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2024 Des Moines Concours

A message from the Co-Chairs

The Iowa Automotive Heritage Foundation (IAHF) 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, as well as highlighting the social and economic benefits of our automotive heritage. The key event is the Des Moines Concours d'Elegance, held each year on the second Sunday in September surrounding the John and Mary Pappajohn Sculpture Park in the Western Gateway area of downtown Des Moines. Featuring brass era to modern exotics, this event also offers various car club displays, vendors and food trucks in a family-friendly venue.

In addition to presenting automobiles and motorcycles, the Des Moines Concours raises funds for Children's Cancer Connection of Iowa. This organization connects Iowa families affected by childhood cancer by providing opportunities that encourage relationships and strengthen community.

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

We especially thank **Prairie Meadows** for awarding us their Community Betterment Grant. Their belief in the Des Moines Concours, and what it brings to the community, is greatly appreciated.

Now in its twenty-fourth year, the 2024 Des Moines Concours d'Elegance is proud to present over 150 remarkable automobiles and motorcycles in 13 classes. **A list of our exhibitors, organized by class, starts on page 13, with Star Cars scattered throughout the show field.**

Dave Robbins & Steve Simpson, 2024 Des Moines Concours Co-Chairs

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Meet Rudi Muharemovic

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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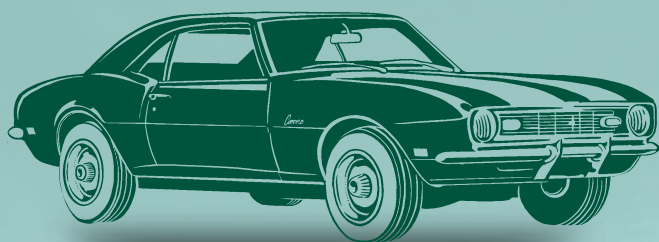
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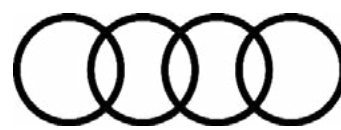


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2024 Des Moines Concours Exhibitors

The 2024 Des Moines Concours d'Elegance, held on September 8th, 2024, attracted a record-breaking turnout of an estimated crowd of 22,000 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 24th 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 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.

The Concours Committee thanks all of our exhibitors. The following pages will feature the 1st, 2nd, and 3rd place winners and Star Cars, in addition to every exhibitor at the Concours. We look forward to the 2025 Des Moines Concours which will be held on Sunday, September 7th. Exhibitor applications will open up in March.



2024 Best of Show

Congratulations to Jim and Lisa Hendrix of Chesterfield, MO for winning the 2024 Best of Show award for their 1935 SS Cars Limited SS One Airline Saloon. The Hendrix's not only won the Best of Show but also 1st Place in the Classic Class.



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 either the wall or the sun with a range of up to 350 miles at 35 mph. The car has competed in three summer races in 2021, 2022, and most recently in 2024, taking home 3rd place and the award for the fastest lap in the multi-occupant class. The car was created over the span of three years and weighs approximately 1,000 lbs with a composite body of carbon fiber and fiberglass.

2024 Children's Cancer Connection Award Winners



1969 Plymouth Road Runner owned by Randy Miller of Norwalk, IA



2019 McLaren 570S owned by Bryce Scott of Grimes, IA



1946 Ford Super Deluxe owned by Dean Archer of Ankeny, IA



2024 Classics Class

CLASSICS CLASS SPONSORED BY BERKLEY ONE



STAR CAR SPONSORED BY IOWA STATE BANK

STAR CAR

McPherson College's **1953 Mercedes-Benz 300S Cabriolet** secured 2nd place in the Postwar Luxury Class at the 72nd Pebble Beach Concours d'Elegance. This was the first time that a car restored by students landed a top three podium spot in any class at Pebble Beach.

1st



1935 SS Cars Limited SS One Airline Saloon owned by Jim and Lisa Hendrix of Chesterfield, MO

Built and purchased during the 25th Silver Jubilee Celebration of King George V, this Airline Saloon retains its original body, chassis, 2663 cc 6-cylinder engine, and dual RAG carburetors. Meticulous restoration includes its original special-order silver paint color and light blue leather upholstery. Of 624 Airlines produced, only 12 survive. The company changed its name to Jaguar in 1945.

2nd



1939 LaSalle 50 Series Coupe Convertible owned by Daniel Burkitt of Cornell, IL

General Motors introduced LaSalle in 1927 to fill the price gap between Buick and Cadillac. This example was built shortly before production ended the following year. Technical advances on this car include a functional vacuum-powered radio antenna and windshield washers. Of 1,020 Series 50 Coupe Convertibles produced, perhaps 25 remain.

3rd



1932 Auburn 8-160A owned by Jan and John Brewer of Davenport, IA

The first Auburn rolled from the Indiana factory in 1900. By 1932, the Auburn badge adorned only the finest automobiles. This Custom Rumble Seat Cabriolet features a 391 cu in V-12 Lycoming engine developing 160 hp. Advanced mechanicals include hydraulic brakes, adjustable valving shocks, and adjustable steering wheel and pedals.



1928 Packard 526 owned by Paul and Pam Friskopp of Valley, NE

The first Packard of 1899 was a tiny runabout, but as the company quickly earned a reputation for dependability, its products grew larger and more expensive. With a base price of \$2,285, the 133-inch-wheelbase Series 526 5-Passenger Sedan was an entry level model powered by an L-head, straight 6-cylinder engine.



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

Cadillac was organized in 1903 and was absorbed into General Motors in 1909. This elegant 5,000-pound touring car with folding rear windshield is powered by a 353 cu in V-8 engine and rolls on a 140-inch wheelbase. Of the 9 manufactured, this is the last known to remain.



1933 Packard Standard 8 Coupe owned by Russ Bees of Indianola, IA

Packard products combined industry-leading engineering and elegant appointments. Only 1,099 model 1002 Coupes were manufactured in 1933—most carried just two passengers, but the optional rumble seat doubled its capacity. The powerful 319 cu in inline 8-cylinder engine on a 127.5-inch wheelbase chassis produces 120 hp at 320 rpm.

2024 Classics Class - continued



1933 Packard 656 Super Eight Sedan owned by David Greenspon of West Des Moines, IA

Rolling on a wheelbase of 142 inches with vacuum-assist Bendix brakes, this 4,795-pound car carried five passengers in style. It was powered by a 385 cu in straight-eight engine that developed 120 hp at 3200 rpm. This car sold new for \$2,975, which would have purchased five new Fords.



1947 Cadillac 60 Special owned by Don Hanson of Rochester, MN

Every Cadillac was larger than life and this one was even bigger. Its 133-inch wheelbase is 4 inches longer than the standard 4-door, which allowed each door to be 2 inches wider. It is powered by a 346 cu in V-8 engine developing 150 hp at 3400 rpm.



1948 Chrysler Town & Country Convertible owned by Peter and Pam Hemken of West Des Moines, IA

Based upon the upscale New Yorker series, the Town & Country Convertible was hand-crafted by master woodworkers and was the most expensive Chrysler available. The 323.5 cu in inline eight "Spitfire" engine makes 135 hp at 3400 rpm. The car is easy to drive and can cruise comfortably at highway speeds.



FUN FACT

From the Iowa Automotive Heritage Foundation



1898 Adams-Farwell, of Dubuque

Between 1898 and 1913, the Adams Company, of Dubuque, manufactured 52 automobiles with such innovative features as fuel injection, supercharging, and automatic timing. Their cars were the world's first to be powered with either 3- or 5-cylinder air-cooled rotary engines mounted ahead of the rear axle on a vertical axis. Top speeds were close to 75 mph. The model shown here could be driven from the front seat or the rear. Adams-Farwell cars were priced much higher than most and production ended in 1913.





2024 Antiques Class

1st



1910 REO Model G Runabout owned by Thomas Shore of Stillwater, MN

The 1910 REO Model G Runabout, with a 10hp engine and 2-speed transmission, features right-hand drive, chain-drive to rear wheels, and brakes only on the rear. It lacks a magneto or generator. REO made 6,588 units, priced at \$495, with only 7 known survivors today.

2nd



1914 Willys Overland 79TE owned by David and Marlene Ellrich of George, IA

The 1914 Willys Overland 79TE features a 4-cylinder engine producing around 30 hp, with a 3-speed manual transmission. It has a top speed of approximately 45 mph and a 110-inch wheelbase. Known for its durability and innovative design, it was one of the early models incorporating electric starters and lights.

