



2025
winners
and
more!

2025 DES MOINES CONCOURS *Elegance*

A celebration of the ART & DESIGN of the automobile



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Bob Cunningham ©2025



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CELEBRATING **25** YEARS IN 2025



2025 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 and highlight the social and economic benefits of our automotive heritage. A key event is the Des Moines Concours d'Elegance, held each year on a Sunday in September on closed streets surrounding the internationally recognized John and Marry Pappajohn Sculpture Park in the Western Gateway area of downtown Des Moines.

Now in its twenty-fifth year, the 2025 Des Moines Concours d'Elegance presented one of the largest collections of remarkable automobiles ever displayed around the Pappajohn Sculpture Park in downtown Des Moines. **The Concours Committee sincerely thanks our many sponsors and volunteers for their generous support. And we're especially grateful to our exhibitors, many of whom have traveled long distances to share their vehicles. The Des Moines Concours could not exist without them.** A special thank you to **all of our sponsors**. Their belief in the Des Moines Concours and the IAHF's mission is greatly appreciated. Photos of our exhibitors and their stories, along with the award winners and Star Cars, starts on page 7.

Joseph Phillips & Steve Simpson, 2025 Des Moines Concours Co-Chairs

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About the cover

Dinner at Butler Mansion, by West Des Moines illustrator Bob Cunningham, is a study in Streamline Moderne, an international style of Art Deco architecture and industrial design that emerged in the 1930s. Prominently pictured are the blue 1936 Stout Scarab—a featured Star Car in the 2025 Des Moines Concours—and the world-renown Earl Butler Mansion, located 2 miles south of the Concours show field at 2633 Fleur Drive. Completed in 1937, *American Magazine* called the opulent 28-room structure “the world’s most modern house”. Poster prints of *Dinner at Butler Mansion* are available on the show field and will soon be available online at desmoinesconcours.com. Be sure to check out Bob’s other art creations by scanning the QR code.





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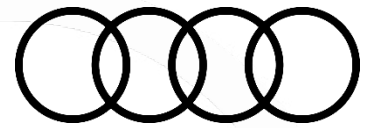
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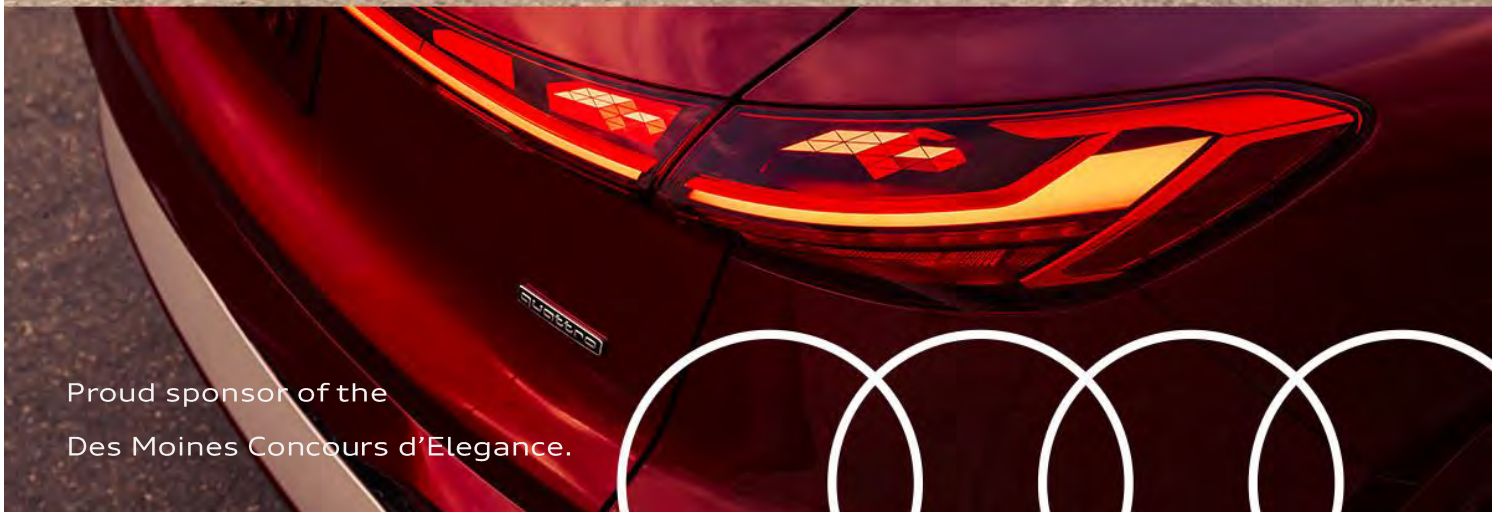


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2025 Des Moines Concours Exhibitors

The 2025 Des Moines Concours d'Elegance, held on September 7th, 2025, attracted a record-breaking turnout of an estimated crowd 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 25th 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 2026 Des Moines Concours which will be held on Sunday, September 13th. Exhibitor applications will open up in March.



2025 Best of Show

Congratulations to **Jeff and Becca Schreiner of Mondovi, WI** for winning the 2025 Best of Show award for their 1933 Rolls Royce Phantom II. The Schreiner's not only won the Best of Show but also 1st Place in the Classic Class.



Star Car - 1946 IMCA Big Car

Owned by Scott Miller of Des Moines, IA. Gene Cunningham built this sprint car in Des Moines in 1956, competed with the International Motor Contest Association until 1962, and the MVCC through 1964. The car was retired for 10 years before competing in vintage car races. The valiant old racer remains a powerful contender on the track today.



Star Car - 2019 Solar Car P15

P15 "Eliana" **owned by Iowa State University** is PriSum's fifteenth solar car, blending innovation, efficiency, and real-world practicality. Built during the pandemic, Eliana's aerodynamic shell, composite structure, and modular electrical system reflect lessons learned from past models. Debuted in 2021, it raced competitively while advancing PriSum's mission of sustainable tech and STEM outreach since 1989.



Star Car - 1954 Allard Clipper

Owned by Tom Chandler of Elkader, IA. In 1953, English sports car builder Allard offered the fiberglass Clipper as affordable transportation for struggling postwar families. The rear-mounted Villiers 21 cu. in. single-cylinder two-stroke motorcycle engine drives the rear left wheel. Of fewer than 20 built, only 3 remain. The current owner completed this restoration days before this event.

2025 Exhibitors

2025 Children's Cancer Connection Award Winners



1st
1957 Ford Thunderbird Convertible owned by Troy McGill of Ankeny, IA



2nd
2019 McLaren 570S owned by Bryce Scott of Grimes, IA



3rd
1957 Jeep Willys Pickup owned by Steve Skold of West Des Moines, IA

2025 Antiques Class



1st
1907 Brasier 36-42 owned by Ned and Jill Protexer of Spirit Lake IA. Made in Paris, Brasier was famous for its racing prowess, winning the 1904 and 1905 Gordon-Bennett Cups. This car was imported new to Australia, costing \$5,875 for the chassis. Restored during the 1990s, it later joined collector Ted Oney's Oklahoma City collection around 2000.



2nd
1916 Cadillac Series 51 7 Passenger Touring owned by Andy Flagge of Mason City, IA. This 1916 Cadillac, boasts over a century of prowess, gracing concours often. Restored in a two-car garage over 20+ years, it's 100% authentic to its 1916 debut. With hog and horse hair seats, original-type top materials, and old-time paint and material, no modern items were used. This magnificent car truly showcases its enduring grandeur.



3rd
1911 Ford Model T owned by John and Karen Goedeken of Palo, IA. This early 1911 Ford Model T, the 64,488th built, predates the assembly line. This "touring" model originally sold for \$780.00. As a "brass car," it boasts brass trim before wartime needs shifted to steel, creating "black T's." Lighter and more powerful with higher compression, these early T's were simple, sturdy, and competitive.



1909 Stanley Model R owned by Michael Curry of Cumming, IA. The 1909 Stanley Model R, with its red wooden body and gleaming brass, showcases steam power's golden era. Restored in 1996 by specialist Jim Keith, it features a 20-hp twin-piston engine with only 13 moving parts. It's toured extensively—including 5,300 miles from Alaska to Maine—Powered by a kerosene pilot, Jet-a Main and water.



