made it reliable and hot-roddable.



1955 Indian Tomahawk owned by Marv Wilson of Ankeny, IA

The Indian Tomahawk was a result of the marriage between Royal Enfield and Indian. Built between 1955-1959 and based on the Royal Enfield Meteor Minor, its styling was tailored for the American market. This rare first-year edition was acquired and restored by Elwood R. "Woody" Hart in 1959 with 1,800 miles on it.



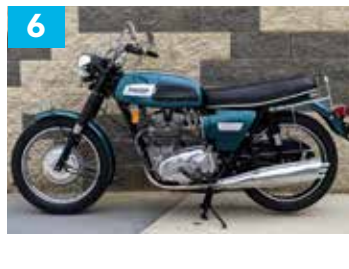
1969 Triumph T120R Bonneville owned by David Elwell of Des Moines, IA

The Triumph Bonneville T120R took the world by storm with its classic lines, outstanding performance and beautiful colors. This example was restored by Bob Jones in Boone, with the engine restored by AJ at Baxter Cycle. The skins are original, but everything else has been restored to fine working condition.



1-1978 Yamaha DT250 owned by Paul Conte of Clive, IA

Yamaha's enduros were the staple of high school boys' motorcycles throughout the 70s and early 80s. Yamaha perfected the lightweight 2-stroke engine design and engineering simplicity with no premixed fuel needed. The late 70s were the pinnacle of the 2-strokes with upgraded DeCarbon monoshock suspension for improved ride and relatively long suspension travel.



2-1982 Honda CX500TC owned by Paul Conte of Clive, IA

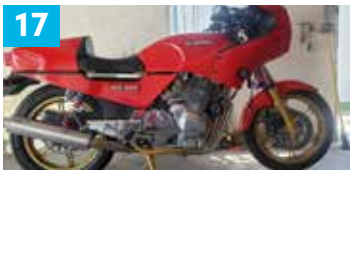
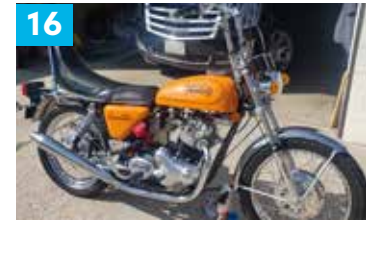
Honda's first and only turbocharged motorcycle was a technological feat and able to run with 1000CC machines with ease, but its complexity and cost was its downfall. Hardwired digital electronics, fuel injection and turbocharging ensured tremendous performance, but it came at a cost of high price and weight.



3-1973 Kawasaki H2 750 owned by Paul Conte of Clive, IA

Kawasaki dominated the big-bore drag racing scene with the fastest bike on the market from 1969 to 1973. This bike sports Tony Nicosia expansion chambers, a period modification that most serious riders installed immediately. Acceleration was its strong point, but handling was not, thus leading to the monikers "The Widow-maker" and "The Purple People Eater".





4-1967 Norton P11 owned by David Elwell of Des Moines, IA

The Norton P11 is among the rarest and most sought-after motorcycles of the 1960s. At the time of its release in 1967, it was advertised by Norton's U.S. importer, the Berliner Motor Corporation, as "Dynamite on wheels!" Norton envisioned the P11 as a motorcycle for desert racing. This example has been restored to showroom condition.

5-1969 Triumph T150T Trident Triple owned by David Elwell of Des Moines, IA

This stunning, original-condition 1969 Triumph T150T Trident is a first-year example of the very exciting and successful 3-cylinder design from Meriden. Powered by a 740CC, air-cooled, 4-stroke motor, this gorgeous first-year 1969 Triumph T150T Trident is a wonderfully restored machine, including the shoe box fuel tank and ray gun mufflers.

6-1973 Rickman Matisse owned by Sean Sweeney of Des Moines, IA

This 1973 Rickman Matisse is equipped with a 1963 Triumph engine, nickel-plate frame and Smith's clock. Donald and Derek Rickman designed their own frame in 1959 - The Rickman Matisse 'Mark 1'. Matisse is a rather unsavory French word for "Mongrel" and refers to the Rickman's frame's ability to accept most anyone's engine.