3rd



1911 Ford Model T Torpedo Runabout owned by John and Karen Goedeken of Palo, IA

The 1911 Torpedo and Open Runabout Roadsters were unique in the Model T series for their sporty design, with shorter running boards, longer fenders, and hood. Purchased in 1975, restored over 30 years, and completed in 2015, this car represents the transition to the 1912 model year.



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

This 1912 Maxwell "Messenger" roadster has a 16 hp two-cylinder gasoline-powered motor. It features acetylene brass headlamps, brass kerosene side lamps and taillight. The transmission featured two forward speeds and reverse. The red/black colors of this car are unusual but are as originally provided.



1914 Peugeot 153a owned by Keith Kuehn of Oakdale, MN

The 1914 Peugeot Model 153A Colonial Alpine Touring, produced until 1916, was popular with French Army officers in WWI. It has a 12 hp, four-cylinder engine. Production ceased to focus on the war effort. Only two remain, with this being the sole known running example.



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

This was the first year for Buick's 6-cylinder OHV engine and longer wheelbase, allowing for seven passengers. With a price of \$1,650, almost 3500 C-55 Touring cars were sold. Fewer than 10 are known to exist. Purchased in Minnesota by the owner's grandfather in 1991, he subsequently restored it. It has become a family heirloom.



1920 Hudson Super Six 4 Passenger Speedster owned by Victoria Knight of Hiawatha, IA

The 1920 Hudson Super Six Speedster, part of the Knight Permanent Collection, is a rare, sporty factory-built car known for its performance, featuring low cut suicide doors, leather interior, and a record-setting Super Six engine. Capable of modern interstate speeds, it continues to participate in tours and events.



1923 Ames 840 owned by Brady Mann of Roanoke, IL

The Ames Corporation, based in Owensboro, KY, made cars until 1915, then shifted to producing custom bodies for the Ford Model T. The 1923 Ames Model 840 "Road Coach" featured unique options and original parts. The company produced over 20,000 bodies before closing in 1925; this is the only known Model 840.



2024 Early Collectibles Class

1st



1941 DeSoto S-8 Business Coupe owned by Dean Bibler of Johnston, IA

The 1941 De Soto was advertised as "17 Feet of Sheer Beauty". New for 1941 were the one piece hood, large back window, two-tone faux wood grain instrument panel and garnish moldings, safety rims, and Simplimatic four-speed semi-automatic transmission. This particular model is believed to be one of only six to still exist, and was discovered in an abandoned garage in Tennessee. It has undergone a complete frame off restoration, with all work, including new faux wood grain interior trim, done by the owner.

2nd



1937 REO Speed Delivery pickup owned by Ronald Muecke of Ankeny, IA

The 1937 REO Speed Delivery Pickup featured a streamlined, Art Deco design with a distinctive rounded grille. It was powered by a 209 cu in, 6-cylinder flathead engine, delivering robust performance for its time. Experts suggest there are no more than about 20 of these trucks still in existence.

3rd



1929 DeSoto Model K owned by Fred and Renee Mehr of Cold Spring, MN

In August 1928, Chrysler Corporation created a new marque called DeSoto, which was placed in the corporate pricing hierarchy between the new entry-level Plymouth and the recently acquired Dodge. This 1929 DeSoto Model K is one of the earliest examples of the brand. Chrysler Corporation discontinued DeSoto in 1961.



1932 Chevrolet Roadster owned by Jose and Donna Medina of Ankeny, IA

The 1932 Chevrolet Roadster featured a sleek, aerodynamic design with a 207 cu in inline-six engine producing 60 hp. It had a three-speed manual transmission, and a lightweight body for agile handling. Known for its Art Deco styling and performance, it remains a prized collector's car from the early 1930s.



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

The 1933 Plymouth PD Rumble Seat Coupe featured a classic Art Deco design with a stylish rumble seat and streamlined body. It is powered by a 189.8 cu in inline-six engine producing around 77 hp. Plymouth's reliable performance reflects their advanced engineering in the 1930's.



1936 Graham 110 owned by Dwayne Carter of Johnston, IA

The 1936 Graham 110 was a distinctive full-sized sedan known for its streamlined grille and innovative design. It featured a 110 hp inline-six engine, a smooth ride with advanced suspension, and a stylish interior. Its unique design and performance made it a standout in the mid-1930s automotive market.



1937 Packard Six 4-Door Sedan owned by Mark and Paul Johnson of Des Moines, IA

The 1937 Packard Six was a luxury sedan known for its refined performance and elegance. It featured a 120 hp inline-six engine, a smooth ride with advanced suspension, and high-quality interior finishes. Its classic design and reliable engineering made it a symbol of mid-1930s American automotive sophistication.



1937 Chevrolet Master Sedan owned by Jason Martin of Des Moines, IA

The 1937 Chevrolet Master Sedan featured streamlined, Art Deco styling with a distinctive, rounded grille, integrated headlights, and smooth, flowing lines. Its design included a sloping hood, curved fenders, and a spacious, streamlined cabin. The sedan combined elegance with functional aerodynamics, reflecting the era's automotive design trends.





2024 Atomic Age Collectibles Class

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STAR CARS

1953 Maverick owned by Tom Chandler of Elkader, Iowa

The Maverick Sportster was one man's dream, rooted in his work as an aeronautical engineer. Sterling "Smoke" Gladwin envisioned a California-flavored boulevard sports car. His designs built on his love of pre-WWII automobiles with long, flowing lines and elegant details. He crafted fiberglass bodies, each hand-built in the Mountain View, CA factory. His first Maverick was built on a LaSalle chassis, and incorporated LaSalle, Cadillac and other mechanical, electrical and interior components. This 1953 Maverick was built on a 1953 Cadillac Series 62 chassis. The current owner painstakingly restored this car to its original condition. Only 7 Mavericks were built, and only 3 remain. Their appearance at any show is considered a rarity.



1957 BMW 502 owned by Paul & Jane Queck of Indianapolis, Indiana

The 502 model was nicknamed "Barockengel" or "Baroque Angel" due to its unique post-war styling with its sweeping body lines. With its light alloy 2.6L V-8 engine and sophisticated suspension, this car was raced across Europe and won the Gordon Bennett Race in Frankfurt. Restoration of this rare 1956 BMW 502 was completed in 2022, and has since won numerous awards in many prestigious shows.



1st

1950 Crosley CD Super Station Wagon owned by Randy and Becky Hall of Kentland, IN

This Crosley CD Super vehicle has been in the same family since 1956. The car remained in storage for 53 years before having a complete restoration in 2016. Every piece was removed and bagged; all body panels and parts were repaired or replaced with the manufacturer's original equipment. A numerous award winner!



2nd

1957 Ford Thunderbird owned by Coni Momoa of Norwalk, IA

This beautiful 1957 Ford Thunderbird's name is Bernadette. It was a birthday present from the owner's son. The owner is a proud lover of the 1955-57 "Baby Birds", the nickname for early T-Birds. The vehicle is equipped with a hardtop convertible with porthole windows and cork seals.



3rd

1956 Messerschmitt KR-200 owned by Steve and Geri Lenocho of Coralville, IA

German aircraft manufacturer Messerschmitt was temporarily banned from producing aircraft after World War II, so the company applied aircraft design elements in building tiny automobiles. Purchased in 2005 from Germany by the current owner, this restored 1956 Messerschmitt Convertible has won numerous best of show titles over the last 10 years.



1947 Chevrolet Fleetline 4-Door Sedan owned by Dennis Christianson of Ames, IA

The current owner purchased this 1947 Chevrolet Fleetline Sportmaster in 1968, when he was just 15 years old. This vehicle, with its 216 cu in 'stovebolt' 6, was the highest trim level of the Chevy 4-door sedans. The owner personally restored this vehicle over a 40-year period.



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

This Chrysler Business Coupe has one of the largest trunks ever offered in a production car. Beginning in 1939, Chrysler made use of plastics in their instrument panels and steering wheels as that was then an exotic material. The marbled yellow plastic in this car is in amazing original condition.



1949 Ford Coupe owned by John Johnston of Indianola, IA

This 1949 Ford Tudor Coupe comes equipped with a flathead V-8 engine, three speed transmission, fender skirts, sun visor and original chrome. The vehicle was found in a church basement where it sat for 30 years. The owners purchased the car in 1996, as they owned an identical car back in 1950.