1910 Alldays and Onions 10/12 owned by Keith Kuehn of Oakdale, MN. Discovered in New Zealand, this 1910 Alldays & Onions 10/12, is a product of a British firm with roots dating back to the 17th century. Powered by a 12 HP two-cylinder engine, this car enjoyed extensive touring across New Zealand and Australia before its acquisition and journey across the world in 2017.



1916 Rauch & Lang owned by Bob Gerdes of Burlington, IA. Makers of electrically powered automobiles from 1905, Rauch & Lang of Cleveland, Ohio had previously been active in the carriage trade. This model has tiller steering from the rear seat, and can seat three, with the front seat turned towards the rear. Cruising speed is 20 mph with a range of 50 miles, from 14 batteries.

2025 Atomic Age Collectibles Class

1st



1955 Chevrolet Bel-Air Sport Coupe owned by Brian and Robin Ische of Beloit, WI. This 1955 Chevrolet Bel-Air sport coupe started its life in Baltimore, Maryland and was rescued from a Mojave Desert junkyard in 1977. It was later restored with India Ivory over Regal Turquoise paint. This award-winning vehicle is powered with 265CI V-8 power-pack engine and two-speed Powerglide transmission.

2nd



1955 Studebaker President Speedster owned by Harold and Deanna Manley of Newton, IA. Studebaker built 2215 Speedsters for 1955. The standard model featured power steering/brakes, automatic transmission, full Stewart Warner instrumentation, dual exhaust, four-barrel carburetor, leather seats, special trim, two/three-tone paint, whitewall tires, and wire-wheel covers. This Speedster was fully restored in 2004 and has won many awards.

3rd



1951 Muntz Jet owned by Ted Muntz of Stillwater, MN. In 1950, Earl "Mad Man" Muntz acquired rights to a limited production sports car from Indy car builder Frank Kurtis, extended the wheelbase, incorporated a rear seat, Carson convertible top, and high-performance Cadillac and Lincoln engines. Features included unit body construction, padded dashboard, and built-in liquor cabinet and ice chest.



1948 Buick Roadmaster owned by Daniel and Tammi Christensen of Chariton, IA. This Roadmaster 76-C Convertible was the highest-priced model that Buick offered in 1948. Buick produced 11,503 Roadmaster convertibles in 1948 at a list price of \$2,837. The current owner purchased the vehicle in 2022, and has since totally disassembled and restored the vehicle back to original factory specifications.



1953 Pontiac Chieftan Custom Catalina owned by Dean Bibler of Granger, IA. A limited production model, the 1953 Chieftan Custom Catalina 2-door hardtop, was offered in a single-color combination of Laurel Green and Milano Ivory, with stainless trim, lighted hood ornament, "Dual Streak" motif on hood and trunk, wrap around windshield, panoramic rear window, and Pontiac's first tail fins.



1955 Oldsmobile Starfire owned by William Guinta of Frankfort, IL. The Oldsmobile Starfire made its debut as a convertible concept car in 1953 followed with the 1954-1956 98-series convertibles that shared a "halo status" with the Buick Skylark and Cadillac Eldorado. This 1955 Oldsmobile Starfire convertible had a frame-off restoration in 1992 and has won several national awards.



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. This vehicle had an original base price of \$6501, equivalent to \$78,245 today. Of the 3,900 produced for the 1956 model year, less than 400 remain worldwide.



1957 BMW Isetta 300 owned by Dan Hotka of Des Moines, IA. From 1955 through 1963, BMW produced 100,000 Isettas per year. Of those produced, approximately 10,000 were shipped to the United States each year. This 1957 BMW Isetta 300 is one of the export models. Demand for the Isetta was large enough to pull BMW out of their post-war financial slump.



1957 Ford Thunderbird owned by Troy McGill of Ankeny, IA. This beautifully restored 1957 Ford Thunderbird is finished in rare and eye-catching Coral Sand with a complementary-toned interior. The vehicle is equipped with its iconic porthole hardtop, sweeping tailfins, and chrome accents. Under the hood, it features a powerful 312 ci, V-8 engine paired with a manual transmission.

2025 Classics Class

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STAR CAR

1936 Stout Scarab owned by Ronald Schneider of Franklin, WI. In 1932, future president of the Society of Automotive Engineers, William Bushnell Stout, proclaimed "the current automobile is as obsolete as the horse-drawn vehicle." During the next seven years, his Stout Motor Car Corporation applied aviation technology to design and build nine ultra streamlined, rear engine Scarabs. Only five remain.



1st



2nd



3rd

1933 Rolls Royce Phantom II, Sedana Deville Coachwork by Brewster owned by Jeff and Becca Schreiner of Mondovi, WI. One of only 14 Phantom IIs shipped to the U.S., the chassis for this left-hand drive 1933 Rolls-Royce was constructed in Derby, England and shipped to Springfield, Massachusetts, where it received custom Newport Sedana Deville coachwork, by Brewster. It was delivered to British socialite Mrs. Mabelle Armstrong-Taylor of San Francisco.

1932 Auburn 12-160A owned by Jan Brewer of Davenport, IA. This elegant 1932 Auburn 12-160A Custom Cabriolet is powered by a 391cu. in. Lycoming V-12 engine developing 160hp. Advanced mechanicals include specially designed overhead horizontal valves directly actuated by roller rockers without lifters or pushrods; Bijur automatic chassis oiling; hydraulic brakes; adjustable valving shocks; plus adjustable steering wheel and foot pedals.

1930 Franklin 147 owned by Wayne Scherer of Milan, IL. This Franklin Speedster, with coachwork by Raymond Dietrich, is powered by a 274 cu. in., six cylinder, air-cooled engine coupled to a 4-speed Detroit transmission. The current owner acquired it during the 1970s and invested 50 years finding missing parts and restoring the automobile. Only 24 are known to remain.



1925 Packard Club Sedan owned by Peter Mond of Clive, IA. Built on a 133-inch wheelbase, the Club Sedan offered comfortable seating for five passengers. The luxurious and meticulously crafted vehicle from Packard's "Six" series was known for its elegant design, smooth ride, powerful 6-cylinder, 60hp engine with unique Skinner Oil Rectifier, which separated any water from the motor oil.



1932 Franklin Airman Custom Phaeton Series 16 owned by Dwayne Carter of Urbandale, IA. In 1981 a restoration team, including the current owner's father, transformed a closed-bodied 1932 Franklin 16A Sedan into this elegant, open-bodied Airman Phaeton, powered by a supercharged 100 hp, 274 cu. in. air-cooled Franklin engine. It was displayed for 25 years at the Gilmore Car Museum at Hickory Corners, Michigan.



1933 Packard Model 1005 Convertible Sedan owned by Don Ohnstad of Valley, NE. In 1933, Packard Motor Car Company began mating its three-speed selective synchromesh transmission to a powerful new 160hp, 454ci, L-head, V12 engine. Of 244 Model 1005 examples so equipped, only two Convertible Sedans are known to have survived. Notable appointments include vee'd headlamp lenses, leather interior, and disappearing rear-passenger windshield.

2025 Classics Class - continued



1935 Packard Victoria by Dietrich owned by Paul and Pam Friskopp of Valley, NE. This elegant Packard Victoria, with coachwork by Dietrich on a 134" wheelbase, features rear-hinged doors, caramel leather interior, Haartz cloth top and Goddess of Speed hood ornament. Powered by an 8-cylinder 320 cu. in. engine developing 130 hp, it sold new for \$3100. The current owner completed its restoration.



1938 Packard 1608 Rollston Town Car Model #495 owned by Rick Hickman of West Des Moines, IA. This Packard Rollston TownCar was custom-built for Colonel William Bradley, 3-time Kentucky Derby winner and owner of Hialeah racetrack. Bradley owned the V-12 powered luxury car for 12 years before leaving it to his physician. The current owner purchased the car in 2002. Of the few built, only 3 remain.



1939 Packard Super 8 Convertible owned by David Banning of Des Moines, IA. Packard's 160hp Super Eight Convertible was a premium sporting model for 1939. In 1984, the current owner purchased this well-maintained example in Melbourne, Iowa and toured to Colorado with his family. Since then, the Packard's engine was rebuilt and its body was restored in preparation for many more family adventures.



