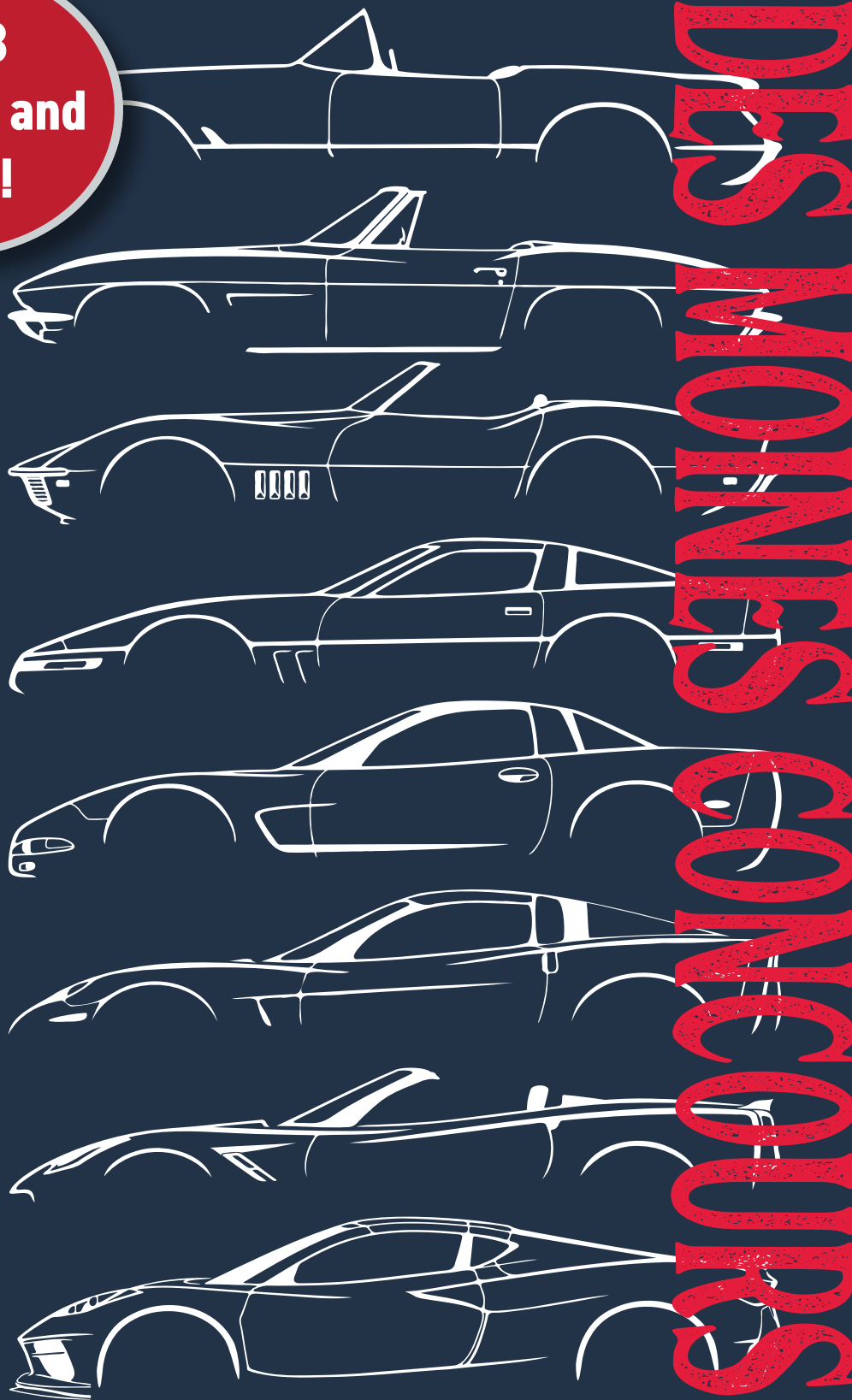


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## A recap of the 2023 Des Moines Concours

The Iowa Automotive Heritage Foundation (IAHF) 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, as well as 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 the 2nd Sunday in September on closed streets surrounding the internationally recognized 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 2023 Des Moines Concours d'Elegance. Proceeds from Des Moines Concours events have enabled the Foundation to donate close to \$150,000 to Children's Cancer Connection, an Iowa-based group whose mission is to provide support to families affected by childhood and adolescent cancer, as well as programs for education, recreation and support. 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 Iowa Automotive Heritage Foundation is organized as an Iowa Non-Profit Corporation. Organized exclusively for educational and charitable purposes within the meaning of section 501(c)(3) of the Internal Revenue Code, the Foundation welcomes gifts that are tax deductible under section 170 of the Code. For additional information please contact any of the members of the Board of Trustees listed below.

Peter Hemken - Chair	Daryl Metzger
Myron Stine - Vice Chair	Dave Robbins
Paul Fitzpatrick - Treasurer	Curt Leaverton
Dave Holzinger - Secretary	Scott Diehn

In its twenty-third consecutive year, the 2023 Des Moines Concours d'Elegance, Des Moines Concours Charity Gala, Heartland Driving Tour, and Cars & Cocktails events to benefit Children's Cancer Connection were all a success. Thank you to our enthusiastic sponsors and vendors, cooperative autumn weather, dedicated volunteers and generous exhibitors – many of whom have traveled far distances to share their vehicles. We look forward to seeing everyone at the 2024 Des Moines Concours.

Dave Robbins & Steve Simpson  
2023 Concours Co-Chairs

### 2023 Committee Members & Volunteers

Rich Collins	Peter Mond	Jeannie Havnen	Paul Conte
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## 2023 Des Moines Concours Exhibitors

The 2023 Des Moines Concours d'Elegance, held on September 10, 2023, attracted a record-breaking turnout of over 20,000 attendees to the heart of downtown Des Moines. This year's event was "A Celebration of the Art & Design of the Automobile," and proudly marked its 23rd year as the Midwest's premier annual exhibition of distinctive antique, vintage, classic, and special interest motor vehicles. Each year, Des Moines Concours is managed and staffed by over 80 dedicated volunteers. The purpose and mission of the Iowa Automotive Heritage Foundation, the organization that brings the Des Moines Concours to our community, is to enhance and promote the automotive heritage of Iowa and the Midwest through educational projects and public awareness programs that celebrate automotive art and design and highlight the social and economic benefits of our automotive heritage.

A huge thank you to our exhibitors. The following pages feature the 1st, 2nd, and 3rd place winners. We look forward to the 2024 Des Moines Concours, which will be held on Sunday, September 8th. Exhibitor applications will open in March.



### 2023 Best of Show

Congratulations to Irving Jensen of Milford, Iowa for winning the 2023 Best of Show award for his 1930 Rolls-Royce Phantom II. Irving not only won the Best of Show but also 1st Place in the [Classic Class](#).

### 2023 Children's Cancer Connection Award Winners



1st  
1953 Packard Caribbean owned by Michael Neighbour and Jeff Neighbour of Ankeny, IA



2nd  
1961 Morris Minor Traveler owned by Jon Mathisrud of Mendota Heights, MN



3rd  
1973 Buick Riviera owned by Dean and Vickie Stoltenberg of Walcott, IA



## 2023 Early Collectibles Class



**1932 Studebaker Commander Regal Sedan Model 71 owned by Deanna Manley and Harold Manley of Newton, IA**

This car had total production of 2215, price was \$1455.00. It included dual covered side mounts, robe rail, footrest, pull down silken curtains, cowl ventilator, adjustable steering wheel and wiring for radio installation. The lowered roofline leads to a distinctive sloping radiator shell, oval headlamps, dual salon horns and the "bird" radiator cap flying over a vitreous glass Studebaker logo.



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

Originally purchased by a family doctor, it has spent its entire life in Iowa and has always been garaged. The Bolens are the third owners and have cherished the car for 21 years.