2024 Atomic Age Collectibles Class - continued



1952 MG TD Roadster owned by Russell and Robin Vanderhoef of Indianola, IA

The 1952 MG TD was part of the post-war fascination with British sports cars. Left-hand drive, improved suspension, smaller tires, and optional heater rendered them perfect for overseas export markets. This TD is original, but sports a repaint, Connolly English Leather upholstery, wooden dash, new carpet and top.



1953 Ford Customline owned by Philip and Jody Kempe of Andover, MN

This 1953 Ford Customline is original stock and comes equipped with a flathead V-8 engine and a 3-speed transmission on the tree with overdrive. The car has been with the current owner's family since being purchased new in 1953 (currently with the third generation owner).



1953 Austin A40 Somerset owned by Robert Larson of Des Moines, IA

This Austin A40 Somerset was acquired by the current owner in 2009. The vehicle is equipped with an Austin 1.5 liter engine, auxiliary electric fan, external temperature gauge, and a new wiring harness from England. A restoration back to original specifications was completed in 2019, after which the car received numerous awards.



1955 Buick 56C owned by Russell Darr of Des Moines, IA

This 1955 Buick Super Convertible has been with the current owner since 1988. The vehicle is equipped with a 322 cu in Fireball V-8 engine, 4-barrel carburetor, power steering, power windows, power seats, redline speedometer, and jeweled electric clock. The vehicle only has 30,000 original miles.



1956 Cadillac Eldorado Seville owned by Steven 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, 4-speed "Hydromatic" transmission, "Dagmar" front bumper, "Autronic Eye" light dimmer, factory air, power windows and power seats. Less than 400 remain worldwide.



1956 Buick Special Series 40 owned by Jon Mathisrud of Mendota Heights, MN

This beautiful 1956 Buick Special Convertible was equipped with a 225 hp engine, capable of speeds over 100 mph. It was restored in 1998 and painted Tahiti Coral and Black as a tribute to the owner's father. The current owners purchased the car in California in 2003.



1957 Ford Fairlane Skyliner owned by Richard Harris of Ankeny, IA

The 1957 Ford Fairlane Skyliner (the first of 3 model years) was advertised as the "world's only hideaway hardtop - the miracle car of this generation". Many automotive experts said a retractable hardtop with 7 motors, 8 circuit breakers, 10 relays, 13 switches, and 610 feet of wiring was too complicated to mass produce. Ford proved otherwise.



1957 Chevrolet Cameo Carrier Pickup owned by Dean and Tag Lauterbach of Newton, IA

This 1957 Chevrolet Cameo Pickup underwent a complete restoration in the 1990s. The vehicle is equipped with a V-8 engine and Hydromatic transmission. Production of these fiberglass box-sided pickups was only 2,224 units in 1957. It is a crowd pleaser and multi-award winner.



2024 Space Age Collectibles Class

1st



1958 Edsel Citation Convertible owned by Jerry and Heidi Magayne of Eagle River, WI

The top of line Edsel in 1958 was a Citation Convertible with 930 built. The exterior is Gold Metallic with a Gold/White vinyl interior. A 410 cu in engine rated at 345 hp provides the power. This car has TeleTouch transmission controls in the steering wheel with an Auto Chassis Luber.

2nd



1960 DeSoto Adventurer owned by Greg Cunningham of Normal, IL

The restoration of this 1960 DeSoto Adventurer was finished in 2018 in the owner's garage. This DeSoto is painted Willow Green over Cypress Green. The engine is a 383 cu in engine rated at 305 hp with a push button transmission. This car has won several DeSoto and Mopar awards.

3rd



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

This 1964 Ford Galaxie XL 500 Fastback has recently been restored by the owner. The color is Samoan Coral with a white top. The 390 cu in engine is rated at 300 hp with a 4 Speed top-loader transmission.



1959 Chevrolet Impala 4-Door Hardtop owned by Selmer Syverson of Kenyon, MN

This 1959 Impala four door was the first year for the Slim Line design. The exterior color is Cameo Coral with a Grey Interior. The engine is a 348 cu in V8 Tri Power, 3-2 barrel carburetors, rated at 335 hp. The car has received awards from Antique Automobile Club of America and Vintage Chevrolet Club of America events.



1961 AMC Rambler Classic Super owned by Steve Quick of Huxley, IA

This 1961 AMC Rambler Classic Super is unrestored. The color is Chatsworth Green with Green Tropicana pattern, breathable vinyl. Power is supplied by a OHC 196 cu in in-line 6 cylinder engine rated at 127 hp. This car is unique, because the front seats will lay down with a special mattress.



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

In 1963 Ford created three concept cars called the Cayuse. The cars were based off the Ford Falcon. This Cayuse Convertible features a 170 cu in engine rated at 101 hp, with a Dagenham 4 speed transmission. Several of its components are unique to this vehicle.



1963 Sunbeam Alpine owned by Solomon and Amanda Wilharm of Marion, IA

This 1963 Sunbeam Alpine Series 3 Convertible was restored over 5 years by the owner and his father-in-law. The exterior color is Quartz Blue Metallic and the upholstery is Light Blue vinyl. Peppy performance is provided by a 1592 cc, 4-cylinder engine rated at 86 hp. Only 5,863 were built.



1964 Amphicar 770 owned by Keith Mathiowetz of Scandinavia, WI

This unique 1964 Amphicar Model 770 was designed to travel on land and in lakes. Its 1147 cc engine was rated at 43 hp The exterior is Lagoon Blue with a Yellow/White interior. The Hermes transmission allows the wheels and props to be operated independently and simultaneously. The front wheels act as rudders.



1965 AMC Marlin owned by Michael Shawn Ecklor of Haverhill, IA

AMC first offered the Marlin in 1965 for a total of 3 years. All Marlins featured a fastback roof line and were built in Kenosha, WI. This Red/Black example has an In-line 232 cu in 6-cylinder engine rated at 145 hp. with an Automatic Transmission.

2024 Space Age Collectibles Class - continued



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

This 1967 Corvette Convertible is the last year body design for the 2nd generation Corvette. This car is equipped with a RPO L79 high-performance 327 cu in engine rated at 350 hp coupled to a 4-speed transmission. In 1967 Goodwood Green was the most popular exterior color.



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

This 1969 Buick Electra 225 Custom Convertible is one of 8,294 built and is restored in its original colors of Crystal Blue, with White top and Blue vinyl interior. The 430 cu in engine is rated at 360 hp. This car has won awards from the Buick Club of America and the Antique Automobile Club of America in its Historical Preservation of Original Features class.



FUN FACT

From the Iowa Automotive Heritage Foundation

The New
ZIP
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\$395



Power, Performance and
Permanence are all built
into this wonderful little
car.

1914 Zip, of Davenport

In 1913, automotive advertising men Ross Phelps and Frank Skinner envisioned a bright future for small cars. With financial backing from the president of the Iowa State Automobile Association, Davenport engineer Harry Huebottler transformed their crude sketch into a running twin-cylinder air-cooled prototype during the summer of 1913. After tests were completed, the car was upgraded with a 4-cylinder, water-cooled engine. Zip bodies, fenders, hoods, and radiators were manufactured in a three-story building about a mile from the five-story factory in Davenport. The first significant order for 500 units came from A.D. Bothne, a well-known dealer among automobilists in and around Des Moines. However, the motoring public felt the tiny Zip was unsafe and production rapidly declined from a peak of six cars per day. Manufacturing ceased in November 1914 after fewer than 125 cars were built.



2024 American Muscle Cars Class

1st



1969 Dodge Charger Daytona owned by Richard and Katrina Fleener of Murfreesboro, TN

Dodge produced 503 Daytonas in 1969 per NASCAR rules to be able to use the cars for racing. This Daytona ended up in Germany where the car earned the title as the "Nuremberg Daytona". It's the first American car to join the Nuremberg "Autobahn 250" club, averaging 250 kilometers per hour for a 45 kilometer stretch of the Autobahn.

2nd



1970 Chevrolet LS6 Chevelle owned by Michael Bacino of Des Moines, IA

King of the streets in 1970, the LS6 Chevelle boasted a monstrous 454 V8 with a Holley carb, pumping out 450 hp. Backed by the HD 4 Speed "Rock Crusher" this car was made for the drag strip right off the show room floor. Approximately 3,300 of these cars were produced.

3rd



1966 Oldsmobile 442 owned by Steve Whitaker of Ankeny, IA

In 1966, the Oldsmobile 442 offered muscle with a touch of class. The 400 V8 has a tri-carb setup and backed by a Hurst 4-speed shifter and heavy-duty suspension for sharp handling. Standout looks included a unique grille and sporty interior with bucket seats.