1939 Cadillac Imperial Limousine owned by Ben Krambeck of Johnston, IA. This elegant formal sedan with original paint and interior is a daily driver. Body number 42 of 121 features a chauffeur compartment, sliding glass partition window, dual rear jump seats and side-mounted spare tires. Its massive 185 hp 431 cu in engine carries twin carburetors, fuel pumps, distributors, and water pumps.



FUN FACT

From the Iowa Automotive Heritage Foundation

IOWA STATE DRIVOMETER

In 1931, Dr. Alvah R. Lauer, of Iowa State College in Ames, devised a clever driver training tool called the Drivometer. Students used its pedals and instruments to keep a toy car in the proper lane of a road that moved toward them on two rollers. Sensors reported the drivers' movements, errors, and reaction times. The Drivometer inspired the development of video driving games during the 1970s.



2025 Early Collectibles Class



1st
1937 Buick 66C Century Convertible Coupe owned by **Jon Mathisrud of Mendota Heights, MN.** The 1937 Buick Century 66C combined luxury styling with a powerful straight-eight, earning its "Doctor's Hot Rod" nickname. Purchased in 1970 as a disassembled project, this rare convertible sat idle until restoration began in 2010. After years of sourcing elusive parts, it was finally completed in 2018.



2nd
1929 Ford Fordor owned by **Timothy and Margie Salazar of West Des Moines, IA.** In 1929, Ford's Model A Fordor offered families reliable transportation with enclosed comfort and timeless style. Featuring a 201 cubic inch engine and three-speed manual, it brought practicality to a modernizing America. This example, a classic of the early automotive era, continues to showcase Ford's transition from Tin Lizzie to sophistication.



3rd
1929 Ford Model A 150 Depot Hack owned by **Ryan Derby of Grimes, IA.** One of just 4,954 built in 1929, this Ford Model A Depot Hack served as early rail-era transport. Crafted from Ford's own maple forests and bodied by Murray or Baker-Raulang, it carried passengers and luggage from train depots. Formerly in the Tom Juckett Estate, now proudly owned by the Derby family.



1929 Essex Challenger Standard Sedan owned by **Dennis Koch of Quincy, IL.** In 1929, Essex soared to third in U.S. auto sales with the Challenger—offering a faster six-cylinder engine, 70 mph top speed, and a spacious 110-inch wheelbase body. This survivor, purchased from the Richard Roy estate in 2015 after decades in storage, retains its original engine and charm. Carefully refreshed by Quincy craftsmen, with one subtle upgrade—a 6V fuel pump for reliability—it now glides once more, honoring Hudson's golden era.



1933 Chevrolet Coupe owned by **Joe Frye of Des Moines, IA.** Amidst the Great Depression, the 1933 Chevrolet Coupe brought affordable style with streamlined design and an overhead-valve six. Decades later, Harold Frye found one and, over seven years in the 1980s, restored it bolt by bolt—inside and out—by hand. His dedication preserved a slice of Chevrolet history, still proudly standing today.



1938 Convertible Sedan 81A owned by **Judy and Steve Kroeger of Casey, IA.** In 1938, Ford's most expensive offering was the Deluxe Convertible Sedan—priced at \$900, with just 2,703 built. This car, number 1629, was likely assembled in Seattle and first sold in Vancouver, Ontario. After decades in a prominent Los Angeles museum collection, it arrived in Iowa in 2024. An earlier restoration preserves its elegance, carrying forward the rare grace of prewar open-top motoring.



1939 Ford Deluxe Fordor owned by **Wade and Mary Krieg of Des Moines, IA.** This 1939 Ford Fordor Deluxe sedan, built in Canada, remains largely original with a flathead V8, 6-volt electrical, and an unmodified frame and body. It was restored in California in 2002, and purchased by the current owners in 2017 and gets driven daily, weather permitting.

FUN FACT From the Iowa Automotive Heritage Foundation



NATIONAL JUNIOR RACER

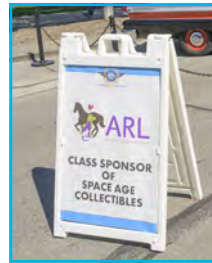
In 1932, the National Sales & Manufacturing Company was established to manufacture what it claimed to be "the world's smallest automobile." The miniature Indianapolis style racing car was the brainchild of Altoona resident Ezra G. Plummer and his son, Don. As many as 100 of the single-cylinder, 12 mph, red and green runabouts were distributed through National's sales location at 6th and Keo in downtown Des Moines.

2025 Space Age Collectibles Class

1st



1963 Buick Wildcat owned by Steve Whitaker of Des Moines, IA. The 1963 Buick Wildcat was a stylish, performance-oriented full-size car. It featured a 401 cu in (6.6L) "Nailhead" V8 engine producing 325 hp and 445 lb-ft of torque. This completely restored example features bucket seats, a center console, and unique aluminum trim on the side. 35,725 were made in 1963.



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2nd



1965 Mercury Comet Caliente convertible owned by Jon Vernon of Indianola, IA. The 1965 Mercury Comet Caliente Convertible is a stylish standout of the mid-60s American car market. Featuring a V8 engine, elegant chrome accents, a power convertible top, and a sporty yet comfortable ride. Only 6,035 Comet convertibles were manufactured in 1965. This car's Ivy Gold paint was a one-year only color.

3rd



1968 Buick Riviera GS owned by James Vesely of Verona, WI. This Buick Riviera came with the highly sought-after GS package. The package focused on performance and style and included a HD suspension, positraction rear end, radial tires, full-length console, , AM-FM stereo radio, air conditioning, power seats and power windows. Less than 11% of production were GS models.



1958 Mercury Monterey owned by Scott Marek of Norwalk, IA. The 1958 Mercury Monterey was a full-size American car known for its bold styling, chrome detailing, and powerful V8 engines. Positioned as a mid-level model, it featured advanced options and a spacious interior. It reflected the era's fascination with futuristic design and performance in luxury vehicles.



1962 Cadillac Sedan deVille (Series 62) owned by Scott Diehn of Altoona, IA. The 1962 Cadillac Sedan deVille, with its impressive blend of luxury, style, and engineering, continued to reinforce Cadillac's position as "The Standard of the World". It featured a spacious interior, smooth ride, and advanced amenities, symbolizing postwar American opulence and automotive innovation in the early 1960s. Production of 160,840 in 1962.



1963 Chevy Corvette owned by Barry Pottinger of Granger, IA. The 1963 Chevrolet Corvette introduced the iconic Sting Ray design, featuring hidden headlights and a split rear window—unique to that year. Powered by a V8 engine, it offered impressive performance and sleek styling. Its innovative chassis and independent rear suspension marked a leap in American sports car engineering and design.



1967 Lincoln Continental owned by Todd Magel of Clive, IA. The Lincoln Continental is a luxurious and powerful car that was a symbol of American automotive opulence. It features a 462 cubic-inch V-8 engine and distinctive "suicide doors". Production of the convertible model was limited to 2,276 units in 1967. It's been in the current owner's possession since 2000.



2025 American Muscle Class

1st



1966 Chevrolet Chevelle owned by Rory Welcher of Elkhart, IA. The highly sought-after Chevrolet Chevelle SS received a complete restyle in 1966 with a new grille, bumper and curved side windows. With its powerful 396ci V8 backed with a Muncie 4-speed transmission and 12-bolt 331 posi rear end, it offered a balance of high power and design.

2nd



1967 Pontiac GTO owned by Reggie Kopecky of Farnhamville, IA. An American classic, the 1967 GTO saw its performance increase with the larger 400ci engine. Other changes for the model year included the eight taillights, rally II wheels with colored lug nuts, and the GTO emblems were moved from the fenders to the chrome rocker panels.

3rd



1970 Plymouth AAR Cuda owned by Gary Warnsholz of Redfield, IA. As a one year only production the AAR Cuda was built to meeting the requirements to compete in the 1970's Trans-Am by the All American Racers auto racing team. The cars came equipped with 340 engines with three 2-barrel Holley carburetors, 4-speed manual transmissions, and a series of unique cosmetic features.



1962 Ford Galaxie 500 owned by Larry Wymer of West Des Moines, IA. This 1962 Ford Galaxie was bought new in Sterling Illinois. It spent much of its early life being drag raced at drag strips such as Cordova in Illinois. With its 406ci engine, the largest available for this model, in made for some impressive performance.