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

1939 was a transition year for the Ford Deluxe model, featuring for the first time hydraulic brakes, but unlike other makes still retaining the floor gear shift. The Deluxe featured an all-new body design by E.T. Gregorie and Edsel Ford, inspired by the younger Ford's love of boats and incorporating the industry-standard fastback look.



**1933 Chevrolet Master Coupe owned by David Junk of Ogdan, IA**

This AACA Senior winner has a six-cylinder overhead valve engine rated at 65hp coupled to a synchromesh transmission. It weighs 2750 pounds and sold new for \$535. The wooden framework in the car body is original. Since the Coupe rides smoothly and has comfortable seats, the owners have enjoyed many tours in and out of Iowa.



**1941 DeSoto Custom Club Coupe owned by Dave Holzinger of Des Moines, IA**

In 1941 DeSoto introduced the vertical bar grille that became its continuing styling theme through 1955. Advertised as having "Rocket Bodies", the new styling combined with Chrysler Corporation's engineering to make 1941 the highest sales year to date after its 1928 introduction for Chrysler's second-most expensive make.



## 2023 Photo Booth sponsored by Snap-on Tools

Many thanks to Snap-on Tools and Model A owner Kevin Szcodronski for providing a selfie booth for 2023 Des Moines Concours attendees.

## 2023 Antiques Class



**1st**  
**1916 Cadillac Type 53 7-Passenger Touring owned by Andy and Anne Flagge of Mason City, IA**

In 1916, Cadillac was renowned as the Standard of the World. Restored over 30 years (1964-1998) by Don Scharf, Tom Flagge, Tim Hanneman, and Andy Flagge in a modest Iowa garage. Don and Tom have passed, leaving the car to Don's daughter Linda and husband Andy. The car's history and story are shared, showcased, and cherished as a family member. Featured in various publications and the Old Cars Weekly calendar, it earned numerous awards and holds the AACA's Century Car designation, celebrating its 100-year-old legacy.



**2nd**  
**1917 Hudson Super Six Speedster owned by Branden and Tori Knight of Hiawatha, IA**

This car, raced on Iowa's dirt tracks in the 1920s and 1930s, is certified authentic by AACA. Event-certified from its last race in 1939, it triumphed despite being dubbed "The Old Derelict." Hidden during WWII, it spent 15 years under a wood pile and 45 more in an Iowa barn. Built and raced by the owner's grandfather, a Hudson Garage mechanic, its 3000 RPM capability from the 1st counterbalanced crankshaft brought numerous speedway wins. After restoration, "The Old Derelict" now regularly showcases its rare 106-year-old prowess.



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

Sears, Roebuck, and Company offered this "motor buggy" via mail order from 1908 to 1912, requiring payment upfront. Shipped in a wood crate by rail, buyers assembled it at the station. About 2500 were sold, but only 200 survive. With a 14hp 2-cylinder engine and tiller steering, it reached 20mph. Originally bought in Michigan, it was later restored in Iowa and now belongs to its current owners since 2013.



**1902 Haynes-Apperson Runabout owned by Tall Corn AACA Club and John Vetter of Boone, IA**

The 1902 Haynes Apperson featured an innovative design with a lightweight yet sturdy chassis and top speed of 25 mph. This was Boone Iowa's first car and number 10 in the state of Iowa. This car was donated to the Tall Corn Club.



**1905 Stevens-Duryea R owned by Mark and Gloria Desch of Stillwater, MN**

The 1905 Stevens-Duryea Model R was a fine example of early American craftsmanship. This luxurious automobile showcased a meticulous attention to detail and boasted a 20-horsepower, 4 cylinder engine, offering a smooth and exhilarating ride. Its elegant design and advanced features made it a coveted choice for the discerning automobile enthusiasts of the time.



**1912 Ford Model T Torpedo owned by Nancy Friday of West Des Moines, IA**

Although the Model T is often associated with the phrase "any color as long as it's black," this navy blue with light gray pin striping Torpedo (a roadster style car with a convertible top and two-passenger seat) proves the Model T's variety. This example underwent a 3-year restoration, the underwent a transformation. Parts were sourced from South Dakota, California, and Australia. For safety, an electric starter replaced the hand crank. Its brass details require regular polishing.



**1927 Whippet Model 96 Roadster owned by Bob Gerdes of Burlington, IA**

Whippets were fast and fuel efficient. Two color options were available on the Roadster: 2-tone green or 2-tone blue. This car's "C" serial number indicates Canadian origin and the current owners purchased it from a Canadian museum. After an extensive frame-up restoration, this car's original color scheme remains intact. Only 4 Canadian-built 1927 Whippet roadsters are registered with the Willys-Overland-Knight Registry.





## 2023 Classics Class

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**1st**  
**1930 Rolls-Royce Phantom II owned by Irving Jensen of Milford, IA**  
This car was originally ordered by J.P. Morgan Jr. and was used as his summer car until 1941 when it was donated to the Henry Ford Museum. Morgan requested some items when ordered, including a taller folding top to allow for a top hat, black wheels with SS spokes, softer riding main springs, and the Morgan crest on the rear doors.



**2nd**  
**1934 Packard 1107 Twelve Club Sedan owned by Deborah and Craig Henry of Brandon, MS**  
The 1934 base price of this Packard Eleventh Series Twelve was \$4,060 when a new house cost \$1,400! It was coveted for its style, performance, and unparalleled refinement. Of the original 153 11th Eleventh Series Club Sedans, only 15 remain. This example is an AACA Zenith Award winner.



**3rd**  
**1937 Cord 812 Supercharged Custom Beverly owned by Al Longley of Dayton, MN**  
In 1936 the newly re-styled Cord came out to rave reviews. Carried over into 1937 mostly unchanged, it was the first production American car with front drive and independent front suspension and the last American front drive car for 29 years. The hidden headlights were the first for a production car. Chrome exhaust side pipes identify this as a factory supercharged car.



**1922 Duesenberg Model A owned by George and Cathy Hess of Lenexa, KS**  
The Duesenberg brothers started building cars in Des Moines in 1906. Later based in Indiana, Duesenbergs often won 1st, 2nd, or 3rd place at Indianapolis 500 races throughout the 1920s, making them the "super cars" of the era. It was the first production car with a straight 8 overhead cam engine and the brothers' patented hydraulic brakes.



**1930 Packard 734 Boattail Speedster owned by Winston Peterson of Golden Valley, MN**  
The Packard Speedster Eight was one of the first cars to use the muscle car recipe: a lightweight body mounted on the company's shortest chassis and fitted with a modified version of its biggest engine. The limited edition (39 built) Speedster was thought to have been developed to race at LeMans, but that never occurred.



**1935 Packard 1200 Eight Sedan owned by William Heptig of Prior Lake, MN**  
The 1935 Packard Standard Eight consisted of the 1200, 1201, and 1202 models. Although the Eight and the more luxurious Super Eight were nearly identical, the Eight outsold the Super Eight by a factor of three to one. There were mechanical, not hydraulic, brakes on four wheels. Options included dual side-mounts with side-mount covers.



**1939 Packard Super 8 Convertible Victoria owned by David Banning of Des Moines, IA**  
Packard's 17th Series continued to offer customers a wide range of choices of body styles and engine types. The Super Eight was the top-of-the-line offering on the 127" wheelbase, and the convertible was among Packard's most expensive factory-bodied eight-cylinder models in 1939.



**1939 Buick Series 90 Limited Limousine owned by Larry Brownfield of Des Moines, IA**  
This 1939 Buick is an eight passenger limousine weighing in at 4,605 pounds with a 140 inch wheelbase and straight eight over head valve engine producing 135 horsepower. Only 650 were built for domestic sale and 36 for export. Original cost was \$4,350.



