

2026
**DES MOINES
CONCOURS**
d'elegance

A celebration of the art and design of the automobile.



FEATURING CLASS WINNERS AND MORE

Bob Cunningham ©2024

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2026 Des Moines Concours

Dear Friends, Supporters, and Exhibitors,

What a weekend it was! While the weather challenged us, it did not dampen the enthusiasm, generous spirit, and shared love for automobiles and the great causes the show supports. The decision to conclude early was made out of an abundance of caution to ensure the safety of our visitors, volunteers, sponsors, and the vehicles entrusted to our show field. We deeply appreciate everyone's patience, flexibility, and understanding as we prioritized safety first.

We would like to extend a heartfelt thank you to our exhibitors. We know the time and meticulous care that goes into preparing every automobile and motorcycle for the show field. Thank you for showcasing your spectacular vehicles and for your tolerance as the weather shifted throughout the day. A special congratulations goes to Michael Eder of Mound, Minnesota, whose stunning 1938 MG SA Tickford Drophead Foursome was named the 2026 Best of Show, as well as to all of our First Place class winners and the Children's Cancer Connection Kids Choice Award recipient, Jim Wilson, with his 1970 Plymouth Superbird.

We also owe a massive debt of gratitude to our visitors and sponsors who came downtown to support the event despite the rain, and to our steadfast committee leads and volunteers. This event simply would not be possible without your dedication, passion, and belief in our mission to celebrate automotive heritage.

Because of your collective generosity, this year's event successfully raised vital funds to support the mission of the Children's Cancer Connection and to provide high school automotive education assistance through the Des Moines Concours Automotive Heritage Grant. Thank you for your charity and shared appreciation for these causes.

We are already hard at work looking ahead to next year, and we cannot wait to welcome you back to downtown Des Moines.

See you in 2027!

With sincere gratitude,

Joseph Phillips & Steve Simpson
Des Moines Concours Co-Chairs

Peter Hemken
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2026 IAHF Board of Trustees

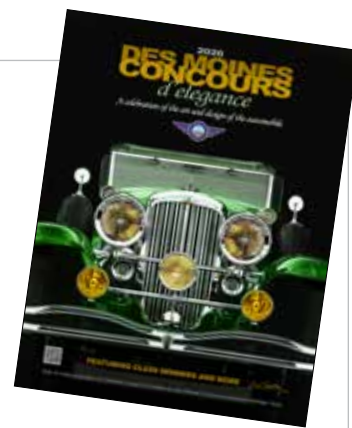
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2026 Des Moines Concours Leads

Joseph Phillips – Co-Chair
Steve Simpson – Co-Chair
Scott Diehn – Marketing
Scott Edwards – Sponsorship
David Holzinger – Exhibitor Care
Dylan Swicegood – Recruitment
Tom Wollan – Vendor Coordination
Gary Martin – Head Judge

About the cover

The Mighty Duesenberg, by West Des Moines illustrator Bob Cunningham. The Duesenberg brothers, Fred and Augie, launched their automotive careers in Des Moines by building bicycles, experimenting with gasoline engines, and co-founding the Mason Automobile Company at 915 Grand Avenue, just one block east of the Des Moines Concours show field. Cunningham's image depicts a classic Duesenberg SJ Torpedo Sedan, which experts consider the highest quality American automobile of the 1920s and '30s. Poster prints of *The Mighty Duesenberg* are available online at desmoinesconcours.com. Be sure to read Bob's "Forgotten Iowa" illustrated stories in every issue of *Our Iowa Magazine*, and check out his other art creations by scanning the QR code.