1964 Pontiac Grand Prix owned by Steve Whitaker of Ankeny, IA. The 1964 Grand Prix offered impressive performance for its time, especially with the optional 421 V8 engine, which could achieve 0-60 mph in under seven seconds. Known for its "wide track" stance, hidden taillights, and luxury features this car presents a sense of performance while providing the options to ride in comfort.



1966 Ford Fairlane GTA owned by Timothy Shugart of Cedar Rapids, IA. The 1966 Ford Fairlane GTA (the A stood for automatic transmission) was Ford's first mid-size muscle car. Performance was delivered to the rear wheels from the 390 big-block, which was the first time Ford installed it in a mid-sized car. The lines of the car were more gracefully contoured, over it's more angular predecessor.



1968 Ford Torino GT Fastback owned by Margie and Rich Jameson of Ottumwa, IA. With its distinctive sloping "Sports Roof" and quad headlights the 1968 Ford Torino GT Fastback was a very popular car in Ford's lineup. The body sides were smooth with one horizontal crease, accented by the graphics to present a sense of speed, even when the car wasn't in motion.



1968 Chevrolet Camaro SS owned by Tom and Sara Kurth of Marshalltown, IA. This 1968 Camaro SS was special ordered by the current owners in September 1967 for \$3333.12. The car was ordered with a 396 cu in/350 hp engine, M20 four speed transmission and 3.73:1 posi-traction rear axle. It was driven as a family car until 1976, when it was put into storage for 37 years.



1970 Ford Torino Cobra owned by John Saffell of Ottumwa, IA. In 1969 Richard Petty switched to Ford. In 1970 the Richmond Sales District ordered 60 special Torino Cobras, all in Petty Blue with 429s and 4 speeds. When the cars were delivered Petty signed the sales invoice (the owner of this car has that). However, Petty went back to Plymouth that year, and the cars were quietly sold.

2025 American Muscle Class - continued



1970 Dodge Charger RT/SE owned by Steve & Tracy Simbides of Marshalltown, IA. The 1970 Dodge Charger is an iconic muscle car known for its aggressive styling, powerful engines, and performance-oriented features. This was the last year of the 2nd generation Chargers. The car features the "Coke Bottle" shape, chrome loop bumper with concealed headlights, and a pistol grip four speed manual transmission.

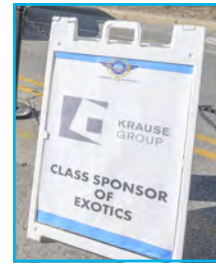


1970 Plymouth Cuda owned by Jim Wesanto of Nashauk, MN. This AAR Cuda is one of 2724 built to compete in the Trans-Am racing series. The unique features include wider tires in the rear, 4 speed manual transmission coupled to a Hurst close ratio shifter, special side exit exhaust and a fiberglass hood held down by only hood pins.



2025 Exotics Class

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1st
1974 De Tomaso Pantera owned by **Robert Richards of Clear Lake, IA**. Born from Italian design and American muscle, the 1974 De Tomaso Pantera is a true hero of the road. With a roaring Ford 351 Cleveland V8 under its hood, this mid-engine beast blends raw power with exotic flair. A legend of speed and style, it remains an icon of performance.



2nd
2011 Aston Martin V12 Vantage owned by **Jonathan Austin of Des Moines, IA**. Born from an audacious challenge—craming a 6.0L V12 into the compact Vantage chassis—the 2011 Aston Martin V12 Vantage is a masterpiece of engineering defiance. With 510 horsepower, a 6-speed manual, and a perfectly balanced race chassis, it delivers an untamed, visceral thrill. Rarer than an F40, this British brute is the ultimate analog supercar.



3rd
2011 Lotus Elise SC owned by **Joseph and Tammy Bechen of Urbandale, IA**. Built in Hethel, UK, the 2011 Lotus Elise SC marked the final U.S. import year—only 35 supercharged models were sent stateside. This Chrome Orange example is 1 of 1 with its factory options. With 217 hp and just 2,041 lbs, it delivers unmatched purity—earning top honors across Midwest shows.



1977 Porsche 911S Targa owned by **Dylan Watters of Des Moines, IA**. The 1977 Porsche 911S Targa featured a galvanized body, 2.7L flat-six engine, and Bosch CIS fuel injection—marking Porsche's move toward greater reliability. This one-owner example has 21,200 original miles, a fully rebuilt drivetrain, and retains its factory interior. Repainted in original Bitter Chocolate, it's a rare, well-preserved Targa classic.



1988 Porsche 911 / 930 Turbo owned by **Eric Moore of Adel, IA**. Commissioned in the early 1990s by NBA legend Scottie Pippen, this 1988 Porsche 930 Turbo Cabriolet was transformed by Perfect Power in Chicago. Now boasting a 3.8L twin-turbo engine with 500 HP, a G50 5-speed, slant nose styling, and 48K miles, it's a bold icon of custom performance.



2004 Porsche 911 owned by **Michael Olson of West Des Moines, IA**. A turning point in Porsche history, the 2004 911 Carrera 4S represents the first water-cooled 911 generation. This well-optioned 996 features wide-body Turbo styling, advanced suspension and brakes, and a 6-speed manual. With premium leather and Porsche crests, it's a rising classic—bridging tradition and modern performance with unmistakable character.



2014 Audi R8 owned by **Sachin Sehgal of Des Moines, IA**. The 2014 Audi R8 V8 marked the final chapter of the first-generation R8 and its revered 4.2L naturally aspirated V8. With 430 horsepower, Quattro all-wheel drive, and a mid-engine layout born from Le Mans DNA, it delivers analog precision and timeless design—pure, balanced, and destined to be a classic.

FUN FACT

From the Iowa Automotive Heritage Foundation



TIN CAN DERBY

In 1934, Rader Hilbe, of Davenport, conceived the Tin Can Derby novelty race for derelict Model T Fords. Neil Reagan, brother of future U.S. president Ronald Reagan, was among the most notorious derby drivers. Unfortunately, the popular event became too dangerous for drivers and spectators alike. The Tin Can Derby was tossed on the scrap heap of automotive sport in 1941, discarded like the Model T itself.

2025 Exotics Class - continued



2022 Porsche GT3 owned by Nehru Cheddief of Ankeny, IA. This 2022 Porsche 911 GT3 (992.1) stuns in rare Paint-to-Sample Club Blau, a rich metallic blue inspired by Porsche's most exclusive builds. Optioned with the Lightweight Package, carbon fiber buckets, and ceramic brakes, it embodies the GT3 ethos—purposeful, precise, and powered by a 9,000 RPM naturally aspirated flat-six.



2022 Dodge Hellcat Superstock owned by Mike Willcox of Des Moines, IA. The final year of the Superstock, 2022 marked the end of Dodge's ultimate street-legal drag machine. This is #100 of 322 built—and the only one registered in Iowa. Factory-rated at 808 HP, now tuned to 985 WHP, it's an award-winning beast still true to its factory-bred dominance.



2023 Dodge Challenger Hellcat Widebody Last Call Factory Convertible owned by John Rapp of West Des Moines, IA. In 2023, the Dodge Challenger roared into legend one final time. Among the "Last Call" series, just 80 factory convertibles emerged—this one, possibly the only in white. Discovered at SEMA 2022, ordered through a little-known Droptop program, and built with 717 supercharged horses, it waited months in Florida before thundering home. Now with 300 miles and a sky above, it lives as a rare, top-down tribute to the end of an era.



2024 Dodge Charger Daytona Scat Pack Stage 2 owned by Mark Bowlsby of Des Moines, IA. The 2024 Dodge Charger Daytona Scat Pack Stage 2 marks a bold rebirth of American muscle. With 670 horsepower, all-wheel drive, and EV innovation, it fuses raw performance with cutting-edge tech. As Dodge's first electric icon, it redefines heritage—blasting into the future while honoring the V8 legacy it replaces.



2025 Preservation Class



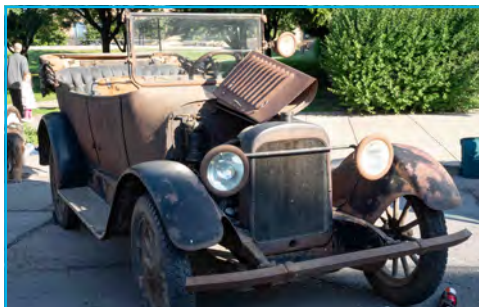
1971 Continental MK III owned by Humberto Garcia of Carpentersville, IL. Originally bought new in 1971 by the owner's father, this Lincoln Continental Mark III was found again in 2000—5,000 miles from where it disappeared. Preserved to near-showroom perfection with original plates, it's now a national award-winner, including the 2025 Carl Benz Award, and a proud centerpiece of a personal collection.