7-1972 Norton Commando Dunstall owned by Sean Sweeney of Des Moines, IA

This 1972 Norton Commando Combat with a Dunstall kit is a wonderful machine reaching 65HP with a 745CC air-cooled OHV Twin. Paul Dunstall was a specialist tuner of the 60s and early 70s Twins. The aerodynamics, combined with the 49.2 parallel twin, made the top speed crack 125 MPH.

8-1982 Honda CBX owned by Sean Sweeney of Des Moines, IA

This second-generation Honda CBX1000 comes equipped with factory fairing and square saddle bags. The 6-cylinder DOHC engine wrung out 100HP, and was made popular during its conception while Honda was figuring out ways to get around the excessive tariffs on any 4-cylinder over 700CCs. This machine is capable of 140 MPH.

9-1967 Honda CB450K1 owned by Sean Sweeney of Des Moines, IA

This 1967 'Black Bomber' is the first big Honda motorcycle with a 444CC 180 degree straight Twin. Its DOHC engine producing 45HP appeared first in the 1965 4-speed CB450K0. The CB450K1 model featured a 5-speed transmission. The Black Bomber was used to disguise the top secret CB750 that was soon to come out in 1969.

10-1948 Indian Chief owned by Sean Sweeney of Des Moines, IA

With iconic American styling by Briggs Weaver and a girder-type fork suspension, this is the most powerful "Chief" engine which made 40HP from a 74CI flathead V-Twin. The current owner, after some sorting out, enjoys a bike that 'runs and starts like a daily driver'.

Listing continues on the next page



Motorcycle Class listings - continued

11-1959 Triumph Bonneville owned by John Caffrey of Boone, IA

This was the first year for the Triumph Bonneville which became an instant classic and its style was copied by countless other British, and, later, Japanese bikes, that emulated its classic throbbing 650CC Twin and pleasing torquey midrange punch. This was the style maker that has never lost its good looks.

12-1970 Triumph Trident T150 owned by John Caffrey of Boone, IA

Triumph and BSA released their "superbike" 750CC Triples in 1969 only to be met with Honda's world-changing 750CC 4-cylinder machines. By 1970 Triumph was left with unsold 1969 models. Only 152 Tridents were produced in 1970, as leftover 1969 models were refitted with 1970 sheet metal. This is one of the rarest of all Triumph motorcycles.

13-1961 Velocette Venom owned by John Caffrey of Boone, IA

Velocette was a small family owned manufacturer located in Birmingham England. They produced this same motorcycle from 1954 until they closed the factory in 1971. Velocettes were legendary for both their performance and reliability.

14-1953 Norton Model 30 International owned by John Caffrey of Boone, IA

This is the first production International Norton with the famous "featherbed" frame. This motorcycle ran in the 1953 Manx Clubman race held on the Isle of Man. Displacing 500CC in a giant 1-cylinder package, it was docile but capable of running with more exotic smaller displacement motorcycles.

15-2004 Honda Rune (NRX 1800) owned by Bruce Myers of Des Moines, IA

The Honda Rune is a limited-production bike based on Honda's flagship Valkyrie and Gold Wing cruiser motorcycles featuring unique front and rear suspension systems, a fuel injected 1823CC flat six engine, and radical styling. This bike features the optional chrome wheels, and has 7,500 miles on it.

16-1973 Norton Commando Hi-Rider owned by Eugene Brown of Denver, CO

In 1971, Norton introduced the Commando Hi-Rider which was a factory custom inspired by the American chopper craze. One of last 1973 750CC Hi-Riders built, this is a 99-1/4 point AMCA judged bike, and winner of many Best in Class awards at shows in Colorado and Nebraska.

17-1983 Laverda RGS1000 owned by Eugene Brown of Denver, CO

This is an original, numbers matching, 2-owner bike having been garaged in Long Beach, CA from 1993 to 2020. The 981CC Triple has 80HP and is capable of speeds to 150 MPH. Winner of two Best in Class awards in 2022 at Colorado Springs and Emporia, KS, shows

18-1969 Moto Guzzi Ambassador owned by George Vignovich of Des Moines, IA

First of the 1969 750CC Moto Guzzis, this Police Civilian model was sold in Des Moines and remains in the metro area, patrolling the same streets since Ozzie's sold it originally. With 60HP from its V-twin engine and a large 6 gallon tank, this model could cover a lot of ground in comfort and style.