**1941 Lincoln Continental owned by Cal Wiseman and Dean Bibler of Granger, IA**  
The 1941 Lincoln Continental was originally designed for Edsel Ford as a "one-off" custom prototype for his personal use. Receiving rave reviews, it was then brought into production, with only 850 of this model being manufactured in 1941. Today it is still considered one of the finest examples of the automobile as art.

## 2023 Atomic Age Class

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### STAR CARS



**1955 Dodge LaFemme owned by Scott & Hope Miller of Mitchell, NE**  
 Intended to appeal to women buyers, the Dodge LaFemme was a specially trimmed Lancer model equipped with pink leather interior, matching umbrella in a special holder, and fitted purse and compact. Approximately 30 are known to remain. This car is mostly original although the Safire White paint and fabric seat inserts have been redone.



**1956 Dodge LaFemme owned by Scott & Hope Miller of Mitchell, NE**  
 1956 was the second of two model years for the Dodge La Femme and around 30 total are known to still exist. The cars were marketed toward women and came with a rain coat, hat and matching umbrella, rose leather shoulder bag, and gold-flecked pink upholstery.



**1st**  
**1951 Nash Healey Alloy Roadster owned by Paul and Pam Friskopp of Valley, NE**  
 This 1951 Nash-Healey Alloy Roadster is one of only four known restored examples. Every detail has been considered in the 10-year meticulous restoration of this car, most of which was completed by the owner. Of the 104 cars produced for 1951, today 20 are believed to still exist.



**2nd**  
**1956 DeSoto Firefly Sportsman 2-door hardtop owned by Dean Bibler of Johnston, IA**  
 The 1956 DeSoto was Chrysler Corporation's offering to buyers wanting both luxury and styling in an automobile "designed and powered for the superhighway age". This Firefly Sportsman 2-door hardtop was discovered sitting in pieces, and was given a complete frame-off restoration by the owner between 2011 and 2015.



**3rd**  
**1955 Volkswagen Type 1 Sunroof owned by Nancy and Dick Lornson of Stillwater, MN**  
 The current owners restored this iconic 1955 oval window VW Beetle was restored to exact specifications in 2018. It features semaphore turn signals, European headlights, heart taillights, European-style bumpers, factory three-fold sunroof, and correct batwing steering wheel. Whitewall tires on the original 15" wheels round out this beautiful example of "The People's Car."



**1946 Ford Super Deluxe owned by Dean Archer of Ankeny, IA**  
 This 1946 Ford woody station wagon features Birdseye maple and mahogany exterior trim and a high-quality leather interior. This vehicle was restored by a nationally-known woody shop in Traverse City, Michigan and has won numerous awards at local shows.



**1947 Buick Roadmaster Sedanette Model 76-S owned by Tim Hanneman of Fort Dodge, IA**  
 Of the approximately 19,000 Buick Roadmaster two-door Sedanettes produced for 1947, only nine are estimated to be still in existence. This example has undergone a multi-year frame off, ground-up restoration by the previous owner. The vehicle has received multiple AACA Senior, Grand National, and Preservation awards.



**1948 Kaiser Custom owned by Richard Collins of West Des Moines, IA**  
 This 1948 Kaiser Custom is the only known example with full leather interior. Unique design features include interchangeable front and rear bumpers, "stamped" rear fenders, air conditioning, and Tucker door handles. This car is also equipped with Overdrive which makes for very comfortable cruising at 55 mph.



**1951 Buick Roadmaster owned by Mike and Susan Pendegrift of Des Moines, IA**

The current owner discovered the car in Dallas Center, Iowa in 1999 and performed a 6-year complete body restoration until 2005. The vehicle has original interior, a smooth-riding Dynaflo transmission and a Selectronic "Wonderbar" radio where the stations can be changed using a push button on the floor.



**1951 Ford convertible owned by Don and Pat Nokes of Webster City, IA**

This beautiful 1951 Ford Custom convertible was purchased from a junk yard in the 1970s. The current owner rebuilt the motor, transmission and rear end and completed a frame-off, rotisserie-style restoration in 2021. It was professionally painted and new upholstery was installed to match the original.



**1953 Austin A-40 Somerset owned by Robert and Cheryln Larson of Des Moines, IA**

The current owner bought this Austin in October of 2011 and completed a cosmetic restoration in 2019. The car appears regularly at Iowa British Car Club Events, as well as other local car shows. The sturdy 1.2 liter, 42 hp engine, which produced a top speed of 70 mph, was also used in the new Nash Metropolitan of 1954.



**1953 Packard Caribbean owned by Michael Neighbour and Jeff Neighbour of Ankeny, IA**

The Packard Motor Car Company produced its luxury Caribbean models from 1953 through 1956. This example, which has been in the same family for over 40 years, was brought back to life after languishing for many years. The current owners proudly display the vehicle in honor of their father.



**1954 Buick Century Convertible owned by Steven Fox of Ankeny, IA**

The Buick Century first appeared in the 1930's, and the name commemorated Buick's first model to reach 100 mph. Buick revived the name in 1954 for their new performing, more powerful 322-cid "Nailhead" Fireball V-8, 200 hp engine. Only 11 registered 1954 Buick Century Convertibles are known to remain worldwide.



**1957 Porsche 356A Coupe owned by Bill and Kathy Huspeni of Centennial, CO**

The 1957 Porsche 356A Coupe with Reutter coachwork remains one of the most sought-after Porsche automobiles. This low-mileage example underwent a meticulous, two-year, ground-up, cosmetic and mechanical restoration. Enthusiasts appreciate its elegant styling and its mighty 115 hp 1.6-liter Flat engine.



## 2023 American Muscle Class



**1st**  
**1970 Plymouth AAR Cuda owned by Jim Wesanto of Nashwauk, MN**

This AAR Cuda is one of 2724 built at the Hamtramck Michigan assembly plant. The unique features include a mismatched tire configuration E60X15 front tires and G60X15 rear tires, A-833 4 speed manual transmission coupled to a Hurst close ratio shifter, special side exit exhaust and a fiberglass hood held down by only hood pins.



**2nd**  
**1967 Chevrolet Chevelle SS396 owned by Bill Wentz of Waterloo, IA**

"What you'll see inside will probably bring on a severe compulsion to go driving." claimed the 1967 Chevelle sales brochure and the SS did not disappoint. Along with performance, emphasis was placed on drivability with disc brakes, better tires, and upgraded suspension.



**3rd**  
**1970 Oldsmobile 442 W30 owned by Benjamin and Ann Gonnerman of Van Meter, IA**

One of 264 production 1970 Oldsmobile 442 W30 convertibles, this example features special order Rally Red paint with Provincial White stripes and Pearl White interior. The W30 was the high-performance package with fiberglass hood, functional air scoops, low-restriction air cleaner, and aluminum intake manifold, plus special camshaft, cylinder heads, distributor, and carburetor.



**1965 Buick Skylark Gran Sport owned by Bill Lahner of Sheffield, IA**

The Buick Skylark Gran Sport featured the high-performance 401 "Nailhead" engine. To handle the extreme torque and improve handling, all Gran Sport models were mounted to a rigid convertible frame with independent front suspension and a 4-link rear end.



**1966 Plymouth Satellite owned by Jenny Dougan of Ames, IA**

The Satellite was introduced in 1965 as the top trim model in Plymouth's "B" platform Belvedere line. One year later, the 1966 Satellite included the 4 headlights in the flattened grille, and a framed-in recessed side panel above the wheels that extended from the front to the back.



**1966 Dodge Coronet owned by Steve Netkow of Mounds View, MN**

This rare Coronet is 1 of only 11 built in 1966. Sold new in Cherokee, Iowa to be used for drag racing. The car was ordered with the highest horsepower engine, four-speed transmission, the cheapest body style, manual steering and brakes and the economy interior. There are only 3 controls on the dashboard: heater, lights, and wipers.