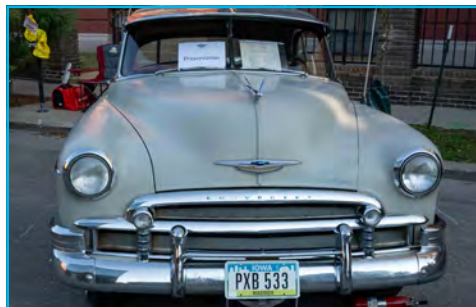
1969 Oldsmobile Cutlass Convertible owned by Jerry and Melinda Collins of Clive, IA. The 1969 Oldsmobile Cutlass Convertible roared into muscle car history with style and power. Equipped with Rocket V8 engines and sleek lines, it embodied late-'60s American performance. With fewer than 11,000 drop-tops made, it's a rare gem - cruising boulevards with top-down swagger and the unmistakable growl of Olds engineering glory.



1963 Cadillac De Ville (Series 6300) Park Avenue owned by David Erickson of Des Moines, IA. This 1963 Cadillac De Ville Park Avenue, 1 of only 1,575 produced, was purchased new by Elizabeth Care of Carey Salt Co. Chauffeured to church, it later spent decades in a showroom before winning "Best Original" in 2013. With just 8,150 miles, it's a stunning, all-original survivor.



1916 Chalmers 35-A owned by Thomas Knight of Hiawatha, IA. The 1916 Chalmers 35-A was a marvel of early automotive innovation, boasting a smooth six-cylinder engine and electric starter - cutting-edge for its time. Revered for its reliability and refinement, it symbolized pre-war luxury. With elegant coachwork and advanced engineering, the 35-A helped pave the road to America's automotive golden age.



1950 Chevrolet Styleline Bel Air Coupe owned by L Monte Combs of Van Meter, IA. Debuting in 1950, the Chevrolet Style line Bel Air introduced postwar America to pillarless hardtop luxury—sleek lines, Power glide drive, and chrome confidence. On September 13th that year, one rolled off Ray Spencer Chevrolet with a proud grandfather and young grandson aboard. Seventy-five years, a barn's protection, and careful reconditioning, it rumbles again—living heritage on wheels.



1960 Chevrolet Corvette owned by Richard Maynard of Des Moines, IA. Born in Le Mars, Iowa, this Roman Red 1960 Corvette with dual headlights and iconic curves never left its home state. The third owner preserves its full history—plates, photos, documents—since new. Always State Farm insured, this small-block V8 survivor embodies early Corvette spirit with unmatched provenance and pride.



2025 Preservation Class - continued



1963 Morgan Plus 4 owned by Igor Takacs of Osceola, IA. Built by hand in Malvern, England, the 1963 Morgan Plus 4 embodied classic British motoring with a lightweight frame, spirited Triumph TR4 engine, and timeless styling on sliding pillar front suspension. Known for agility and charm, this example survives from an era where craftsmanship met open-road romance—still turning heads, still chasing curves.



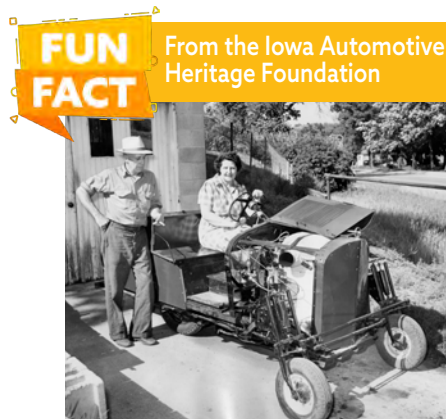
1967 Mercedes-Benz 250S owned by Gerald Swedberg of Milo, IA. The 1967 Mercedes-Benz 250S was part of the W108 lineup, featuring a 2.5L inline-six, four-wheel disc brakes, and refined luxury. This example, with 36,000 original miles and a single-owner history until 2025, includes original tags, tool kit, build sheet, and service records—preserved in climate-controlled storage for over two decades.



1968 Shelby GT350 convertible owned by Martin Rupp of Weeping Water, NE. One of just 404 built, this 1968 Shelby GT350 Convertible began life in Baltimore. Wrecked in the '70s, repainted Wimbledon White, and hidden in a Kansas City warehouse for years, it was rescued in 2020. Now a reliable driver, its soul roars again—awaiting a full restoration worthy of its legend.



1971 Triumph TR6 owned by Tom O'Donnell of Ankeny, IA. Introduced in 1969, the Triumph TR6 blended British sports car flair with a robust 2.5L inline-six and signature square-tail design. This 1971 example, originally white, was purchased new by a Navy submariner in Bremerton, WA. Still stock mechanically, its restored red finish highlights over 50 years of continuous ownership.



FUN FACT

From the Iowa Automotive Heritage Foundation

TRAVIS STEAM CAR

During World War II, most drivers were limited to three gallons of gasoline per week. So, Ralph Travis, of Spirit Lake, collected parts from a variety of junked automobiles, a large water boiler, and an array of copper fittings and tubes to assemble a unique three-wheeled runabout. It was ugly. But the Travis Steam Car logged many miles while his neighbors' gas guzzlers sat in their driveways.



2025 Motorcycle Class

1st



1972 Yamaha R5C owned by Edward Kunath of Waterloo, IA. The 1972 Yamaha R5C was the final evolution of the R5 series, featuring a 350cc air-cooled two-stroke twin with 36 horsepower. Lightweight and quick, it laid the groundwork for Yamaha's legendary RD lineup. With a 6-speed transmission and agile handling, the R5C defined early '70s performance motorcycling.

2nd



1922 Harley Davidson JD owned by John Arth of Elk River, MN. The "Road King" of its era, this 1922 Harley JD boasts original paint, electric lights, and rare options like foot pegs and amp meter. Honored as Best Antique at Harley's 110th in Milwaukee—presented by Willie G. and Billy Davidson—it stands as a powerful, rolling relic of American motorcycling heritage.

3rd



1947 Indian Chief owned by Jim Costanzo of Saint Charles, IA. Once an NYPD patrol bike, this numbers-matching 1947 Indian Chief was reborn through a meticulous two-year nut-and-bolt restoration by its owner. With "NYPD" still stamped on the carburetor, it now roars with pride—an authentic icon brought back to life, honoring its law enforcement roots and classic American engineering.



1942 BSA WM20 owned by Eric Lundstrom of Berwick, IA. Amid the dust and thunder of El Alamein, a dispatch rider charged forward on his 1942 BSA WM20. Its 496cc heart thumped steadily, canvas grips firm in sand-caked hands. With blackout light masked and Vokes filter breathing grit, the steel stallion defied war's chaos—delivering orders, saving lives, never faltering.



1953 Triumph T100 owned by Sean Sweeney of Des Moines, IA. The 1953 Triumph T100, named for its 100 mph capability, featured a 498cc parallel twin and sleek postwar styling. Lightweight and powerful, it excelled in both street and competition settings. With polished alloy, a sprung hub, and iconic British engineering, the T100 became a symbol of Triumph's golden era.



1959 Vincent Black Shadow owned by the Curtis Leaverton Estate. The Vincent Black Shadow, renowned as the world's fastest production motorcycle of its time, featured a 998cc V-twin and iconic black finish. This 1959 example, part of the Leaverton Estate, was recently imported from England. Owned since new, it embodies unmatched postwar performance and legendary British engineering.



1961 BSA Spitfire owned by David Elwell of Des Moines, IA. The 1961 BSA Spitfire Scrambler, powered by a 646cc parallel twin and 4-speed transmission, was built for bold off-road performance. Found after years in a private collection, it was revived with a new SRM oil pump, Amal carb, magneto, tires, and more—restored to ride and show with classic British grit.



1966 Honda CA77 305 Dream owned by Mike Nickell of Allerton, IA. In 1966, Honda built a Dream. By 1979, it carried a father to work, his toddler watching wide-eyed. Parked but never forgotten, the Dream slept until 2021—when a son's hands restored every bolt, every memory. Now gleaming true white again, it rides once more—a tribute, a surprise, a father's legacy.