Austin-Healey Class - 1952-1968

A decade and a half of classic sports cars and practical family saloons



1967 Austin-Healey 3000 MKIII owned by Dr. Bryan Johnson of North Mankato, MN

The MKIII was introduced in 1963 becoming the most powerful and luxurious of the "Big Healeys." It won its class in major European rallies and remains successful in competition today. This 1967 Austin-Healey 3000 MKIII was purchased as a basket case, and restored to its current award-winning condition.



1955 Austin-Healey 100 owned by Dick Remer of Johnston, IA

Austin-Healeys showed much potential on the racetrack, and the factory soon began offering special performance options, many of which were added to this "100". Its owner purchased this 1955 Austin-Healey 100 in 1972 as a "basket case" and recently completed a full restoration.



1958 Austin-Healey 100-6 owned by Joseph Kimball of Winterset, IA

For 1957, the 100's 4-cylinder engine was replaced by a 6-cylinder engine of similar displacement. Changes to the bodywork included a new grille like that of the 100S. This 1958 Austin-Healey 100-6 2-seat roadster has been in the same family for nearly 60 years.



Austin-Healey Class - continued



1969 Austin-Healey Sprite owned by Stephen Myers of Ames, IA

Following the Bugeye Sprites, came the square-bodied MK II Sprites in 1961. 1969 was the final year Austin-Healey Sprites came to the U.S. The owner of this MKIII Sprite purchased it while in college - restoring it in a garage across the street from his apartment.



1960 Austin-Healey 3000 MKI owned by Peter Mond of Clive, IA

In 1959 the "3000" models, with larger 3.0L engines, were introduced. From that point on, most Austin-Healeys were equipped with two small seats in the rear for occasional passengers. The owner of this 1960 Austin-Healey 3000 MKI has owned it for 20 years.



1966 Austin-Healey 3000 MKIII owned by Hank & Pat Wood of Iowa City, IA

During its 15-year production run, the "Big Healey" transitioned from a raw and pure sports car to a capable but luxurious GT car. Austin-Healey continues to be one of the most cherished of all British cars. The owner of this 1966 3000 MKIII proposed marriage to his wife in it.

Continues on the next page



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Austin-Healey Class - continued



1960 Austin-Healey 3000 MKI owned by Chris & Kathy Gourley of Johnston, IA

Although the "Big Healey" had continuously evolved into a more refined sports car, by the early 1960s it still lacked roll-up windows. Instead, it was equipped with somewhat primitive side-screens. The owners of this 1960 Austin-Healey 3000 MKI have driven it extensively since 1999.



1958 Austin-Healey Sprite owned by Kenneth Grasing of Norman, OK

In period, Sprites were raced extensively by individual owners and the factory itself. This 1958 Sprite is a "tribute" to the Works Sebring Sprite rally car XOH 276. The owner spent years collecting all the correct and rare racing parts to construct this competition example from an ordinary Bugeye Sprite.

1953 Austin-Healey 100 owned by John Rued of Bellevue, NE

"Big Healeys" began their 15-year production run in 1953 with a 2-seat, 2660CC four cylinder, roadster. It was named "100" for its 100 MPH top speed. The owner of this 1953 Austin-Healey 100 purchased it in 1981, spending many subsequent years on its restoration.



1958 Austin-Healey Sprite owned by William & Barbara Unger of Johnston, IA

The 43 HP Austin-Healey "Bugeye" Sprite began production in 1958. The front bodywork was one-piece and lifted for engine service. There was no trunk at the rear of the car. The owner of this Sprite purchased it in 1964, and commissioned a full restoration beginning in 2007.



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2022**



Austin Mini Class

An icon of 60's British pop culture, this Alec Issigonis design had a lasting impact on future automobile design.



1968 Austin Mini Pickup owned by Jay & Kay Moser of Elkader, IA

The Pickup is a rarely-seen version of the early Mini. This 1968 Austin Mini Pickup is believed to have originally been an airport service truck in England. Purchased 20 years ago in complete and running condition, it has very recently undergone a complete restoration.



1964 Austin Mini Countryman owned by Stephen Myers of Ames, IA

Another version of the Mini was the Countryman, a 2-door estate car with double "barn-style" rear doors. These were built on a slightly longer chassis and featured non-structural, ash wood trim on the rear body. This 1964 Austin Countryman is equipped with an 848CC engine and front wheel drive.