1967 Dodge Coronet R/T owned by Scott and Krista Andreas of Alleman, IA

There were 1,200 Coronet R/Ts produced in 1967, 700 came with the new 440 Magnum V8. Equally at home on the road as well as the racetrack, this nearly all original Coronet came with nearly every option, including power windows, front and rear speakers, and air conditioning.



1967 Pontiac GTO owned by Dave and Wendy Claman of Pella, IA

1967's GTO marked a turning point. The base engine grew to a 400 ci V8, with a tire-shredding Ram Air option for power hungry drivers. Subtle design tweaks kept it stylish, and a luxurious interior offered comfort. It was a powerful and sophisticated muscle car.



1968 Ford Shelby GT350 owned by Robert Richards of Clear Lake, IA

The 1968 Shelby GT350 offered a mix of classic muscle and newfound comfort. This GT350 features a Paxton supercharger that was an over-the-counter option. Adding over 100 hp to the 302 engine, the supercharger transforms the GT350 into a tire-shredding legend.



1969 Mercury Cougar Eliminator owned by Rod Devries of Ankeny, IA

The 1969 Cougar Eliminator is a high-performance variant of the first-generation Cougar, designed to compete with the likes of the Mustang GT and Camaro SS. With the concealed headlights, functional hood scoop and rear spoiler, the styling provided an aggressive appearance while driving down the road.



1969 Ford Shelby GT350 owned by Rayneal and Diane McKim of Altoona, IA

The 1969 Shelby GT350 is a Mustang on steroids. The new 351 Windsor V8 bumped up the performance. The interior included a factory roll bar with shoulder harnesses. The exterior included fiberglass body parts to keep the car light, and multiple functional air ducts to provide cool air to the engine and brakes.



1969 Plymouth Roadrunner owned by Randy Miller of Norwalk, IA

The 1969 Roadrunner is a legendary muscle car known for its affordability, power, and cartoon character namesake. The 383 V8 featured a whopping 425 lb-ft of torque with boosted performance due to the N96 Air Grabber hood. This is a numbers matching car with only 6,250 miles on the odometer.

2024 American Muscle Cars Class - continued



1970 AMC Javelin SST Mark Donhue Edition owned by Gary Simek of Long Prairie, MN

Stand out in a 1970 AMC Javelin SST! This sporty coupe offered a unique blend of style and performance. Under Sports Car Club of America rules, AMC produced 2,500 Javelins with the Mark Donhue spoiler. The SST package included the 390 four-barrel V8, dual exhausts, wood grained dashboard, center console and bucket seats.



1970 Dodge Challenger T/A owned by Brittany Vaughn of Collins, IA

Sports Car Club of America Trans Am racing rules required manufacturers competing in the racing events to have production models of the cars. This 1970 Dodge Challenger T/A is one of 2,399 produced. The cars featured a 340 six-pack engine, heavy-duty suspension, functional hood scoop, larger rear tires and dual exhaust with megaphone tips.



1970 Dodge Super Bee owned by Steve and Ann VonDielingen of Carroll, IA

In 1970 the Super Bee featured a very identifiable twin loop front bumper for the first time. This Super Bee was optioned with twin scoop ram air, along with rally dash gauges, tick-tock, tac, AM/8 track player, Hurst pistol grip shifter, A833 4 speed transmission, and gull wing spoiler.



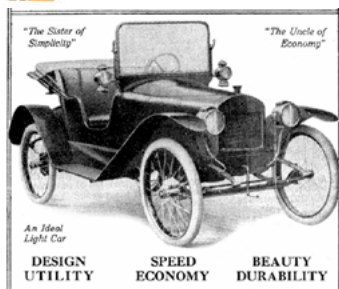
1972 Plymouth Cuda owned by Robert Deviney of Des Moines, IA

The 1972 Cuda is a muscle car menace. It sports a mean "shark tooth" grille and a power bulge hood. This is the second owner, all original model with 43,000 miles. The interior prioritized functionality over luxury, creating a thrilling driver-focused car that captured the essence of the muscle car era.



FUN FACT

From the Iowa Automotive Heritage Foundation



1915 Galloway Joyland, of Waterloo

The Galloway Joyland Light Car, from the William Galloway Company of Waterloo, was introduced to Iowans in May 1915. It was powered by a 12-hp, 4-cylinder Briscoe-Freres water-cooled engine with shaft drive and sliding gear transmission. The 750 lb. runabout rolled on a 90-inch wheelbase and 44-inch tread, and was fully equipped with headlamps, cowl lamps and folding top. Priced at just \$289, the Joyland was among the most affordable of all American cars. But the market for miniature automobiles that emerged in 1913 had already disappeared. Unsold Joyland cars languished with William Galloway well into 1917, despite his attempts to sell them at nearly giveaway prices.





2024 Exotics Class

SPONSORED BY KRAUSE GROUP

1st



The Superformance GT40 MKII owned by Rusty Green of Grimes, IA

The Superformance GT40 Mk II, a faithful continuation, recreates the iconic car that beat Ferrari and swept the podium at Le Mans in 1966. Engineered for authenticity, it legally bears the "GT40" name, carries the GT40/P chassis number, and qualifies for the official GT40 registry. Built to exacting standards, over two-thirds of its parts are interchangeable with the original, including the monocoque chassis.

2nd



1998 Ferrari F550 Maranello owned by Michael Lauterbach of Newton, IA

The 1998 Ferrari F550 Maranello is a grand tourer celebrated for its blend of luxury and performance. Powered by a 5.5-liter V12 engine producing 485 hp, it reaches 0 to 60 mph in just 4.2 seconds. The F550 features a six-speed manual transmission and rear-wheel drive, offering an exhilarating driving experience. Its elegant design, with smooth curves and a classic Ferrari grille, emphasizes both aerodynamics and style. The F550 Maranello remains a symbol of Ferrari's engineering prowess and sophistication.

3rd



2015 Ariel Atom 3 owned by Johnny Black of Runnells, IA

The 2015 Ariel Atom is a lightweight, high-performance sports car renowned for its minimalist design and exceptional handling. Powered by a 2.0-liter supercharged engine, it delivers around 310 hp, and a 0-60 time of 2.9 seconds.



1972 TVR 2500M owned by Stephen Myers of Ames, IA

The 1972 TVR 2500M is a British sports car known for its lightweight construction and agile handling. It features a 2.5-liter inline-six engine sourced from Triumph, producing around 105 hp. This model is celebrated for its fiberglass body and tubular steel frame, contributing to its low weight and impressive performance. The 2500M's distinctive design and driver-focused interior make it a favorite among enthusiasts. Its combination of classic styling and spirited driving dynamics highlights TVR's commitment to crafting unique sports cars.



2019 McLaren 570S owned by Bryce Scott of Grimes, IA

The 2019 McLaren 570S is a high-performance sports car that blends cutting-edge technology with British craftsmanship. Powered by a 3.8-liter twin-turbo V8 engine, it delivers 562 hp and accelerates from 0 to 60 mph in just 3.1 seconds. The 570S features a lightweight carbon-fiber chassis, providing agility and precision on the road. Its sleek, aerodynamic design is complemented by advanced aerodynamics, making it a standout in both style and performance among luxury sports cars.



2020 McLaren 720S Spider owned by Mark Goldner of Ankeny, IA

Behind the seats of the McLaren 720S Spider, sits McLaren's proprietary 4.0-liter twin-turbocharged V8, which in the 720S makes 710 hp and 568 pound-feet of torque. The Spider can get from 0-60 mph in 2.8 seconds. The Spider can reach a top speed of 202.



2023 Cadillac CT5-V Blackwing owned by Jason Bryan of West Des Moines, IA

The 2023 Cadillac CT5-V Blackwing is a high-performance luxury sedan that combines sleek design with raw power. It features a supercharged 6.2-liter V8 engine producing 668 hp and 659 lb-ft of torque, making it one of the most powerful Cadillacs ever. Paired with a 6-speed manual or 10-speed automatic transmission, it offers thrilling acceleration and precise handling. Inside, the Blackwing boasts premium materials, advanced technology, and driver-focused amenities, making it a true performance luxury vehicle.



2024 Chevrolet Corvette Z06/Z07 owned by Paul Conte of Clive, IA

The 2024 Chevy Corvette Z07 is a high-performance variant of the iconic American sports car, designed for track enthusiasts. It features a 5.5-liter V8 engine, delivering over 670 hp, and boasts advanced aerodynamics for enhanced downforce. Equipped with carbon-ceramic brakes, a performance suspension, and Michelin Pilot Sport Cup 2 tires, the Z07 ensures superior handling and braking. The interior combines luxury and technology, with features like a digital cockpit and premium materials, making the Z07 a true blend of power and refinement.