1967 Norton P11 owned by David Elwell of Des Moines, IA. Built for desert racing, the 1967 Norton P11 combined the lightweight Matchless frame with Norton's 750cc Atlas engine. Rugged, fast, and minimal, it was a favorite of off-road racers in the American West. With high pipes, raw power, and agile handling, the P11 became a rare icon of dual-sport heritage.

2025 Motorcycle Class - continued



1969 Kawasaki H1 owned by Sean Sweeney of Des Moines, IA. Unleashed in 1969, the Kawasaki H1 Mach III shocked the world with its 500cc two-stroke triple engine, delivering 60 horsepower and blistering acceleration. Lightweight and unpredictable, it earned a reputation for raw speed and wild handling. The H1 redefined performance, launching Kawasaki's legacy as a superbike powerhouse.



1970 Honda Z50AK2 owned by Ron Kamps of Slater, IA. The 1970 Honda Z50A K2, part of the iconic Mini Trail series, featured a 49cc engine, 3-speed semi-auto transmission, and foldable handlebars for easy transport. Beloved by kids and adults alike, the Z50A brought off-road fun to the masses—earning its place as a trail-riding legend in miniature form.



1971 Honda CT70HK1 owned by Ron Kamps of Slater, IA. As the Z50A's bigger sibling, the 1971 Honda CT70H K1 featured a 72cc engine and rare 4-speed manual transmission—offered only in select years. Lightweight, trail-capable, and fun to ride, this example was restored and painted by its owner, preserving a classic mini bike with grown-up capability and charm.



1971 Kawasaki A7SS owned by Eric Lundstrom of Berwick, IA. In 1971, a fearless courier tore through Tokyo's alleys astride the Kawasaki A7 350 Avenger. Its twin Mikunis screamed rebellion, 350ccs of rotary-valve fury answering every twist of throttle. With six gears and no fear, he outran tyranny, delivering freedom wrapped in acceleration, a hero clad in speed and smoke.



1972 Ossa Pioneer Stiletto 250 owned by the Curtis Leaverton Estate. Built in Spain, the 1972 Ossa Pioneer Stiletto 250 combined lightweight agility with a powerful two-stroke 250cc engine. Designed for off-road competition, it featured a rugged frame and responsive suspension. Revered for its handling and unique styling, the Stiletto helped Ossa carve a bold name in early motocross history.



1973 Kawasaki H2750 owned by Paul Conte of Clive, IA. Unleashed in 1973, the Kawasaki H2 750—nicknamed the "Widowmaker"—boasted a ferocious 748cc two-stroke triple engine producing 74 hp. Built for raw acceleration, it dominated the era with a 12-second quarter mile. With minimal rider aids and maximum thrill, the H2 defined high-performance motorcycling in the wild 1970s.



1977 Triumph TR7RV owned by Robert Jones of Ankeny, IA. Sold new in Boone, Iowa, this 1977 Triumph TR7RV "Tiger" retains its original paint, fenders, and seat. A single-carb alternative to the Bonneville, it's now performance-tuned with a rebuilt engine, balanced crank, and modern upgrades. Meticulously restored in Iowa, it blends classic British soul with present-day rideability.



1978 Yamaha DT250 owned by Paul Conte of Clive, IA. The 1978 Yamaha DT250 was a dual-sport legend—lightweight, rugged, and trail-ready. Powered by a 246cc two-stroke single with torque-rich delivery and oil injection, it featured long-travel suspension and on/off-road versatility. A favorite of weekend adventurers and backroad explorers, the DT250 embodied Yamaha's go-anywhere spirit of the late '70s.



2025 Chrysler 100th Anniversary Class



STAR CARS



1926 Chrysler Four Model 50 owned by Michael Gustafson of Long Lake, MN. This entry-level Chrysler Four brought advanced engineering to the masses with a high-compression 4-cylinder engine, hydraulic brakes, and attractive styling. These features helped establish the brand's reputation for innovation and value. The previous owners, who kept the car for more than 70 years, restored it in 2008. The current owner has shown the car at numerous Chrysler and AACA venues across the USA.

1948 Chrysler Town & Country convertible owned by Peter and Pam Hemken of West Des Moines, IA. In 1948, this Chrysler Town & Country Convertible was handcrafted in steel and wood. With only 3,309 built, Chrysler's "crown jewel" was powered by a 135-hp Spitfire straight-eight engine with Fluid Drive. Discovered in 1964, dismantled with care and long dormant, its restoration—paused by loss, revived by love—culminated in 2024.

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1st
1970 Plymouth Barracuda Gran Coupe owned by William and Cheryl Cox of Ottumwa, IA. On the new E-body platform which it shared with the Dodge Challenger, instead of the Valiant, the Gran Coupe was the Barracuda's luxury trim level. This example, in "Burnt Orange", is factory original, 1-owner unrestored with 47,000 miles. The owner ordered this vehicle in November 1969, and took delivery December 1969.



2nd
1956 Dodge La Femme owned by Scott and Hope Miller of Mitchell, NE. One of fewer than 1,500 made, the 1956 Dodge La Femme was Detroit's bold nod to postwar femininity—finished in Heather Rose and Sapphire White, complete with purse, raincoat, and matching hat. Sold new in Munster, Texas, buried in a silage pit by 1988, it rose again through a seven-year, frame-off resurrection. Now, numbers-matching and reborn, she reigns—elegant, rare, and unstoppable.



3rd
1935 Chrysler Airflow C-2 Imperial Coupe owned by Russ Bees of Indianola, IA. In order to accomplish its sloping rear form, the passenger compartment was moved 20" forward. This not only helped its aerodynamics, but also provided a better ride, and allowed 3-across seating in the front. Equipped with overdrive, this rare 2-door Airflow Imperial is driven to national meets across the country.



1927 Chrysler "Finer" 70 Royal Coupe owned by Jason Kems of Winterset, IA. This car was purchased new from Gretna Motors in Gretna, NE, then restored over several years in the 80's. Marketed as the "Finer 70", its features include a high compression 7-main bearing engine with rubberized motor mounts and pressurized oil system, body by Fisher, 4-wheel Lockheed hydraulic brakes, golf bag door, and adjustable front seat.



1933 Plymouth Deluxe Six - Rumble Seat Coupe owned by Craig and Jan Wagner of Des Moines, IA. This was the first model year Plymouth had a 6-cylinder engine, helping put Plymouth in 3rd place in production. The owner purchased this car because it's identical to his parent's first car that they bought new in 1933. Though "a nice driver" when purchased, it underwent a 2-year rotisserie restoration in 2020. The owner restored the chassis, and outsourced the body and interior work locally.



1934 Chrysler Airflow CU Sedan owned by Ronald and Diana Carzoli of West Des Moines, IA. The first year of the Airflows, Chrysler's use of wind tunnel testing (which Orville Wright helped design) to create its streamlined body shape utilized lightweight materials and Art Deco styling. An engineering, not a commercial, success, the design concepts persist in vehicles today. Purchased in 1981, complete but in poor condition, this car has been totally restored.

2025 Chrysler 100th Anniversary Class - continued



1940 Chrysler Traveler owned by John and Alice Bolen of Runnells, IA. Placed between the New Yorker and Windsor in the Chrysler lineup, this was a family car for an affluent family man of the period. Equipped with Chrysler's Fluid Drive and 135HP straight-8 engine, this rare 3-owner car has transitioned from family hauler to limo service.



1941 DeSoto Custom Club Coupe owned by Dave Holzinger of Des Moines, IA. In 1941, DeSoto introduced the vertical bar grille which became its styling theme through 1955. Advertised as having "Rocket Bodies", the new styling, combined with Chrysler Corporation's engineering, made 1941 the highest sales year to date. This was the first year DeSoto offered Chrysler's Fluid Drive semi-automatic transmission.



1952 Plymouth Cranbrook Belvedere owned by Richard Collins of West Des Moines, IA. The Cranbrook Belvedere was Plymouth's only 2-door hardtop offering, featuring the Belvedere's additional chrome trim, 1-year only "saddleback" paint treatment (where the roof color flowed over the beltline and onto the trunk), and distinct badging. Not many Cranbrook Belvedere's were made, many succumbing to rust due in part to the hardtop design. Only a handful of these survive to this day.