1967 Austin Cooper S owned by Tom & Barb Chandler of Elkader, IA

This one-owner 1275CC Austin Cooper S was purchased new in 1967 in Glasgow, Scotland and used on an 11-week European camping trip before being shipped to the U.S. This unrestored example was extensively autocrossed in its early years of ownership.

Continues on the next page



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Austin Mini Class - continued



1953 Austin A-40 Somerset owned by Robert & Cherylyn Larson of Des Moines, IA

Prior to the introduction of the Mini in 1959, Austin produced small saloons for family use. Although not a Mini, this 1953 Austin A-40 Somerset is a lovely example of what was available both in England and in overseas markets. A cosmetic restoration was completed in 2019.



1967 Austin Mini Moke owned by Steve Myers of Ames, IA

The Mini Moke was launched into the British market in 1964 as a civilian vehicle targeting farmers and light commercial applications. However, British tax authorities eventually reclassified it as a passenger car, increasing its price and reducing sales. This 1967 Austin Moke underwent a full restoration in 2013.

1967 Austin Cooper S owned by Dave Walker of Des Moines, IA

The Cooper S was the limited production Mini with performance upgrades found on Works cars that dominated major European rallies during the 1960s. This 1-owner Austin Cooper S was purchased new in June 1967 at Dave Ostrem Imports in Des Moines, where the owner worked as a mechanic.



1967 Austin Mini Moke owned by Tom & Barb Chandler of Elkader, IA

The Moke was marketed as a utility and recreational version of the Mini, equipped with an 848CC engine and front wheel drive. The owner of this low mileage 1967 Austin Moke purchased it in 1994 in very original and rust-free condition.



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1968 Chevrolet Camaro SS owned by Tom & Sara Kurth of Marshalltown, IA

The owner ordered this Camaro SS with a huge-for-its-time 396CI V-8 engine in September 1967, and drove it as his family car until 1976. It was kept in storage until 2013, at which time it was restored. The car has been featured in Hemmings Muscle Machines, and has won multiple awards, including Cool Camaro at Goodguys Heartland Nationals.



1971 Chevrolet Camaro Z/28 owned by Jim Welter of Madrid, IA

The current owner purchased this Nevada Silver Z/28 in 2003 with the intent to restore it, which was completed in 2010. This car is equipped with a 330HP 350CI V-8, and the original heavy duty M22 Muncie "Rock Crusher" 4-speed transmission puts the power to the ground through a 3.73 posi-traction rear axle.



1968 Chevrolet Camaro Convertible owned by Kevin & Ruth Litchfield of Boone, IA

This LeMans Blue Camaro convertible was originally purchased in Marshalltown, Iowa. A 3-owner car, it recently underwent a complete frame-off restoration. The car features a "Turbo-Thrift" 230CI 6-cylinder engine and 2-speed Powerglide transmission. The sporty center console and N96 Mag-style hubcaps hide the fact that it's an economical six!



1969 Chevrolet Camaro Z/28 owned by Bill VanHorn of Des Moines, IA

For 45 years, this 1969 Z/28 had belonged to the current owner's good friend, until his passing in 2021. Although the restoration was finished, his friend didn't get to enjoy the car due to transmission issues. This Dusk Blue Rally Sport features the hood cowl induction air cleaner Rally pack gauge cluster, Rally steel wheels and Firestone Polyglass tires.



1969 Chevrolet Camaro Z/28 owned by Tracy Campbell of Madrid, IA

This Garnet Red 1969 Camaro Z/28 was bought new in Fort Dodge, Iowa. Restored in 2008 it has a 302CI V-8, cowl induction and 4-speed transmission. Not only does this car have black racing stripes, but also the rare vinyl top and original Protect-o-Plate metal tag.



1971 Chevrolet Camaro owned by Mark Kendall of Madrid, IA

This 1971 Z/28 was originally purchased in Granger, Iowa. It now has only 46,000 miles on its 335HP 350CI engine and 4-speed transmission. Power brakes keep the factory 5-spoke steel wheels under control, but the real treat is this car has the super rare "Space Saver" spare tire in the trunk still.

Continues on the next page



Camaro 75th Anniversary Class - continued



1969 Chevrolet Camaro Z/28 owned by Karen & Scott Buechler of West Des Moines, IA

This 1969 Hugger Orange Z/28 features the 302CI V-8 fed by a rare factory "Crossram" intake manifold, 4-wheel disk brakes, 12-bolt posi-traction 4.10 gearing, Muncie M22 close-ratio 4-speed transmission, with radio and heater delete. Except for the race-specific 1969 GM over-the-counter parts, the car is factory stock, down to smog-pump system and bias-ply tires.