2024 Preservation Class

1st



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

The 1970 Plymouth Barracuda, a classic American muscle car, boasted aggressive styling, powerful V8 engine options, and high performance. It featured iconic design elements like a split grille and distinctive taillights, making it a standout in the muscle car era. This example is a one owner vehicle.

2nd



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

The 1949 Chrysler Windsor C45 was a stylish post-war sedan known for its robust construction, smooth ride, and reliable performance. It featured a 116 hp inline-six engine, Fluid Drive transmission, and a spacious, comfortable interior, making it a popular choice for families and a symbol of Chrysler's quality craftsmanship.

3rd



1931 Chrysler Sport Coupe owned by Steve Hemken of Alden, IA

The 1931 Chrysler Sport Coupe features a 217.8 cu in L-head 6-cylinder engine and original wooden spoke wheels, deviating from standard wire wheels. Priced at \$885, 5,327 were produced. It includes a rumble seat, trunk rack, and unique features like a windshield crank and "golf bag door." It holds Historical Preservation of Original Features status with the Antique Automobile Club of America.



1948 Dodge Custom owned by Jim Tasler of Altoona, IA

The 1948 Dodge Custom featured a 230 cu in, flathead inline six-cylinder engine, producing 102 hp. It featured semi-elliptic leaf springs for suspension, and hydraulic drum brakes. Renowned for its durability, it became popular among families and businesses alike, marking a significant model in Dodge's lineup during the late 1940s.



1955 Chevrolet Bel Air owned by Leon Courtney of Ottumwa, IA

The 1955 Chevrolet Bel Air is an iconic American classic, celebrated for its sleek design and chrome accents. It features a 265 cu in V8 engine, offering improved performance and power. With its distinctive "batwing" rear fenders and stylish interior, the 1955 Bel Air epitomizes 1950s automotive innovation and flair.



1966 Ford Mustang owned by Debbie and Steve Simpson of West Des Moines, IA

Purchased in 1965, this car was driven until 1973 when the owner was injured and could no longer drive. The car was sold to the current owners in 2023 with original sticker, owner's manual and dealer emblem. The owner had been searching for a 60s Candy Apple Red Mustang for most of her life.



1968 Ford Torino GT Fastback owned by Margie and Rich Jameson of Ottumwa, IA

The 1968 Ford Torino GT Fastback is a powerful muscle car known for its sleek, aerodynamic design. Equipped with a 302 cu in V8 engine, it delivers robust performance. Its distinctive fastback roofline, aggressive styling, and sporty features make it a standout in late '60s American automotive design.



1971 Jeepster Commando Station Wagon owned by Patrick Shepard of West Des Moines, IA

This 1971 Jeepster Commando features a distinctive design with a seven-slot grille, 225 cu in V6 engine, four-wheel drive, and versatile off-road capability. Known for its ruggedness and practicality, it appealed to adventure enthusiasts and offered a blend of utility and classic Jeep styling.



1972 Buick Skylark Convertible owned by David and Carol Ann Baker of Kenyon, MN

The 1972 Buick Skylark Convertible came with a 350 cu in V8 engine producing 155 hp. It featured a three-speed automatic transmission, power steering, and front disc brakes. Designed for a smooth and comfortable ride, it combined classic style with moderate performance and handling for its time.

2024 Preservation Class - continued



1973 Volvo 1800ES owned by Doug Morrell of St. Louis, MO

The 1973 Volvo 1800 ES was a sporty, practical wagon with a distinctive fastback design. It featured a 2.0-liter inline-four, fuel injected engine producing 130 hp, a 4-speed manual transmission, and a spacious cargo area. It combined performance with everyday usability.



1975 Buick Century Free Spirit owned by Alan and Joy Oldfield of Center Point, IA

The 1975 Buick Century Free Spirit was a sporty, limited-edition model with distinctive trim and styling cues. It featured a 350 cu in V8 engine, offering 155 hp, paired with a three-speed automatic transmission. The Free Spirit package included unique decals and interior accents, highlighting its sporty and premium appeal.

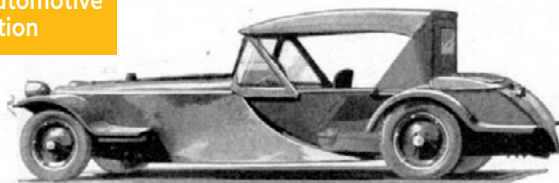


FUN FACT

From the Iowa Automotive Heritage Foundation

1928 Fellows Auto Boat, of Des Moines

T. H. Fellows and a group of associates built a 3200-lb. combination motor car and motor boat, which they said performed equally well on land (75 mph) and water (35 mph). A 70 hp engine provided the go-power. Buoyancy was obtained by eliminating the traditional frame and using what would later be known as unibody construction. Amphibious tests conducted in Gray's Lake were successful, and Fellows' financial backers envisioned a strong demand for the car-boat by tourists and residents living near lakes and streams. They were wrong. Only the prototype was built.



2024 American Station Wagon Class

1st



1958 DeSoto Fireflite Explorer owned by Randy Guyer of Minnetonka, MN

This 1958 Fireflite Explorer is an extremely rare vehicle, produced by DeSoto as a nine passenger wagon in one of the later years of the marque's existence. A professional restoration shows off futuristic styling and features like dual antennas, green tinted sun visors and a Highway Hi-Fi record player.

2nd



1946 Ford Super Deluxe owned by Dean Archer of Ankeny, IA

The 1946 Super Deluxe "woody" wagon was a lightly refreshed version of Ford's prewar model, with minor styling changes and a new 239 cu in flathead V8. This beautifully restored example features mahogany exterior panels complemented by maple interior trim. These wagons were often utilized for hotel and business transportation.

3rd



1977 Ford Pinto Cruising Wagon owned by Dale and Barb Jacobson of Owatonna, MN

This 1977 Ford Pinto Cruising Wagon is a one-owner example, from the first year of production. Ford gave these wagons a "custom" look heavily informed by youth and van culture, featuring graphics unique to the model. These compact wagons were truly reflective of the times, maintaining good fuel economy while emphasizing visual elements



1947 Buick Super Estate Wagon owned by Frederick Eller of Des Moines, IA

Buick's Estate wagons were first produced in 1940, then paused during WWII. Famed designer Harley Earl contributed to the styling. A beautiful example of Buick's postwar production, this '47 Estate Wagon features custom wood bodywork from Hercules, as well as the Dynafash OHV straight eight cylinder engine.



1951 Buick Super Estate Wagon owned by Darlene Neighbour of Ankeny, IA

Buick's "woody" Estate wagons are great examples of postwar automotive styling, featuring custom solid wood body panels. This wagon features the Fireball straight eight and Dynaflo automatic transmission, and has been in the possession of its current owner for over 35 years, restored in the 1990s.



1953 Chevrolet 210 Handyman owned by Trevor Williams of Des Moines, IA

For 1953 Chevrolet introduced all-new styling and nomenclature, rebranding their mid-level trim as "210". This four-door Handyman wagon, purchased new in Des Moines, is an excellent example of the new look. The car features a 261-cubic inch six cylinder and three-speed transmission, as well as dealer-installed overdrive.



1959 Dodge Custom Sierra Spectator owned by Randy Guyer of Minnetonka, MN

This 1959 Dodge Custom Sierra Spectator wagon is one of 3,437 produced. It features the original "Ram-Fire" 361 V8, as well as power steering, fold down tailgate with power rear window, and a rear-facing "spectator" bench seat. This wagon is an excellent example of Dodge's mid-century design elements.



1979 Ford Pinto Cruising Wagon owned by Brad Noon of Grimes, IA

Ford produced the Pinto Cruising Wagon from 1977-80, influenced heavily by custom van culture of the 1970s. Side panels and porthole windows gave the compact wagon a strong visual presence, while maintaining the efficiency of the small car. This 1979 example is still in the family of its original owner.





2024 Motorcycle Class

1st



1951 Vincent Rapide owned by Everett and Lori Sticken of Pickering, MO

This 1951 Vincent Rapide was restored by the previous owner, and has had 3000 kilometers put on it since restoration. Modifications include an electric starter and 12V charging system. Vincents were the fastest motorcycles of their time. Rollie Free broke the Bonneville Flats land speed record in 1948 at 150.2 mph on a Vincent Black Lightning using his iconic "laying flat" riding position.