1963 Imperial Crown Convertible owned by George and Diane Mazurek of Muskegon, MI. One of 531 Imperial convertibles built in 1963, this car was originally sold in Milwaukee WI, where it spent its life until 2021. The current owner purchased it at IOLA after being stored for 35 years. Sporting its "Flight Sweep" deck lid and floating headlamp pods, this car has been shown at Copshaholm and Greenfield Village.



1967 Plymouth Belvedere II owned by Gary and Jan Rochleau of Grimes, IA. The Belvedere II was the middle trim level of Plymouth's B-body, and has the rare "Special Silver Package", which included the silver interior and vinyl roof, deluxe wheel covers, trim and white sidewall tires. Having owned a similar Belvedere for 10 years when they were first married, the owners bought this 62,000 mile unrestored example in 2018 out of a Mopar collection.



1970 Plymouth Road Runner 'Superbird' owned by Doug and Chris Hammond of Marshalltown, IA. The Superbird was created to lure NASCAR driver Richard Petty back to Plymouth. With only 1935 produced, they could reach speeds over 200MPH on the high bank oval tracks. This example is a survivor with less than 10,000 miles, original interior, Alpine White paint and Goodyear Polyglas GT's tires. Extensive documentation helped secure a Legacy Award at the 2021 MCACN.

FUN FACT

From the Iowa Automotive Heritage Foundation



FULTAN AIRPHIBIAN

In 1949, Robert Edison Fulton, Jr. flew from his home in Danbury, Connecticut, to the Iowa State Fair in his invention, the Airphibian flying car. Each morning during fair week, he soared to and from a different far-flung Iowa city to impress the local dignitaries. When he returned each evening, he disconnected the propeller, fabric wings, and tail, and drove his compact convertible throughout downtown Des Moines.



2025 American Pickup Trucks Class

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STAR CAR



1933 Chevrolet 1-1/2 Ton Fuel Truck owned by Steve Yerington of Tipton, IA. Built in 1933 for Walkup Oil Co. in Missouri, this 1-1/2 ton truck delivered fuel during America's toughest years. Retired to Iowa as yard art, it sat forgotten in a barn until 2018. Through careful restoration, from wooden cab to rebuilt engine, it was revived in 2022, reclaiming its legacy on the road.



1st
1957 Chevrolet 3100 1/2 ton pickup owned by Darrell Mestdagh of West Des Moines, IA. This 1957 Chevy 3100 half-ton pickup, factory 6-cylinder and original color with clear coat, towed cars in Boone, Iowa for decades. Bought new by the owner's father, it was fully restored in 2001. With 73,235 original miles, it's an award-winning, magazine-featured tribute to utility, heritage, and American truck history.



2nd
1937 REO Speed Delivery Pickup 650L owned by Ron and Nancy Muecke of Sheridan, WY. Built by REO, founded by Ransom E. Olds, the 1937 Speed Delivery 650L was the first pickup with an all-steel bed. Once a Mason City fleet truck, it was found in a Cedar Rapids barn in the 1980s. Fully restored by 2025, it now holds multiple national awards and honors.



3rd
1951 Chevrolet 3800 1 ton 9 foot bed owned by Timothy and Antoinette Prohaska of Altoona, IA. This 1951 Chevrolet 3800 1-ton with a rare 9-foot bed was built to haul one extra hog to market. It served farm duty until engine trouble sidelined it in 1976. After decades of sitting idle, it's been fully restored—frame-off, original gauges rebuilt, and now proudly shows 58,651 original miles.



1946 Chevy 3100 1/2 ton pickup owned by Richard Baccus of Des Moines, IA. Born in postwar 1946, this Chevrolet 3100 was restored to original glory, hiding a 261 CI engine beneath 216 CI components. Found in Tennessee, revived in Illinois, it now turns heads at shows with subtle touches—step plates, chrome rings, mirror. A faithful tribute to working-class heritage and timeless American design.



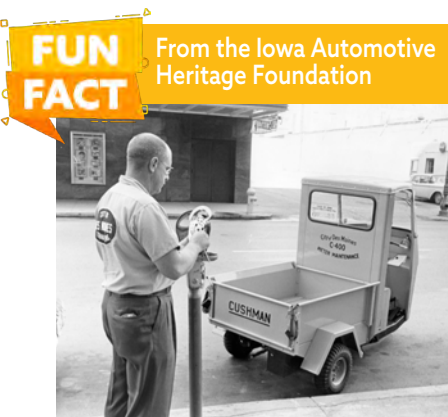
1950 Chevrolet 3600 owned by Steve Hemken of Alden, IA. Part of Chevrolet's Advance Design era, the 1950 3600 3/4-ton pickup was built for hard work with rugged lines and a 216 CI inline-six. This example, sold new near Williams, Iowa, remains there—just its second farm family in 74 years. With original paint, interior, and 53,000 honest miles, it's a living artifact of America's agricultural backbone.



1957 Chevrolet Cameo 3124 owned by Dean Lauterbach of Newton, IA. Blending utility with style, the 1957 Chevrolet Cameo 3124 was a revolutionary step toward the modern pickup—featuring car-like design, smooth fiberglass bedsides, and upscale trim. As the final year of Cameo production, this model represents a bold GM vision: a truck that worked hard and looked sharp doing it.



1957 Jeep Willys Pickup owned by Steve Skold of West Des Moines, IA. Built during Jeep's postwar push into civilian markets, the 1957 Willys Pickup was a rugged 4x4 workhorse. This Minnetonka-sold example served on a Minnesota farm, later restored by Tonka Jeep to original spec with rare dealer options. A 2025 Valley Classic winner, it honors Jeep's enduring legacy of utility and resilience.



FUN FACT

From the Iowa Automotive Heritage Foundation

CUSHMAN TRUCKSTER

In 1962, the city of Des Moines purchased one three-wheel Cushman Truckster to determine whether it might be more efficient for the maintenance men who kept 2,700 parking meters in working order. They determined it was nearly as handy as a pickup truck, easier to maneuver through traffic, able to park in tighter places, and warmer than a motorcycle. Soon, dozens of Cushmans were buzzing around downtown.





FUN FACT

From the Iowa Automotive Heritage Foundation



VANGARD CITICAR

Although William Morrison created America's first electric car in a downtown Des Moines basement in 1887, not until 1976 did the city have an electric automobile dealership. That summer, William Gulliver opened The Electric Car Place, at 4414 Douglas Avenue, to offer the tiny CitiCar. Sometimes called the "electric cheese wedge" by its critics, it traveled only 35 miles per charge. The dealership closed the following year.