1968 Chevrolet Camaro Z/28 owned by Gene Fox of New Sharon, IA

The current owner purchased his 1968 Camaro Z/28 in 2013 out of Fort Wayne, Indiana. Sporting its original Matador Red paint and Ermine White stripes, this 302CI V-8 is a blast to drive. Power brakes keep the factory steel rally wheels under control, and it gets driven to as many shows as he has time for.



1969 Chevrolet Camaro SS/RS owned by Kent Davenport of Huxley, IA

The owner bought this RS/SS Camaro in 2010 from a couple in Tennessee, who had completed 75% of the restoration. Despite that, the combination of the SS and RS features, along with the Azure Turquoise paint color and deluxe interior, made it an attractive purchase. With restoration completed, this is a multiple-award winning car.

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1st
1933 American Austin Suburban owned by Jim Trumbower of Ossian, IN

Most coupes had a single front bench seat. The Suburban, available in 1933 only, added a tiny rear seat for children. Fewer than five are known to exist today. Purchased in 1949 in rough condition, restoration began in 2008, and was awarded Best of Show by American Austin Bantam Club in 2013.



2nd
1940 Bantam Coupe Convertible owned by Martin Brackin of Rochelle, IL

The Bantam Convertible Coupe was custom-designed in Hollywood by Alex Tremulis (who later became famous for designing the 1948 Tucker) to replace the outdated Roadster. Only 60 Convertible Coupes were built before American Bantam Car Company ceased production to design, build and manufacture the first "JEEPS" in 1940.



3rd
1940 Bantam Series 65 Station Wagon owned by John Tuthill of Golden, CO

Of 308 Bantam station wagons manufactured from 1938 to 1940, fewer than two dozen remain. This example was purchased new in Denver, Colorado and driven extensively during the war years. The current owner discovered it in 1961, completed its restoration in 1992, and treated the original owner to a ride!



1932 American Austin Bantam Roadster owned by Bob & Cathy Cunningham of West Des Moines, IA

The American Austin Car Company of Butler, PA built licensed derivatives of the tiny English Austin Seven between 1930-1934. This example was driven between Florida and New York through World War II before being worn out and abandoned in an Air Force hangar. It was discovered and restored in 1958.

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Kaiser-Frazer 75th Anniversary

Kaiser, Frazer, Henry J, and Allstate cars produced by Kaiser-Frazer Corporation from 1947 to 1955



1st

1953 Kaiser Dragon owned by Robert & Julie Lahammer of Minnetrista, MN

The 1953 Kaiser Dragon has a 'Bambu' vinyl top that resembled bamboo, 14-karat gold-plated nameplates and hood ornamentation, and special interior trim (including a nameplate on the glove box door that was personalized with the owner's name). The most luxurious automobile Kaiser ever built, only 1277 were made.



2nd

1954 Kaiser Darrin owned by Dennis & Teri Koch of Quincy, IL

The Darrin prototype appeared at the Los Angeles Motorama in September 1952, but the production cars did not appear until January 1954. The fiberglass shells were produced by Glasspar and only 435 cars were produced, 50 in Red Sail. The Darrin features unique "pocket" doors that slide forward into the fenders.



3rd

1952 Allstate Deluxe owned by Lowell Fidler of Burnsville, MN

The Allstate was a car sold by Sears & Roebuck department stores in 1952-53. Based on Kaiser-Frazer's compact Henry J model, it offered standard upgrades over the Henry J which included an opening trunk lid and a glove box, and offered as an option a 6-cylinder engine. Only 2363 were built.



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

This 1948 Kaiser Custom is one of only two known with a full leather interior (a 1-year only option). The car has interchangeable front and rear bumpers. The 1948 Kaiser was a continuation of the first year design, and the Custom was the more expensive of the two models offered.



1952 Henry J Corsair Deluxe owned by Lowell Fiedler & Mitch Lewis of Burnsville, MN

The Henry J (named after the first name and middle initial of Mr. Kaiser) was Kaiser's entry into the nascent small "affordable new car" field. Introduced for model year 1951, they were sold with slight restyles into 1954 before the effort was abandoned with about 123,000 sold.




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