2nd



1957 BMW R69 owned by Brady Mann of Roanoke, IL

The classic 1957 BMW R69 had the versatility BMW was known for in the postwar period. Its 36.25 cu in two-cylinder boxer, four-stroke engine with shaft drive made the bike capable of long-range travel or touring for one or two riders – even three riders when equipped with the optional sidecar.

3rd



1971 Kawasaki F81M owned by Eric Lundstrom

The Kawasaki F81M "Green Streak" was a 250 cc, 2-stroke, off-road motorcycle manufactured by Kawasaki only for the production year of 1971 as part of the successful Kawasaki F-series, which began with the Kawasaki F4 238cc in 1969. The F81M featured raised fenders, an expansion chamber, and used a bean oil-fuel mixture.



1947 Harley-Davidson UL owned by Edward and Tiffin Kunath of Waterloo, IA

The original owner of this classic Harley was a WWII veteran who, upon his return from overseas, purchased the bike and a new car. A young farm couple purchased the bike several years later and rode with their kids in their "back 40". During the summer of 1991, the current owner discovered it perched on top of an oil drum in a barn, where it had languished since 1961. The motorcycle carries 19 period accessories; all but the battery and bags are original.



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

The 1948 Indian Chief epitomizes the adventurous spirit and rich heritage of American motorcycling in the late 1940s. Powered by a 74CI V-Twin engine, the Chief offered unmatched reliability and power, making it a favorite among motorcycle enthusiasts. Its iconic skirted fenders, teardrop fuel tank, and large headlamp contributed to its distinctive and stylish appearance.



1961 BSA Spitfire Scrambler A10S owned by David Elwell of Des Moines, IA

This refurbished 1961 BSA A10S Spitfire Scrambler is powered by a 646CC 4-stroke twin paired with a 4-speed transmission. It is finished in red with chrome accents and features Girling type shocks, AMAL monoblock carburetor and crossover straight-through exhaust pipes.



1965 Triumph T120R owned by Robert Jones of Boone, IA

This Triumph Bonneville T120R sports a 650 cc twin with two AMAL Monobloc carburetors. The bike had been properly stored away in the 1970s, then purchased from the original owner in 2023. The bike still wears its original paint and seat, along with the exhaust system, 6 volt electrical system and points ignition. Interesting are the 1960s aftermarket blue hand grips. The bike starts easily and is ridden regularly.



1965 Triumph TR6SR owned by Robert Jones of Boone, IA

This Triumph TR6SR sports a 650 cc twin with a single AMAL Monobloc carburetor. Other than an electronic ignition system and a later year tachometer drive, this bike remains original. It still wears its Robin Egg Blue coach lines, that compliment the Burnished Gold and Alaskan White paint scheme. It was recommissioned in just the past couple of years. The "service records" written on masking tape by a previous owner are on the underside of the seat pan. The bike presently has 11,000 miles.



1966 Montesa Impala 250 owned by Curtis Leaverton of Urbandale, IA

Montesa is a Spanish motorcycle manufacturer, which is still in business to this day. The Impala 250 was considered a sport machine with improved brakes and larger displacement motor over the 175 cc version. Well received by *Cycle World* at the time, it was a beautiful machine with sporty handling and no ill-quirks, which were common at the time

2024 Motorcycle Class - continued



1967 Ducati 250 Monday owned by Curtis Leaverton of Urbandale, IA

Although the 250 cc Monza was Ducati's baseline model, it was inspired by Franco Villa's 250F3 racer of the era. Its single-cylinder and lightweight design made it a sporty machine even as the base model.



1967 Triumph TT owned by Sean Sweeney of Des Moines, IA

The TT Special was sold from 1963 to 1967 as a high-performance stripped-down version of the T120 Bonneville, and was designed to race in the popular TT Steeplechase events held at many flat track circuits around the country. This 1967 Triumph TT Special has been restored in its original colors and stainless steel fenders.



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

The 1968 Suzuki T500, also known as the Cobra, was the fastest bike in the quarter mile that year, putting Suzuki on the map. Designed to compete with the bigger displacement British bikes of the era, the Cobra became known for its reliability and bulletproof engine.



1969 Triumph T150 Trident owned by David Elwell of Des Moines, IA

This 1969 Triumph T150T Trident is a first year example of the very exciting and successful 3-cylinder design from Meriden. Powered by a 740 cc air-cooled, 4-stroke triple, this gorgeous Trident is a wonderfully restored machine, including the shoe box fuel tank and Ray Gun mufflers.



1971 Ossa Stiletto 175 owned by Curtis Leaverton of Urbandale, IA

The Ossa 175 Stiletto was set up primarily for TT racing. Of Spanish origins, the 175 cc and larger 230 cc had the distinction of being good-looking scramblers with their fiberglass trim pieces, and polished engine crankcase.



1972 Yamaha R5 owned by Jay and Jeannette Leydens of Des Moines, IA

One of the most unusual motorcycles in the city, this RZ350 powered 1972 Yamaha RD350 was the brainchild of noted builder and fabricator/painter Jay Leydens. He set to establish the lighter weight of the earlier production RD350 with the much more powerful RZ350 engine and a unique dry clutch. Not for the faint of heart, nor wet or cold pavement.



1972 Rickman Triumph Metisse owned by Sean Sweeney of Des Moines, IA

This 1972 Rickman was a homologated bike with a 650 cc Triumph engine, and Reynolds chrome molybdenum frame. Ruggedly beautiful, agile and lightning quick, it still feels ready to race off road or on the street.



1973 Norton Commando owned by Paul and Gwen Conte of Clive, IA

This 1973 Norton Commando 850 has been restored, and features a belt-drive primary for smoothness, plus electronic ignition. AMAL Premier carburetors make for easy starting and provide smooth throttle response.



1973 Moto Guzzi Ambassador owned by Tim Wilson of West Des Moines, IA

The current owner's father purchased this bike new after serving in Vietnam. He sold it to a buddy in the 1980s and lost track of it until 2023, when he repurchased it for \$1 more than he sold it for. The bike presents as it was in 1980s -- stock, except for aftermarket pipes and air filters -- and has been to 49 states.

2024 Motorcycle Class - continued



1977 Ossa 500 Twin owned by Curtis Leaverton of Urbandale, IA

This is a completely original unrestored Ossa motorcycle. The engine was specially developed for John Taylor's Yankee 500 dirtbike. The engine was then repurposed for a road bike. Only two Ossa 500 cc road bikes were brought into the United States. This is one of the two.



1979 Honda CBX Super Sport owned by David Elwell of Des Moines, IA

This 1979 Honda CBX Super Sport was beautifully refurbished in Candy Glory Red paint with two tone pinstripes. It is fitted with a period Kiker exhaust system on the rebuilt 1047 cc DOHC inline-six, with chrome valve covers and 5-speed transmission.



1982 Honda CX500TC owned by Paul and Gwen Conte of Clive, IA

This is an original Honda Turbo motorcycle, which is the first mass produced turbocharged motorcycle. It was the first 2-cylinder, water-cooled motorcycle equipped with electronic fuel injection, computerized engine management, and turbocharging in a 2-cylinder water-cooled motorcycle.



1989 Yamaha TZ 250 W owned by Edward and Tiffin Kunath of Waterloo, IA

The Yamaha TZ 250 was a racing motorcycle with a water-cooled, 2-stroke, 250 cc engine. TZ 250s were redesigned to improve engine reliability over the previous generation bike. The former owner was a noted TZ specialist who campaigned this and other bikes across North America during the 70s and 80s, and eventually restored this bike.



2018 BMW 1200RT-P owned by Jason Bryan of West Des Moines, IA

This motorcycle is a retired California Highway Patrol (CHiP) bike, which is a police version of the R1200RT. The differences include the addition of stainless steel crash bars, saddleboxes, a radio box in place of the pillion seat, auxiliary battery, 100-watt siren speaker, and LED lighting pods.





2024 Porsche Class



1969 Porsche 911T owned by Chris Higgins, Polk City, IA

The 1969 Porsche 911 T features a 2.0-liter flat-six engine producing 110 hp at 5800 rpm and 116 lb-ft torque at 4200 rpm. It has a 5-speed manual transmission, rear-wheel drive, and weighs approximately 2,315 pounds. This model is part of the first generation (1964-1973) of the 911 series.