**1967 Plymouth GTX owned by Steve and Lisa Voss of East Bethel, MN**

The GTX arrived on the scene in 1967 and was marketed by Plymouth as a "Gentleman's" muscle car with stylish looks and loads of power. The distinguished look of this GTX convertible proves that luxury need not be sacrificed for performance.



**1967 Chevrolet Chevelle SS owned by Carl and Nancy Kapfer of Grimes, IA**

Chevrolet gave the Chevelle a facelift in 1967, which included additional chrome in the grille, more vertical front fenders, cleaner integrated hood accents, and taillights that wrapped around to the fenders. Performance was balanced with additional safety and improvements to the suspension to enhance the driving experience.



**1969 Chevrolet Chevelle SS owned by Todd Aarhus of Ankeny, IA**

1969 Chevilles were billed as "America's most popular mid-size car", saw minor changes over the previous year. Notably, the side marker lights were made smaller, and the vent window in the door was removed for a cleaner look. The SS 396 also became an optional package for the model year.



**1970 Dodge Challenger RT owned by David and Cathey Barth of Robins, IA**

Introduced in 1970, the Challenger was designed to compete against the Mercury Cougar and the Pontiac Firebird. This is a highly optioned example with air conditioning, power windows, AM/FM radio, 6-way manual driver's seat, rim blow wood steering wheel, and rear window defogger.

**1970 Plymouth Barracuda Gran Coupe owned by William and Cheryl Cox of Ottumwa, IA**

This original, one-owner, unrestored vehicle was ordered on November 19, 1969, and now has just over 46,000 miles on the odometer. Fully redesigned for 1970, the Barracuda was built on the same platform as the Challenger, although no exterior sheet metal is shared between the cars.

**1972 Oldsmobile W30 442 owned by Michael Coleman of Ankeny, IA**

Although muscle cars began to lose popularity in 1972, the 442 still provided the performance that the era became known for. This W30 package included an X-code engine producing 300 hp, special TH400 transmission, PosiTraction, factory aluminum intake, W-25 forced air induction hood, and Hurst dual gate shifter.





## 2023 Exotics Class

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**1st**  
**1969 Marcos GT 3L owned by Mark and Penny Doubet of Mount Vernon, IA**

The name Marcos is a combination of the surnames of Frank Costin and Jem Marsh, the two people who started it all. This fiberglass-bodied example is mounted on a chassis built of spruce and marine plywood. It is one of approximately 115 made and is said to have been shortly owned by singer Edwin Starr.



**2nd**  
**2006 Ford GT owned by Chip and Maria Wittern of West Des Moines, IA**

Though Ford produced a remarkable machine, Chip has added a full stainless race exhaust, stainless headers, custom tunes and a pulley kit to push the car's factory 550hp 5.4L engine to just over 600hp. This example is 1 of 348 red cars produced in 2006 and will remain a constant in Chip's collection.



**3rd**  
**2022 Porsche GT3 owned by Nehru and Karisa Cheddie of Ankeny, IA**

This GT3 boasts a naturally aspirated 4.0-liter flat-six that makes 502 horsepower derived from a Porsche Cup car allowing it to surge from 0 to 60 in around 3.2 seconds. The GT3 is certainly a track car for the road.



**1973 Detomaso Pantera-L owned by Stanley Burrell and Opie Burrell of Lacona, IA**

The Pantera was a collaboration between Ford and the Italian firm of Detomaso. Introduced in 1971 and sold in America through Lincoln-Mercury dealers, it is considered one of the first super cars based on Italian design and Ford power.



**1983 Ferrari 308 GTS Quattrovalvole owned by Mathias and Antoinette Mueller of Waukee, IA**

The 308 GTS was produced from 1975 until 1985. It succeeded the Dino 246 GTS and preceded the 328 GTS. Designed by Pininfarina's Leonardo Fioravanti, its steel body is mounted on a tubular steel chassis. The 308 was featured prominently in the series Magnum, P.I. in which Thomas Magnum (Tom Selleck) drove the car around Oahu on his investigations.



**2006 Ferrari F430 owned by Blake Hanke of Clive, IA**

The F430 was the first Ferrari built in truly significant numbers and brought Enzo Ferrari's design to a larger customer base. The heart of the beast was its new F136 engine with an output of 483 hp.



**2013 Ferrari 458 Italia owned by Chris Burgeson of Des Moines, IA**

This 562 hp car was designed for owners whose priority was on-road performance with occasional track-day capability, but who still demanded a car that was 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. Modifications include HRE custom wheels and a full Capristo exhaust.



**2022 Porsche 718 Spyder owned by Ben and Belinda Nordman of Van Meter, IA**

The Spyder is a lightweight and agile, high-performance, mid-engine, rear wheel drive sports car with adjustable track-tuned adaptive sport suspension, mechanical limited-slip differential, and razor-sharp handling. Its 414 horsepower, six-cylinder, naturally aspirated engine offers 317 lb-ft of torque and a top speed of 186 mph. Its 8000-rpm redline delivers a 0-to-60 time of 3.7 seconds.

## 2023 Motorcycle Class

1st



**1978 Rickman Honda CR750 owned by Edward and Tiffin Kunath of Waterloo, IA**

Rickman Brothers was a British manufacturer of motorcycles and frame kits from 1960-1975. For the CR750, Rickman combined a Honda CB750 engine with the superior handling of British bikes. On this time capsule, all finishes and parts are original including the nickel-plated frame made of hand-brazed Reynolds 531, Borrani rims, Rickman forks, and Dunlop Roadmaster tires.

2nd



**1955 Nimbus Type C owned by Russ Bees of Indianola, IA**

The Nimbus first appeared in 1919 as the result of diversification by the Danish vacuum cleaner manufacturer, Fisker & Nielsen. Unusually, only inline 4-cylinder models were built. These were of advanced design during the 1930s, using a telescopic front fork, single-plate clutch, 3-speed gearbox, and shaft final drive.

3rd



**1969 Triumph TR6R Tiger owned by Bob and Lisa Jones of Boone, IA**

The Tiger is the single carburetor version of the famed twin-carb Bonneville. Although it's officially a Tiger, its larger capacity fuel tank was swapped for the smaller "Slimline" tank of the off-road Trophy when originally purchased. The original 6CA ignition, Amal Concentric carburetor and complete exhaust system are still in use. Unrestored and sporting its original paint, this bike was purchased from the original owner's family in 2021.



**1929 BMW R62 owned by Steven and Lulu Rowe of Norwalk, IA**

Introduced in 1928, the R62 was BMW's first 750CC touring motorcycle, and it laid the foundation for all big-touring BMWs to come. It used the last generation of bent-tube, all-welded frames known as "flat tankers". This is an unrestored 2-owner example.



**1933 Morgan Super Sports Three Wheeler owned by Rick, Rob, Randy Anderson of Urbandale, IA**

The Morgan 3-Wheeler was designed to reduce the taxation of owning an automobile in England during the 1930's. This example was the epitome of the Morgan 3-Wheelers: Super Sports Beetle Back with a J.A.P. water-cooled engine. Much of its history has been researched and was discovered that many of its accessories were manufactured from a salvaged B-24 Liberator.



**1939 Indian Sport Scout owned by Walter and Nancy Reed of Des Moines, IA**

Built from 1934 to 1941, the Sport Scout featured a light frame, girder forks, improved carburation, and alloy cylinder heads. This bike was bought as a rolling basket case in 1973 with no bodywork and its engine was disassembled. Parts were purchased mostly at Davenport swap meets.



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

Immediately after World War II, the Indian Motorcycle Company manufactured only the Indian Chief. With its 3-speed foot clutch, jockey shifter, and skirted rear fender paired with its springer front-end, Indian's magnificent styling was iconic for the era.