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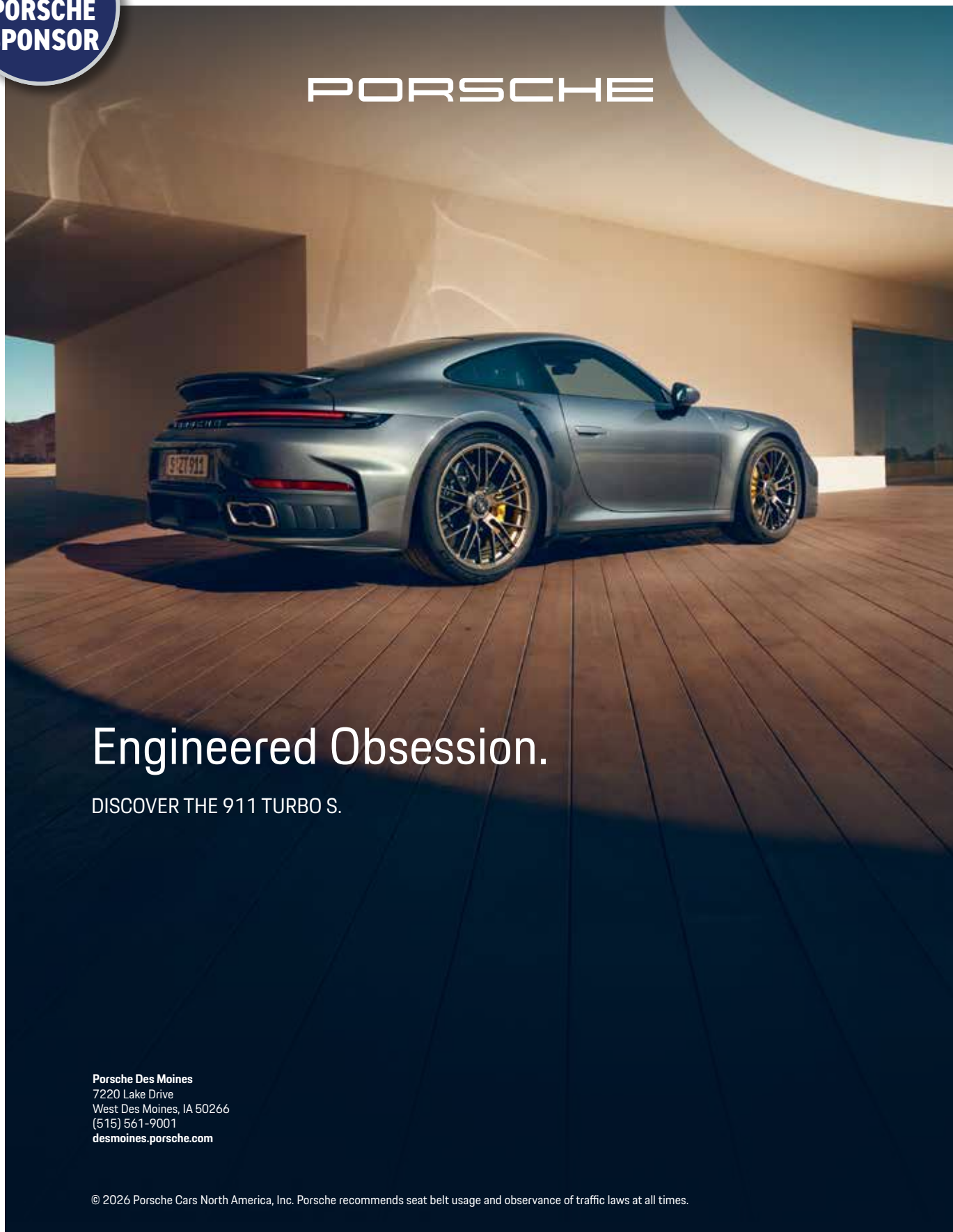


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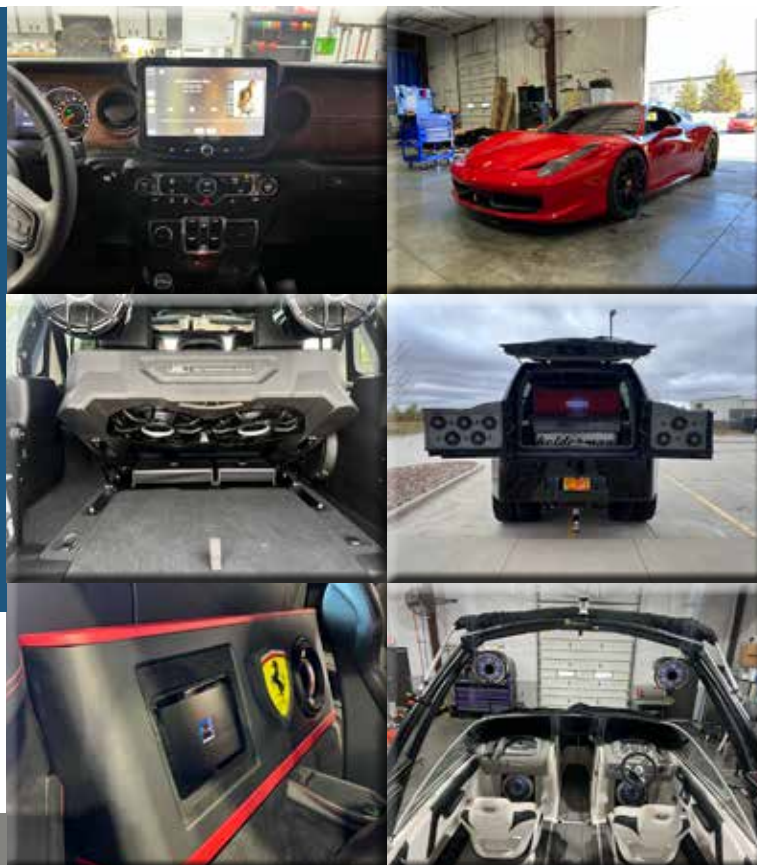
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Online Photo Galleries

On the next few pages, we are sharing a sampling of the images photographed by **Daryl Metzger** and **Jeff Wagner** at the Concours Gala and the Concours Show. The entire collection can be found on our Gallery page on our website: desmoinesconcours.com/galleries or by scanning the QR code below.