1977 Porsche 911S owned by Charles Duve of Urbandale, IA

The 1977 Porsche 911 features a 2.7L flat-six engine producing 150 hp, 5-speed manual transmission, rear-wheel drive, and a top speed of 137 mph. It has a torsion bar suspension, and boasts classic design elements from the first generation of the 911 series. This model comes from generation 3 (known as EF series) and was produced from 1973 thru 1977.



1981 Porsche 911SC owned by Frank and Julienne Krennrich of Ames, IA

Finished in Grand Prix White, its 3.0 liter 930 flat 6 engine produces 204 hp at 5,900 rpm, and 197 lb-ft of torque at 4,300 RPM. This 2,530 lb Porsche features mechanical steering, original Fuchs wheels, Pascha interior and fog lights. Window sticker price was ~ \$30,000 in 1981. This model comes from generation 4 (known as SC series) and was produced from 1978 thru 1983.



1986 Porsche 911 Carrera owned by Ken and Heather Watkins of Des Moines, IA

The 1986 Porsche 911 Carrera (3.2) is part of the G-series generation. It features a 3.2L flat-six engine producing 207 hp, a 5-speed manual transmission, rear-wheel drive, and a top speed of 152 mph. The car accelerates from 0-60 mph in 5.4 seconds.



1987 Porsche 911 Model 930S Slant Nose Coupe owned by Bob Eddy of Polk City, IA

Only 862 of these 2,776 lb 930s were produced between 1985 and 1988. Its air-cooled engine with 4-speed manual transmission produces 330 hp at 5,750 rpm and 318 lb-ft of torque and goes from 0-60 in 4.5 seconds. Features include four-wheel independent suspension and four-piston disc brake calipers.



1997 Porsche 933 Carrera owned by Kent Lehr of Waukee, IA

The 1997 Porsche 993 Carrera, part of the 993 generation (1994-1998), features a 3.6L flat-six engine producing 282 hp, rear-wheel drive, a 6-speed manual transmission, and a 0-60 mph time of 5.3 seconds. It includes multi-link rear suspension and was the last air-cooled 911 model.



2003 Porsche 991 Carrera Cabriolet owned by Herman Riva of Norwalk, IA

Finished in Midnight Blue, this 911 Carrera Cabriolet (Generation 5, known as the 996 series) features a 3.6 liter flat 6-cylinder engine producing 315 hp at 6,800 rpm and 273 lb.-ft of torque at 4,250 RPM. This car features 2 shifting modes: automatic or Tiptronic (steering wheel paddles).



2005 Porsche Carrera GT owned by Curtis Leaverton of Urbandale, IA

The 2005 Porsche Carrera GT features a 5.5-liter V10 engine producing 605 hp and 435 lb-ft of torque. It has a 6-speed manual transmission, a carbon-fiber monocoque chassis, and a top speed of 205 mph. The Carrera GT accelerates from 0-60 mph in 3.5 seconds. This model comes from the Special 996 generation GT series and was produced from 2004 thru 2006.



2005 Porsche 996 GT3 Cup owned by Roger and Georganne Williams of Glenwood, IA

This 2750 lb car was built to World Challenge specs. It is powered by a 3.8 liter flat 6 producing 440 hp. It is equipped with 6-speed GT2 manual transmission, AIM data logger, two AIM smarty cameras, cool suit system, air jacks, fuel cell, JRZ adjustable suspension, Schroth harness, and Sparco halo racing seat. It comes from the Special 996 generation PCA Cup race car.

2024 Porsche Class - continued



2008 Porsche GT2 owned by Tyler Van Weelden of Adel, IA

The 2008 Porsche 911 GT2 (997 generation) features a 3.6-liter twin-turbocharged flat-six engine producing 530 hp and 505 lb-ft of torque. It has a 6-speed manual transmission, rear-wheel drive, and achieves 0-60 mph in 3.6 seconds with a top speed of 204 mph.



2009 Porsche Carrera C4S Cabriolet owned by Terry and Cathy Lankford of Ames, IA

The 2009 Porsche Carrera C4S Cabriolet features a 3.8-liter flat-six engine generating 385 hp and 310 lb-ft of torque. It includes all-wheel drive, a 6-speed manual or 7-speed PDK transmission, and a top speed of 185 mph. It accelerates from 0-60 mph in 4.3 seconds. This model comes from generation 9 (known as 997 series) and was produced from 2005 through 2012.



2015 Porsche Targa 4S owned by Skip and Tracy Hammerman of Urbandale, IA

This model comes from generation 10 (known as 991 series) and was produced from 2013 through 2015. 3.8 liter 6-cylinder boxer engine producing 400 hp and 325 lb.-ft of torque. The PDK double clutch transmission with launch control results in 4.2 second 0-60 time, driving all four wheels.



2020 Porsche 992/911 owned by Jim and Heather Baker of West Des Moines, IA

Twin-turbocharged 3.0 liter flat-six engine producing 380 bhp and 339 lb-ft of torque at 6,500 rpm and an 8-speed PDK double clutch transmission enabling a 0 to 60 mph time of 3.4 seconds. Factory options on this car include Sport Exhaust and Sport Chrono packages. This model comes from generation 11 (known as 992 series) and was produced from 2016 through 2024.



2024 Porsche GT3RS owned by Jeremy Boysen of Adel, IA

The 2024 Porsche 911 GT3 RS (992 generation) boasts a 4.0 liter flat-six engine producing 518 hp, with a 0-60 mph time of 3.0 seconds. Features include advanced aerodynamics, a race-inspired suspension, and extensive use of lightweight materials, enhancing performance on both road and track. This model comes from the Special 992 generation GT-3 series and was produced from 2016 through 2024.



2024 Porsche 911 Dakar owned by Joseph Kelner of Chicago, IL

This off-road variant of the iconic 911 features a raised suspension, all-terrain tires, and reinforced bodywork, making it adept at handling rugged terrains. Powered by a twin-turbocharged 3.0-liter flat-six engine, it delivers impressive performance with around 443 hp. This model comes from the Special 965 generation Dakar series and was produced from 1984 through 2024.

FUN FACT

From the Iowa Automotive Heritage Foundation



1931 Littlemac, of Muscatine

In 1927, editors of The New York Times boldly proclaimed, "The next great fortune in this country in the automobile business will be made by the man who produces the best new type of small car." That man would be Herbert Thompson, honorable mayor of Muscatine and president of Thompson Motor Corporation. With help from his State Senator brother, Ralph, Thompson promised to deliver the smallest, lowest-priced, fully-featured, two-passenger cars and trucks made in America. Thompson's 4-cylinder Littlemac made its national debut during the 1931 Chicago Automobile Show. It was half the weight of a new Ford and stood only chin high. The value of an economy car during the Great Depression seemed obvious. But the public wasn't buying. Bigger was better. Only a handful of Littlemacs were sold.





2024 Volkswagen Class



STAR CAR

1949 Volkswagen Deluxe Type 1 Sedan owned by Dick and Nancy Lorntson of Stillwater, MN

1949 was the first year for the Beetle to be imported to the U.S. Much of the car was hand-formed in Wolfsburg, Germany. This car was exported to Sweden when new, then imported by the current owners to the U.S., subsequently undergoing restoration which was completed in 2015. Features include mechanical cable brakes, non-synchromesh transmission, semaphores and a crank start option. As an export model, it has deluxe trim, adjustable seats, and other embellishments and brightwork.



1st

1967 Volkswagen Transporter 21-Window Deluxe owned by Tom Gerds of Stillwater, MN

This is a 1967 21-window Deluxe Bus. Only about 35,000 of the VW busses were made in 1967. It was also known as a Samba, and is one of the most collectible models.



2nd

1967 Volkswagen Type 1 Convertible owned by Richard Marcoux of Papillion, NE

In 1967 Volkswagen made 925,787 Beetles and only 7,583 Convertibles. This Convertible was made on August 30, 1966, the first month of production. It has rare SB-12 Chrome Headlight rings, 1966 style rear bumper, round side mirror, factory original paint, chrome, and the original factory convertible top.



3rd

1975 Volkswagen Type 2 Microbus owned by Larry Pauley of Ankeny, IA

This Bus spent many years on a farm in Brazil near the Amazon Rainforest where it was used as a chicken coop for 25 years. By 1975, the Microbus included safety improvements such as improved crash protection and better braking systems. It also featured standard equipment including seat belts, padded dashboard and energy absorbing bumpers.



1960 Volkswagen Beetle Convertible owned by Dan Hotka of Des Moines, IA

In 1960 roughly 888,000 were made. About 92,000 were imported to the US. Only a few thousand convertibles were imported during the 1960 model year. A couple of distinctive features include the small taillights and Wolfsburg crest on the front hood. This Beetle came from a back yard where it was playing ball-stop for a kids baseball diamond.