**1953 Triumph TR5 Trophy owned by John Caffrey of Boone, IA**

The TR5 Trophy is a rare Triumph competition model from the early 1950s. Its light weight and high power made it an ideal machine for US desert racing, and the versatile Trophy proved to be a capable street bike as well.



**1955 Triumph Tiger Cub owned by Sean Sweeney of Des Moines, IA**

This single-cylinder 200CC thumper, also affectionately known as the "Baby Bonnie" due to its styling cues from the Bonneville, was derived from the smaller 150CC Terrier. This bike was restored recently by Bill Riemenschneider of the Hawkeye Hill Climbers, featured in the movie, On Any Sunday.

## 2023 Motorcycle Class (continued)



**1966 Triumph T120R Bonneville owned by Bob Jones of Boone, IA**

Prior to the current owner's purchase in 2022, this bike was last registered for road use in Nebraska in the 1970s. This unrestored bike retains its original paint, 4CA ignition system, Amal Monobloc carburetors and air cleaner. Only the tires, battery and Motoplas seat cover and foam were replaced. The bike is ridden weekly and enjoyed daily.



**1967 Ducati Monza owned by Curtis Leaverton of Urbandale, IA**

The Monza was the touring version of Ducati's first 250CC road bike. Ducati singles from the 1960's are considered to be some of the most beautiful and best handling motorcycles ever made.



**1968 Suzuki T500 Cobra owned by Sean Sweeney of Des Moines, IA**

The Suzuki Cobra was called "the bike that couldn't be built." It ran flawlessly, did not foul plugs, and won the quarter-mile title in 1968. After Ford Motor Company sued Suzuki for infringing on its Mustang Cobra trademark, Suzuki change the name to the Titan. This example wears its original Ruby Red paint.



**1969 Kawasaki H1 500 Mach 3 owned by Sean Sweeney of Des Moines, IA**

Affectionately known as the "widow maker", it stole this crown from the Suzuki Cobra. This bike was rebuilt by the legendary Tony Nicosia, who was the factory race rider for Kawasaki in 1969. He replicated his winning bike, down to the engine porting and stinger exhaust. This was the last bike completed by Tony.



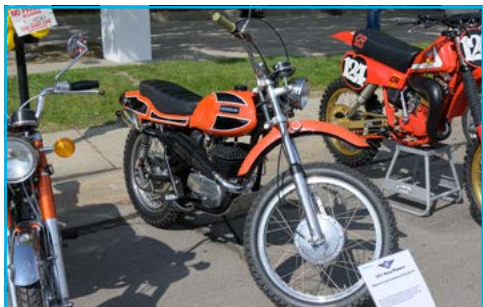
**1970 Triumph Trident T150 Trackmaster owned by John Caffrey of Boone, IA**

This bike, with a Trackmaster frame and powerful T150 engine, was raced by Gary Nixon in 1970 on the mile dirt track ovals of Sacramento CA and Springfield IL. It was also ridden by Gary in the documentary movie 'On Any Sunday'.



**1971 Ducati Silver Shotgun Desmo owned by Curtis Leaverton of Urbandale, IA**

Ducati built the Silver Shotgun for cafe runs. The engine used Ducati's unique desmodromic valvetrain. Special styling with silver metal fake paint, clip on handlebars, rear sets, and monopost seat make the Silver Shotgun one of the most desirable of all single-cylinder Ducatis.



**1971 Ossa Pioneer owned by Curtis Leaverton of Urbandale, IA**

The 1971 Ossa Pioneer was a Spanish-manufactured dirt bike, with the Pioneer being one of Ossa's most successful models. Over 4500 were produced and are considered among the best handling off-road motorcycles of the early 1970s.



**1971 Honda CB175 owned by John Caffrey of Boone, IA**

The CB175 is a standard bike built from 1969 to 1973. Although not technologically noteworthy, Honda's small twins of the 1960's and 1970's were among their best sellers. This is a restored bike from the Ray LaMontagne collection.



**1977 Harley-Davidson Sportster XLCR 1000 owned by Sean Sweeney and Beau Pickering of Des Moines, IA**

This Harley-Davidson was a design of Willie Davidson himself. It was the first blackout design, as well as the first cafe racer by Harley-Davidson. Willie sold many of his designs, including this one, to Buell in order to buy back the company from AMF. This one was Willie's favorite design, and this bike has his signature.





**1978 Ossa 500 Twin owned by Curtis Leaverton of Urbandale, IA**

The Ossa 500 Twin was a special model utilizing the 500cc Yankee engine built for John Taylor. However, the Ossa application of this engine had the cylinders firing at 180 degrees unlike the Yankee. Ossa USA only imported two 500cc twins. This bike is one of those two imported in 1977.



**1980 Honda CR125R owned by Curtis Leaverton of Urbandale, IA**

The Honda CR125 "Elsinore" motocross motorcycles revolutionized the long suspension travel dirt bike industry when introduced in 1974. For 1980, the 125R got a plastic fuel tank and 21" front wheel.



**1989 Honda NSR 250 owned by Sean Sweeney of Des Moines, IA**

This is a competitive production race bike for the 250CC Class between the years of 1987-1999. These bikes were not allowed into the US until recently because of the stringent emission laws. This bike was imported from Japan.



**1985 Yamaha RZ350 owned by Paul Conte of Clive, IA**

The RZ350 was the most popular of the late road-going 2-stroke motorcycles. Modern, reliable and a pleasure to ride, it marked a stark departure from all previous 2-stroke street machines. This bike features period expansion chambers to uncork performance that is tremendous for a tiny 350CC machine, which will run with bikes having twice the displacement.



**2008 Aprilia SXV550 owned by Paul Conte of Clive, IA**

Aprilia entered the niche "supermoto" motorcycle market in 2007-2010 with the stunning V-twin SXV450 and SXV550. A barely-disguised race motor that made 70HP and required race machine maintenance, kept ownership limited and has led to few remaining running motorcycles today. Jail was just a twist of the throttle away in this mostly aluminum and titanium machine.



## 2023 Preservation Class

1st



**1973 Volkswagen Super Beetle Sedan owned by Tim McEntee of Waukee, IA**

This Super Beetle is a true unrestored car. A 1-owner car, it came with a factory sunroof and a 3-speed semi-automatic transmission. The Super Beetle was brought out in 1971. It was a little bigger than a regular Beetle, and had a new strut front suspension.

2nd



**1949 Chrysler Windsor owned by Shaun and Brenda De Bruin of Pella, IA**

This Windsor model was Chrysler's first post-war redesign, which they used until 1954. This car features a key starting setup rather than a key and pushbutton arrangement that was typically used on cars up to that point. The switch is also illuminated, an industry first.

3rd



**1953 Chevrolet 210 Sedan owned by Trevor Williams and Janie Earles of Des Moines, IA**

There were many changes in 1953 for Chevrolet. Previously known as the Deluxe, the 210 received a 1-piece curved windshield and a more rounded styling. One-piece quarter panels were standard, and power steering became a new option. They were introduced one month after the Korean Armistice, which dropped material restrictions in car production.



**1930 Cadillac Series 353 Sedan owned by David and Nancy Bromerich of Winona, MN**

Cadillac, as with all car manufacturers, was affected by the Great Depression. Being the flagship brand of General Motors helped them survive. The styling was highlighted by thick collar vertical radiators, rounded hoods, and clean flowing lines. In 1940, this car had 50,000 miles on it. Over 80 years later, it has just 56,000 miles.



**1935 Buick 46-C Convertible Coupe owned by Patrick Bannon of Des Moines, IA**

This model 46-C was introduced in 1935 to help sagging depression-era sales. It was the lowest price of any Buick convertible coupe. There were only 933 of these produced, with only a few known to be running today. This is an all original car, including the paint job.