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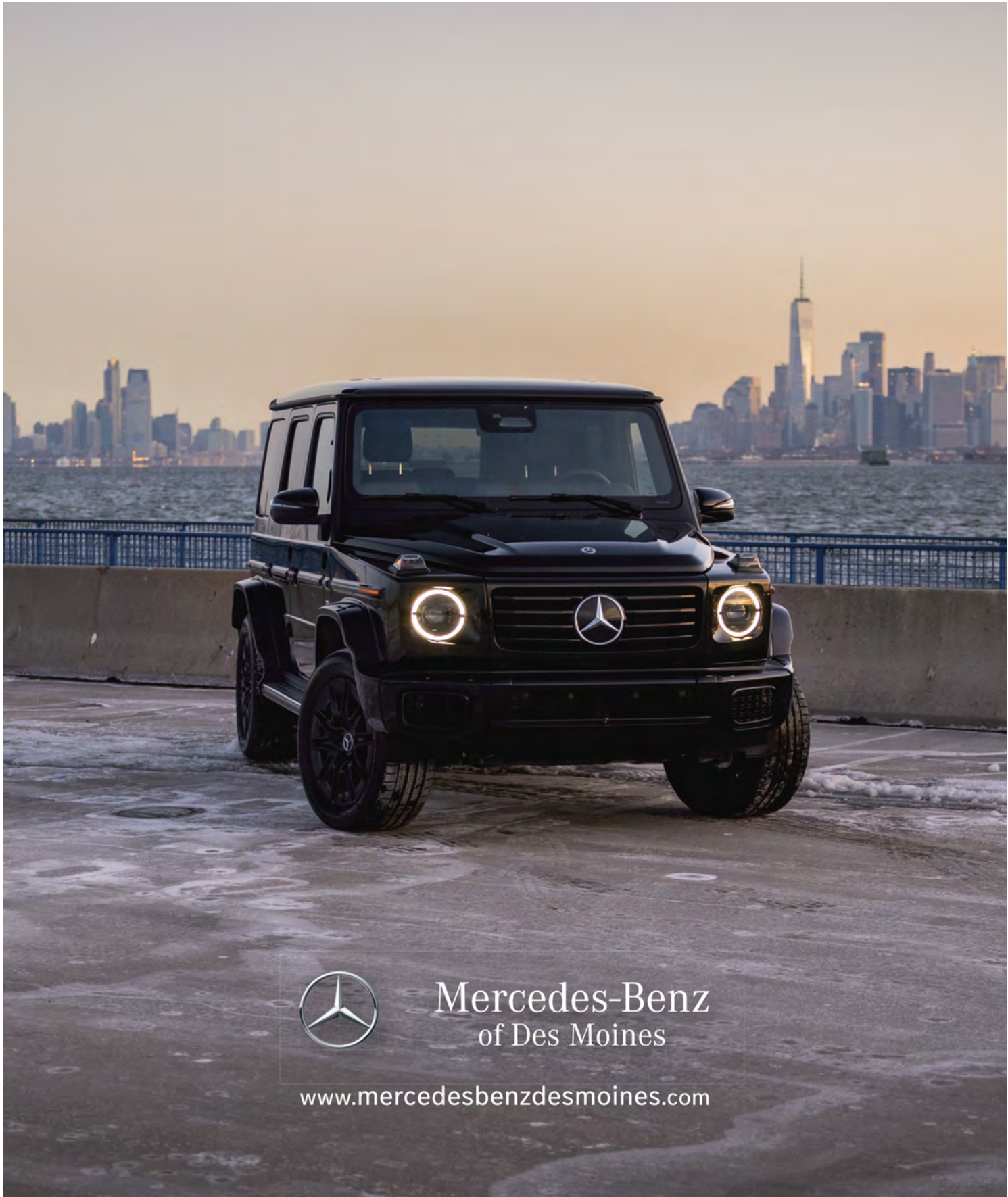
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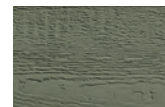
Terra Brown



Harvest Honey



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Redwood Red



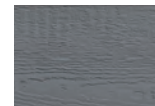
Tundra Gray



Summit Blue



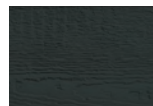
Rapids Blue



Cavern Steel



Midnight Shadow



Abyss Black





Pictured left to right: Kathy Hendershott, Spencer Cox, Jymm Oplt, Scott Jackson, Amanda Jackson, Jim Spooner, Trevor Shaner, and Betsy OConnor

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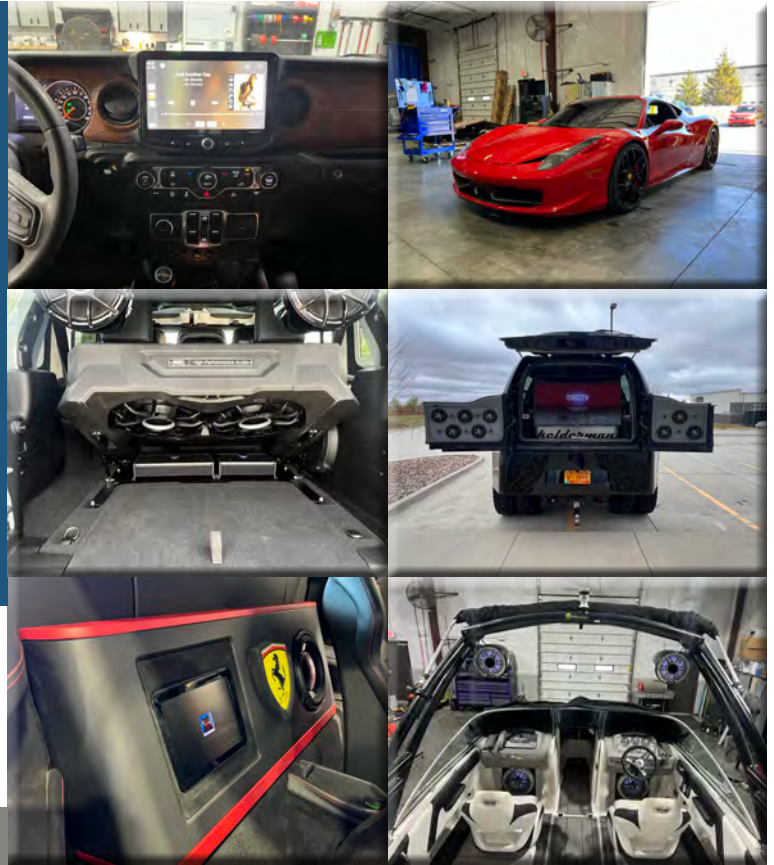
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Curtis Leaverton

1964-2025

Curtis Leaverton lived life with an open heart, boundless energy, and a love for all things on wheels. As owner and chief executive officer of C&L Companies in Urbandale, Iowa, he guided the business to become a leader in the ATV and dirt bike parts industry. In 2018, he followed another passion, joining VintCo to preserve and restore vintage motorcycles—pieces of history he cherished. Curtis was equally at home behind the wheel of a race car, earning podium finishes in national competitions and taking on legendary events like Italy's Mille Miglia.

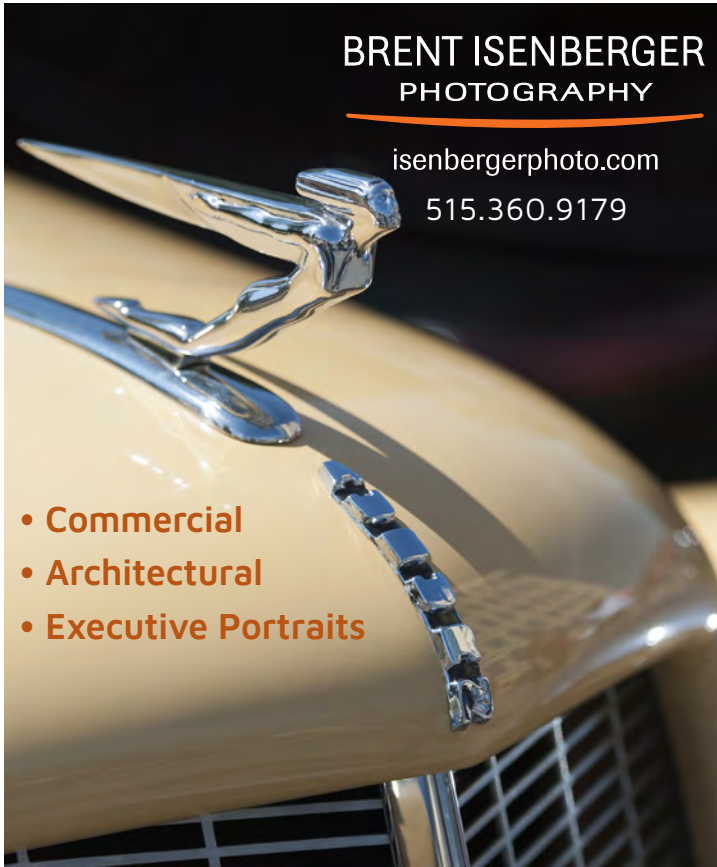
Yet for all his accomplishments, Curtis's proudest moments came not from a podium, but from a chair with a guitar in hand, playing alongside his grandchildren. He was a trustee of the Iowa Automotive Heritage Foundation, working to grow the Des Moines Concours d'Elegance and its support for the Children's Cancer Connection. Curtis's warmth, generosity, and enthusiasm touched everyone who knew him, and his absence will be felt deeply by his family, friends, and the many communities he inspired.



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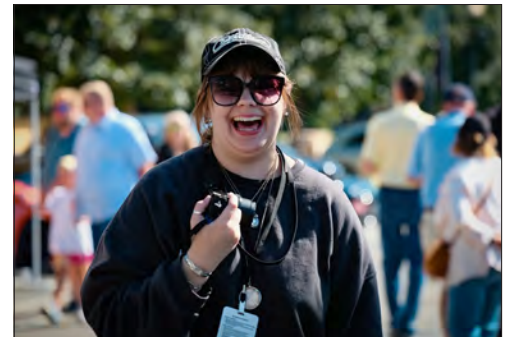


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