1968 Volkswagen Type 2 Microbus owned by Lindsay and Cory Farver of Boone, IA

This Microbus originally came from Hollywood, Florida. Improvements from previous models include a one-piece windshield, sliding door, larger dimensions, more powerful engine, and 12-volt battery and electrical system. 2,075 Microbuses were produced this model year.



1969 Volkswagen Karmann Ghia owned by Chad Cunningham of Kansas City, MO

In 1955, Ghia began building sporty coupe and convertible bodies for the Volkswagen chassis. Only minor styling changes were made during its production run, including bumpers, front and rear lights, head rests, and gas filler door with remote release by 1967. The current owner bought this car in 1996 and began its restoration in 2000.



2024 Volkswagen Class - continued



1973 Volkswagen Type 181 "Thing" owned by Dale Koenigsberg of Johnston, IA

The VW Thing (type 181) was built from 1968 until 1983. Originally developed for the West German Army, the Type 181 also entered the civilian market as the Kurierwagen ("courier car") in West Germany. They were built on a 1968 VW Microbus chassis. In 1973 production moved to Mexico from Germany for the Latin America and U.S. market.



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

Total worldwide Beetle production in 1973 reached about 1.25 million. Approximately 300,000 were imported to the US. This unrestored car is a true survivor. It looks just like it did the day it left the factory. Since VWs were relatively inexpensive economy cars, few have survived in this condition.



1974 Volkswagen Karmann Ghia owned by Larkin and Karlie Christy of Kellogg, IA

Karmann Ghia was a collaborative effort between German coachbuilder Karmann and Italian designer Ghia. Over 520,000 were made between 1955 and 1974. This example marked the end of the Karmann Ghia era and was imported to Minnesota several years ago from Canada.



1976 Volkswagen Westfalia Camper owned by Peter Goche of Ames, IA

In 1951, Westfalia-Werke, of Rheda-Wiedenbrück, Germany, began modifying Volkswagen Type 2 and Type 2 (T3) models to produce Campers. Standard and optional equipment varied greatly over the years before production ended in 2003



1979 Volkswagen Super Beetle Convertible owned by Kay Acheson of West Des Moines, IA

Only 10,681 VWs were sold in the US in 1979. This car was sold by Gary Lilly Volkswagen in West Des Moines. This marked the last year of importing to the US. They were produced in 12 exterior colors including this example in Riviera Blue.





Star Car - 2024 Hy-Vee IndyCar

Hy-Vee proudly displayed its IndyCar at the Des Moines Concours. Hy-Vee was the primary sponsor for the Rahal Letterman Lanigan Racing Team's driver, Christian Lundgaard, during the 2024 IndyCar Series. Powered by a 2.2L, twin-turbo hybrid engine, the Hy-Vee IndyCar produces between 650 and 700 hp. The addition of hybrid technology this season provided an additional 150 hp for the driver. The Concours Committee is grateful to Hy-Vee for showcasing this very special vehicle!

Thank you!

The Des Moines Concours would like to thank Brent Isenberger, Dan Troxell, Daryl Metzger and Jeff Wagner for the beautiful photography they provided of this year. Their expertise in showcasing our events is greatly appreciated.



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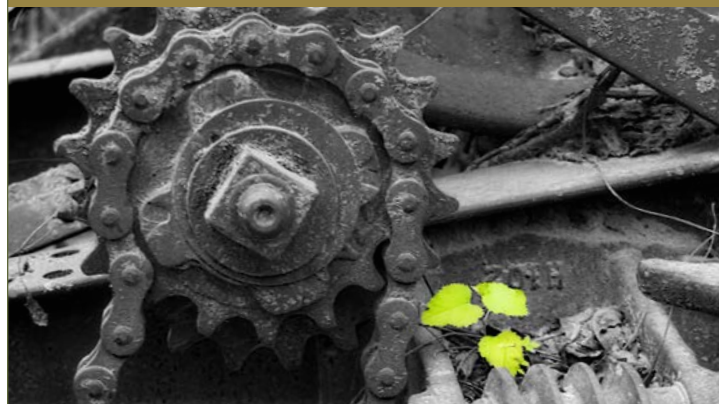
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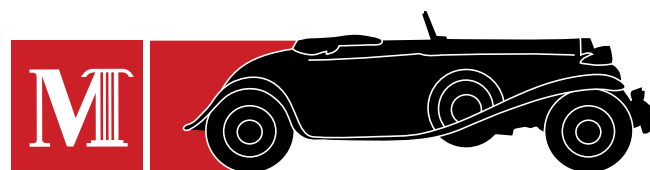


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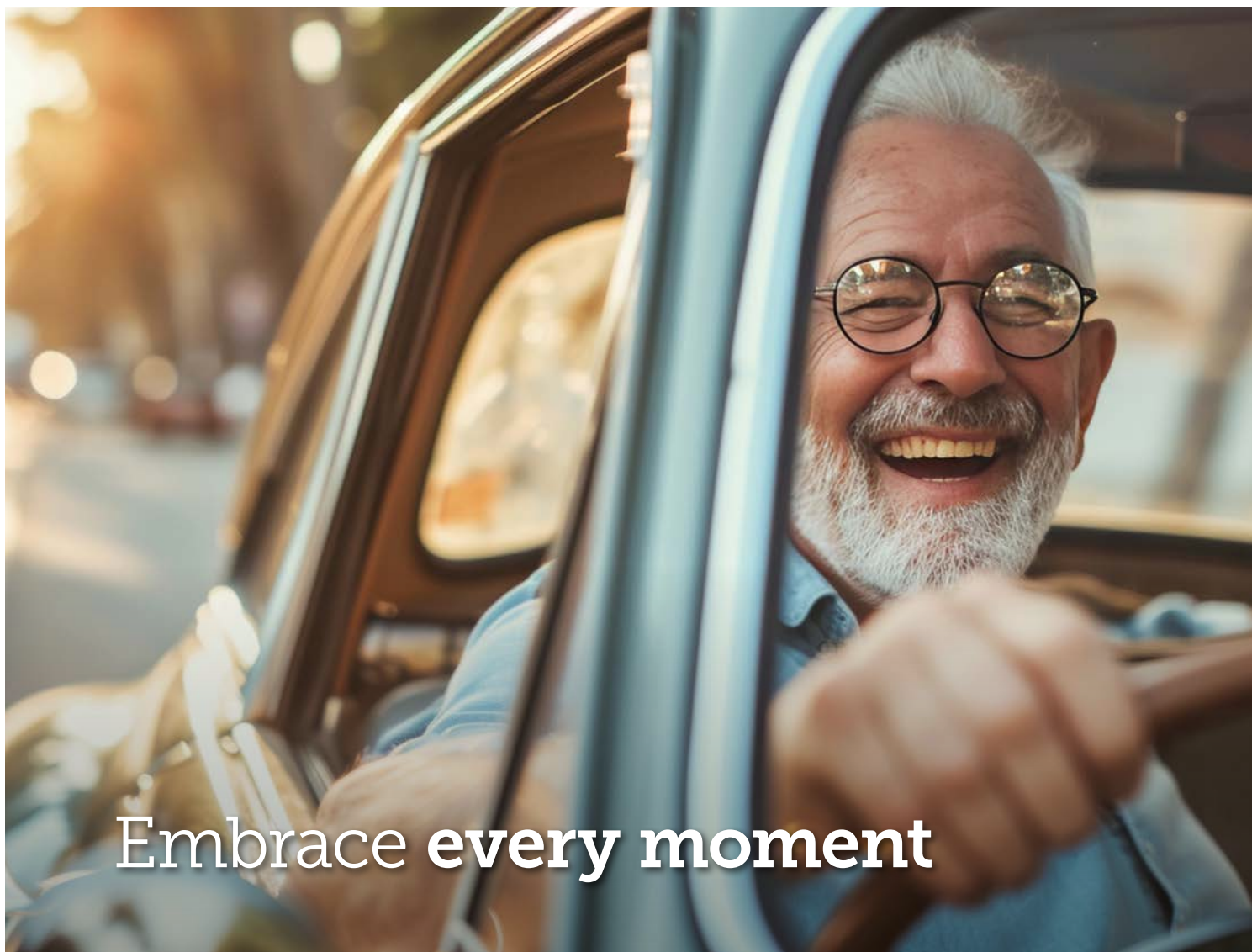


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