**1942 Crosley Convertible Coupe owned by Duane and Phyllis Gorrell of Danville, IA**

Crosley manufactured home appliances until 1939, when the firm introduced tiny \$300 cars and trucks powered by Waukesha twin-cylinder 14 hp air-cooled engines. Crosley made only 1,029 vehicles in 1942 before production pivoted to military equipment during World War II. This is a truly original, unrestored example.



**1949 Plymouth Coupe owned by Larry Ferguson of Altoona, IA**

Plymouth was the last of the Big Three to bring out a redesigned exterior. It was their first change since 1940. Gone were the fat-fendered look, replaced by front fenders that were less obtrusive and better integrated into the body. The public liked the change, and bought 48% more than they did in 1948.



**1959 Chevrolet Corvette owned by Keith and Kay Acheson of West Des Moines, IA**

For 1959, the simulated louvers on the hood and silver streaks on the trunk were removed. Also, the seats were changed to make it easier to get in and out of the car. With 9,670 units produced, it was the biggest production year of the 50's Corvettes.



**1961 American Rambler Classic-Super owned by Steve and Anne Quick of Huxley, IA**

The car is a 1961 Rambler Classic Super painted in baked enamel Chatsworth Green. It is powered by an OHV inline 6-cylinder engine. This model has a pushbutton 3-speed Borg Warner automatic transmission. American Motors, which owned Rambler, was the third largest selling brand that year.



**1965 Chevrolet Corvette Stingray owned by Cole and Daisee Wittern of West Des Moines, IA**

The 1965 Corvette used a 1-piece underbody, which allowed for structural rigidity while still being lightweight and corrosion-resistant. With its 300HP 327CI V-8, this Corvette offered considerably more power than the original 1953 Blue Flame Six.



**1969 Oldsmobile Cutlass Convertible owned by Jerry and Melinda Collins of Clive, IA**

This is a 1-owner Cutlass S, which was purchased new in Des Moines. The dealership flew the 19-year-old owner to Detroit to watch it roll off the assembly line. Only 13,498 Oldsmobile convertibles were made in 1969, and this styling continued until 1972.



**1972 Jeep Commando owned by Christopher and Karen Knight of Hiawatha, IA**

Newly acquired from Kaiser, AMC focused on innovation in this unique Jeep. The Commando was billed as a 4-wheel drive luxury sports convertible. This Jeep offered lock out hubs, removable hardtop, factory air-conditioning, and AMC's 5 Liter V-8 engine. Produced until 1973, cancelled due to poor sales.



**1973 Mercedes Benz 450SL owned by Dale Simpson of River Falls, WI**

This 450SL has the rare factory color of red metallic with black leather. This was the first year of the 450SL and the last year with European bumpers. The R107 'SL' was in production from 1971 to 1989. Due to its weight, insiders at M-B referred to this SL as the "Panzerwagon"



## Star Car - ISU Solar Car

Eliana is the fifteenth competitive solar electric vehicle for the PrISum Solar Club at Iowa State University. Eliana has an infotainment system and can be charged from the wall or the sun. The car has competed in two summer races in 2021 and 2022 with a third race to happen next summer. The car was created over the span of three years and weighs approximately 1,200 lbs with a composite body of carbon fiber and fiberglass.



## 2023 Space Age Class



### 1st 1965 Chevrolet Corvair Monza Convertible owned by Brian and Robin Ische of Beloit, WI

The 1965 Corvair featured all-new styling with a dramatic look. This Monza convertible is equipped with its original 140-horsepower air-cooled six cylinder engine mounted in the rear, as well as a four-speed manual transmission. The interior features the convenience group of options, which includes AM radio and retractable seatbelts.

### 2nd 1959 Dodge Custom Royal Super D500 Convertible owned by Larry Swedal of Elk River, MN

The Custom Royal Super D500 was Dodge's top of the line model for 1959, showing off the most flamboyant styling of the era. This rare convertible example features a numbers-matching 383 with dual carburetors, as well as swiveling front seats and many extravagant details. Restoration was recently completed and it is shown here for the first time.

### 3rd 1963 Studebaker Avanti owned by James Cadwell of Oskaloosa, IA

Designed by a team led by Raymond Loewy, the Studebaker Avanti is a fiberglass-bodied luxury coupe that was only produced for two model years. This example features the supercharged 289 c.i. V8, which helped the Avanti set multiple speed records in 1963.



### 1961 Morris Minor Traveler owned by Jon Mathisrud of Mendota Heights, MN

The Morris Minor was a British economy car produced by Morris Motors beginning in 1948. The Traveller variant was introduced in 1952 and features a structural wood frame for the rear bodywork. This example has been with its current owner for over 25 years, who completed the restoration.

### 1961 Chrysler Imperial owned by Ann and Steve VonDielingen of Carroll, IA

The Imperial featured a newly styled appearance in 1961, with a striking luxurious presence that certainly captured the design spirit of the early 1960s. This model year had the largest tailfins ever to appear on the Chrysler-built car, as well as a 413 cubic inch powerplant.

### 1962 Volkswagen Type 1 Sunroof owned by Nancy and Dick Lornntson of Stillwater, MN

This VW Type 1, known informally as the "Beetle", features many updates that were introduced in 1961. Although the styling remained consistent, this era included an engine with increases in power and torque. This example features the rare sliding canvas sunroof option, and was originally purchased by the current owner's grandmother.



### 1963 Volkswagen Type 2 Double Cab owned by Dick and Nancy Lornntson of Stillwater, MN

The Type 2 Transporter Double Cab is a much more rare VW truck in the U.S. than the more popular van variant. It was the first mass produced "crew cab" work truck available in this market. The current owners have completely restored this award-winning example, and it features a 1500cc engine and 6V electrical system.

### 1963 Buick Skylark owned by Edward and Sherry Roach of Kellogg, IA

The 1963 Skylark featured new one-year-only exterior styling for Buick's compact car. It also has an aluminum 215 c.i. V8 engine with 200 horsepower, making the lightweight car relatively quick for its time. This example was purchased from the original owner by its current owner, who completed some necessary restoration.

### 1967 Lincoln Continental Convertible owned by Jon Cumpton of West Des Moines, IA

This luxurious convertible has been in the same family since 1974, and is a prime example of the final year the convertible sedan variant was available on the Continental. Lincoln exemplified the age of massive luxury automobiles with the late '60s Continental, and they remain popular today.



**1967 Lincoln Continental owned by Todd Magel of Clive, IA**

A striking example of large American luxury auto styling in the 1960s, this Lincoln is from the final year of four-door sedan convertible production. The '67 Continental featured a 462 cubic inch V8, as well as a number of new safety features and power options. The convertible top is fully retractable and has a glass rear window.



**1968 Mercury Cougar owned by Scott Dearing and Julie Seier of Des Moines, IA**

Introduced in 1967, the Cougar was based on Ford's Mustang but with a longer wheelbase and a combination of luxury and pony car styling. This example features a small-block V8 and is a mostly original survivor car with some minor restoration. Cougar was the first Lincoln-Mercury vehicle with hidden headlamps.



**1970 Chevrolet Chevelle Malibu owned by Vincent Berardi of Des Moines, IA**

The Chevelle Malibu featured new styling for 1970, introducing what would become one of the most popular incarnations of Chevrolet's mid-size sedan. This example is a one-owner car, and includes the original 350 c.i. engine and positraction rear axle, as well as some unusual options like rear window defroster and 8-track player.



**1971 Triumph TR6 owned by Tom O'Donnell of Ankeny, IA**

The TR6 was built by Triumph from 1969 to 1976, and features a 2.5 liter inline six engine and four-speed manual transmission. New body styling came from Karmann of Germany, though the cars were built in England. This particular example is still in the possession of its original owner, who bought it from a dealer in 1971.



## 2023 Riviera 60th Anniversary Class



**1967 Buick Riviera GS owned by Jeremy Wemark of Calmar, IA**  
 This 1967 Riviera represents Buick drag racing history, having been sponsored by Kenne-Bell Buick and raced by Fred Catlin until 1984. The current owner, Jeremy Wemark, restored the car from 2017-2021 using parts from 22 donor cars. Jim Bell authenticated and autographed this Riviera, "one of one" ever built.



**1965 Buick Riviera GS owned by Kendall and Lori Reed of West Des Moines, IA**  
 1965 was the last year for the first-generation Riviera and the only year GM used "clamshell" headlights.. This car is one of 3,354 equipped with the Gran Sport option, which included a larger engine with dual four-barrel carburetors, Positraction, and heavy-duty suspension. This car sat in a barn in northern Minnesota for 30 years before restoration was completed in 2017. This example is painted Burgundy Mist and features a black vinyl interior.



**1964 Buick Riviera owned by Al and Cheryl Schmidt of Mount Horeb, WI**  
 1964 was the second year for the first-generation Riviera and only 1.7% of them were painted Coral Mist. This Riviera, which features a deluxe white vinyl interior and is equipped with every factory option except rear defrost, underwent a numbers-matching, frame-off restoration in 2009.



**1963 Buick Riviera owned by Bill and Liz Mawbey of Stevens Point, WI**  
 1963 was the first year for the Buick Riviera. This example was built in Flint, Michigan during the last week of May 1963. It was number 34,027 of 40,000 cars built that year. The car with Artic White paint and white vinyl seats was purchased in 2014 by the current owner.





**1965 Buick Riviera owned by Gus Frics and Paul Frics of Omaha, NE**

This 1965 Riviera is painted Champaign Mist and is upholstered in Saddle vinyl. Factory options include iconic cathedral stacked hidden headlights and bumper-mounted taillights, air conditioning, power windows, power driver's seat and antenna, spinner hubcaps with vacuum trunk release and speed minder.



**1967 Buick Riviera owned by Kendall and Lori Reed of West Des Moines, IA**

For 1967, the Riviera received a larger displacement engine and significant performance improvement. Often called "the gentleman's muscle car," it was the pinnacle for luxury and style with power to outperform many muscle cars of the era. This two-owner car is numbers-matching and finished in triple black with hideaway headlights, vinyl top, air conditioning, and power seats, windows, brakes, and steering.



**1968 Buick Riviera GS owned by James and Pamela Vesely of Verona, WI**

This 1968 Riviera with GS (Gran Sport) option carries GM's HD suspension and Positraction. The GS option was applied to less than 11% (5,337 units) of the total Riviera production. This example is painted Olive Gold Metallic with a Buckskin interior. Other options include bucket seats with head restraints, air conditioning, full-length console, power seat, power windows, and chrome wheels.



**1970 Buick Riviera owned by Scott Draper of Marion, IA**

For 1970, the Riviera received a larger displacement engine. The odometer in this car has logged fewer than 50,000 miles and has had two owners. Unlike most Rivieras, the car does not have a vinyl top, as it was not yet a catalogued option. This car is painted Bamboo Cream and is fitted with a Saddle vinyl interior.



**1973 Buick Riviera owned by Dean and Vickie Stoltenberg of Walcott, IA**

This 1973 Riviera has logged fewer than 80,000 miles on the odometer. This car is painted Yellow Beige and still carries the factory original Saddle vinyl interior, which is a testament to the meticulous maintenance performed by the current owner.



**1973 Buick Riviera GS owned by Len Woelfel of Oswego, IL**

The 1973 Riviera featured classic "boat tail" rear window and trunk styling and front bumper guards. This example is painted Autumn Gold, carries a Sandalwood interior with 60/40 notchback front seats, and is one of only 3,933 equipped with the GS handling package.



## 2023 Corvette 70th Anniversary Class



**STAR CAR**

### 1963 Chevrolet Corvette Z06 owned by Steve & Sandy Garland of Des Moines, IA

Chevrolet limited 1963 Corvette Z06 production to 199 cars. This example was first sold at Bob Brown Chevrolet, in Des Moines. Steve Garland acquired the 'Vette in 1967, sold it, searched for it for many years, and repurchased it in 2012. He restored it with help from his brothers.



### 1967 Chevrolet Corvette owned by Jeromy Burgmaier of Creston, IA

This Triple Black L71 435 HP Corvette Roadster with power windows, power brakes, and side exhaust is an extremely rare example. Ken and Gary Naber of Houston, Texas, completed the restoration in 2017. Accolades include Bloomington Gold, NCRS Top Flight and Muscle Car, and Corvette National Gold and Triple Diamond awards.



### 1958 Chevrolet Corvette owned by Lynette and Alden Miles of Lakeville, MN

This 1958 Corvette was found after sitting for 35 years in a barn in southern Minnesota. After the current owners spent 7 years performing a frame-off restoration, the car has received the coveted National Corvette Restorers Society Top Flight and Duntov Mark of Excellence awards, Bloomington Gold, and the Muscle Car and Corvette Nationals Triple Diamond award.



### 1953 Chevrolet Corvette owned by Gene Peterson of Des Moines, IA

Chevrolet produced only 300 Corvettes in 1953, the introductory year. This is number 252. After a 15-year complete restoration, it returned home to its original assembly plant in Flint, Michigan in time to celebrate its 50th birthday in 2003. It is also a National Corvette Restorers Society Top Flight award winner.



### 1960 Chevrolet Corvette Convertible/Hardtop owned by D. Todd Duncan of Lincoln, NE

This Corvette is one of only 140 painted Cascade Green, a color offered only for 1960. Since undergoing a full restoration in the early 2000s, the car has earned National Corvette Restorers Society Top Flight and Duntov awards, Bloomington Gold, and the Muscle Car and Corvette Nationals Triple Diamond award.



### 1961 Chevrolet Corvette owned by Gary Neimanis of Dexter, IA

For the 1961 model year, the Corvette was completely restyled with 4 taillights, which became a standard on all future Corvettes. This example is equipped with a mechanical Rochester fuel injection system and is finished in classic Roman Red exterior and red interior. It has earned multiple National Corvette Restorers Society Top Flight Awards and is Bloomington Gold certified.



### 1962 Chevrolet Corvette owned by Richard and Linda Hurd of West Des Moines, IA

The last year of the C1 generation, this 1962 Corvette was optioned with the coveted Rochester Fuel Injection 327 engine, as well as both the soft convertible top and optional hardtop. The car recently has undergone a complete restoration.



### 1964 Chevrolet Corvette Convertible owned by Steve and Tracy Simbides of Marshalltown, IA

The original owners special-ordered this Corvette, sold it three years later to buy a more practical family car, and regretted the decision ever since. In October 2019, their daughter tracked down the car and had it fully restored without her parents' knowledge. In July 2020, they presented the Corvette to her mother and father.





**1966 Chevrolet Corvette Coupe owned by Mike McFarland of Lincoln, NE**

This 1966 Chevrolet Corvette Coupe is equipped with a L36 427 c.i. 390hp engine and 4-speed manual transmission. It was the first year the 427 c.i. engine became available. This Corvette was assembled on October 11, 1965 in St. Louis, Missouri and delivered to Lavery Chevrolet in Alliance, Ohio. The exterior is painted in Nassau Blue with bright blue vinyl interior. It has earned several National Corvette Restorer's Society (NCRS) Top Flight honors including a most recent National Top Flight award.



**1968 Chevrolet Corvette owned by Tim and Kathy Foster of Greenfield, IA**

Finished in Polar White, this 1968 Corvette represents the first year of the C3 generation, which ran from 1968-1982. For the 1968 year, an extensive exterior and interior redesign occurred, resulting in hidden vacuum-operated headlights and a lighting system using fiber optics to display lamps on a central console.



**1978 Chevrolet Corvette Pace Car owned by Bradley and Alice Hillhouse of Lincoln, NE**

1978 was the first time that a Corvette paced the Indianapolis 500. To commemorate the event, Chevrolet produced a limited number of official Pace Car replicas that were sold through dealers. Jim Clark of Clark Chevrolet in La Porte City, Iowa, ordered this example. It is a true time capsule with its original documentation and only 269 miles on the odometer.



**1993 Chevrolet Corvette owned by Gary and Ann Neimanis of Dexter, IA**

1993 marked the 40th Anniversary of the Corvette and the 4th (C4) generation. This example wears the Anniversary Ruby Red exterior and interior. Having logged only 14,575 miles, this C4 has earned the coveted Muscle Car and Corvette Nationals Triple Diamond award, the "trifecta of Corvette awards".



**2003 Chevrolet Corvette Convertible owned by Gerald (Jerry) and Kathleen (Kathy) Lukan of West Des Moines, IA**

The C5 Corvette was produced from 1997-2004 and was the last model to feature hidden headlights. This 2003 example wears emblems, wheels, and a particular shade of paint, top and interior that were exclusive to the Chevrolet C5 Corvette Golden (50th) Anniversary Edition.



**2013 Chevrolet Corvette 60th Anniversary owned by Troy Pearce of Des Moines, IA**

This 60th Anniversary 427 Convertible was a one-year-only model that combined the open-air exhilaration of the convertible with the brute force of the LS7 505hp engine found in the Z06. It was a unique convergence of performance and styling rarely found in the sports car world.



**2017 Chevrolet Corvette Z06 Convertible owned by William and Nanette Brittain of Urbandale, IA**

This completely stock, 1-owner vehicle was purchased from Tim Short Chevrolet in Winchester, Kentucky. It is one of only 7 cars equipped with the Z07 package with its 650 hp supercharged engine, interior 3LZ premium equipment group, calipers in dark red, 8-speed paddle shift automatic transmission, and chrome badge package.



**2023 Chevrolet Corvette Z06 - 70th Anniversary owned by Stephen Grubb of West Des Moines, IA**

This 2023 Corvette Z06 is one of a limited production run of 70th Anniversary cars. Combined with the largest displacement flat-plane crankshaft V8 ever in a production vehicle making 680hp, it's the quickest Corvette ever produced.



**2023 Chevrolet Corvette 70th Anniversary owned by Denny Luther of Waukee, IA**

In 2023, the Corvette Stingray 70th Anniversary Edition package featured distinct wheels with commemorative wheel center caps, two-tone Ceramic leather GT2 or competition sport seats, red stitching, red seat belts, suede microfiber seat inserts and steering wheel, red brake calipers, and a custom luggage set with red stitching and 70th Anniversary Edition logo.

## 2023 Nash Metropolitan 70th Anniversary Class



**STAR CAR**

**1954 Nash NKI Custom owned by Mark & Carole Grimsley of Ringgold, GA**  
Initially, the Metropolitan was called the NKI Custom, but the name was changed just two months before its public release. This Nash NKI Custom convertible in Caribbean Blue was built in February 1954 and wears its original NKI Custom nameplate. Restoration was completed in early 2020.



**1st**

**1960 Nash Metropolitan owned by Jim Marmon and Jim Marmon of Urbandale, IA**

This Nash Metropolitan 1500 Convertible Series IV was manufactured in January 1960 and finished in Berkshire Green and White. Restoration was underway when the current owner acquired the car and completed the work in 2017. Unlike many lower-priced cars of the era, this example carries a heater and AM radio.



**2nd**

**1961 Nash Metropolitan owned by John Riley and Jim Riley of Dubuque, IA**

Restoration of this Green and White 1960 Metropolitan 1500 Series IV was completed by the current owner. The manufacturer's suggested retail price for Series IV models was \$1,672.60 for the Hardtop and \$1,696.80 for the Convertible. Metropolitan placed second behind Volkswagen in sales of cars imported to the United States.



**3rd**

**1960 Nash Metropolitan owned by John Riley and Jim Riley of Dubuque, IA**

This 1960 Nash Metropolitan 1500 Series IV is finished in Mardi-Gras Red and Frost White. The Series IV, introduced in January 1959, featured an external trunk lid, one-piece rear window, and vent windows. Restored in 2002, this Met served as the prototype for the popular 1:18 scale model from Ertl.



**1954 Nash Metropolitan Convertible owned by Tom and Jennifer Allen of Altoona, IA**

When the current owner purchased this Series I Metropolitan, the engine was inoperable, the transmission was in the front seat, and rodents had destroyed the interior. During restoration, the 1200 cc engine was replaced with a 1489 cc unit. Series III side moldings were added to accommodate a two-tone color scheme.



**1955 Metropolitan Convertible owned by Brad Swiggart of Lincoln, NE**

Described as "a nice original #1-condition driver," this 1955 Metropolitan had just three owners in 70 years. The second owner restored the rust-free car and the current owner acquired it 20 years ago. Early Metropolitans are identified by their single-bar grilles and faux hood scoops.



**1960 Nash Metropolitan 561 Convertible owned by Timothy and Carolyn Clark of Council Bluffs, IA**

This Metropolitan 1500 wears a coat of lively orange and white paint and is fitted with matching interior fabric. The car was the final restoration completed by a renowned Metropolitan specialist before he retired. Metropolitan 1500s are identified by their mesh grilles, stainless steel side trim, and houndstooth upholstery.



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Rudi and his wife came to Iowa from Bosnia in 2000 after graduating from college. Rudi began working at Willis Auto Campus in 2012, where he learned the PPF installation process from Willis' founding PPF installer at the time. In February of 2021, Rudi pursued his "American dream" and opened Rudi's Protective Solutions, LLC in Urbandale, offering complete wraps, window tints, protective paint film (clear bras) and paint correction and ceramic coatings.

Rudi is the preferred film installer for many of Central Iowa's most prominent auto dealers, and as the word gets out, to many auto owners, especially those with luxury and exotic cars. Rudi's passion for excellence and his clients' complete satisfaction borders on fanatical. He fiercely stands behind his work.

For clear film paint protection, window tints and ceramic coatings, Rudi exclusively installs XPEL products. Widely regarded as the premier vinyl product, XPEL offers superior shine, durability and self-healing capability. For colored wraps, Rudi offers film products by 3M, Avery-Denison and Platinum Wrapping, Germany's highest-quality provider of color wrappings. Rudi is the only factory-certified installer in Iowa for Platinum Wrapping.

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\*Example shown as blue to demonstrate coverage. Actual product is clear.

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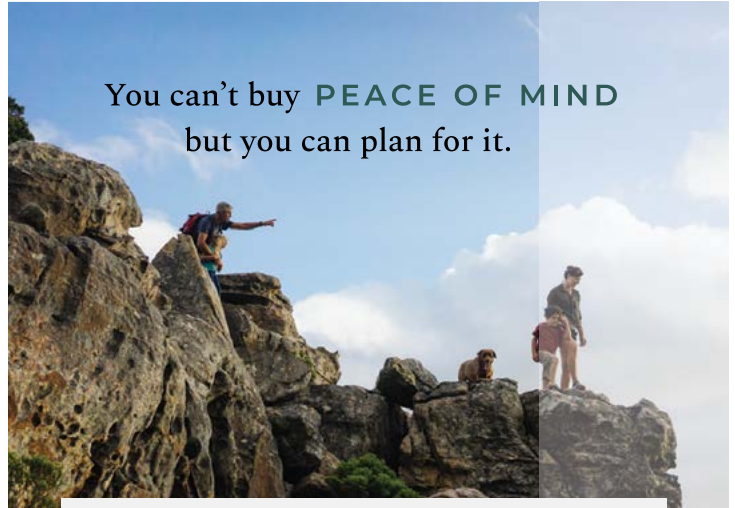
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