2026 Concours Gala

The weekend began with the highly anticipated 2026 Des Moines Concours Charity Gala on Saturday, September 12, beginning at 5:30 pm at the beautiful Krause Gateway Center in Des Moines. The event featured rare Porsches! Plus renowned automotive designer Kip Wasenko was our special guest speaker. Hors d'oeuvres, open bar and dinner were provided by Allora. This year's live and silent auctions were packed with one-of-a-kind experiences, luxury items and automotive favorites. Here are some scenes from the evening.





2026 Concours





2026 Concours





2026 Exhibitors



2026 Best of Show

1938 MG SA Tickford Drophead Foursome, Michael Eder, Mound, MN.

One of 696 built from 1936 to 1939, this 1938 MG SA Tickford Drophead Foursome represented MG's largest, most luxurious sporting car. Rescued as a long-dismantled project, it required a new ash superstructure before returning to the road, preserving rare prewar craftsmanship, advanced features, and elegant British touring history.

2026 American Muscle

1st



1970 Plymouth AAR Cuda, Gary Warnsholz, Redfield, IA. This is a second owner, "numbers matching" car. The AAR 'Cuda was built to meet the "homologate" rules of the Sports Car Club of America to be able to race in the Trans-Am Racing Series. Part of the performance package included a fiberglass hood, rear spoiler, side exhaust, and wider rear tires.

2nd



1970 Plymouth 'Cuda, Steve Albright, Grimes, IA. The 1970 Plymouth 'Cuda was the high-performance model of the redesigned, wider E-Body platform. This offered an aggressive wide stance, with high-impact colors. Engine options included the legendary 426ci Hemi, 440ci Six-Barrel, 383ci V8 and 340ci V8. Of note, this 'Cuda features the factory option, color matching elastomeric bumper, and hockey stick stripe.

3rd



1966 Pontiac GTO, David Bair, Des Moines, IA. In 1966, the GTO became its own model rather than a LeMans option. The Coke-Bottle style with kicked-up rear fenders and tunneled rear window presented an aggressive appearance on the street. The current owner has owned it for 45 years. His son always wanted to be picked up from school in it, so his friends could hear the rumble of the engine.



1964 Chevrolet Malibu SS, Daryl Davis, West Des Moines, IA. 1964 was the debut year for Chevy's mid-size performance Malibu. The SS package featured special exterior badging, bucket seats, and optional center console, unique wheel covers, and engine choices that included 194ci inline-6, 283ci V8 and 327ci V8. This car came with factory air and automatic transmission.



1966 Chevrolet Nova SS, Steve Hall, Ankeny, IA. 1966 marked the debut of the second-generation, compact muscle car. Featuring sharp, squared-off front fenders and a wide grille, and exclusive SS badging, there was no questioning that this car was made for performance. This Nova SS features redline tires, and a 4-speed manual transmission.



1968 Pontiac GTO, John Loffredo, West Des Moines, IA. This 41,000 documented miles, all original GTO is an example of the second generation of this iconic muscle car. With a shorter wheelbase, 400ci V8 and 4-speed transmission, the GTO was a formidable car on the street. To control all that power, the car came with power steering and brakes.



2026 American Muscle - continued

2026 Exhibitors



1969 Oldsmobile 442 W-30 Convertible, Mark Anderson, Winterset, IA. The 1969 442 W-30 was a high-performance package, featuring a 400ci "Ram Rod" V8 engine, functional under-bumper forced-air induction scoops, high-lift camshaft and dual hood stripes. This car sat in a barn since the mid-80s, until a full restoration was started in 2025.



1970 Dodge Challenger, Brittany Vaughn, Collins, IA. The 1970 Dodge Challenger T/A was a one-year only "homologation special" built for the Sports Car Club of America racing series. To meet the requirements, Dodge needed to produce 2,399 street-legal versions. It featured the 340ci "Six-Pack" V8 with three two-barrel carburetors and low-restriction "megaphone" exhaust exiting in front of the rear wheels.



1970 Mercury Cougar Eliminator, Greg Jones, Des Moines, IA. 1970 was the last year for the Mercury Cougar Eliminator. This high-performance package included features such as the blacked-out grille with hidden headlights, front chin spoiler, rear wing, and high-impact paint options like this Competition Orange color. Engine options included the Boss 302, 351 Cleveland and 428 Cobra Jet.

1st Place Children's Cancer Connection Winner



1970 Plymouth Superbird, Jim Wilson, Pleasant Hill, IA. The 1970 Plymouth Superbird was built to meet NASCAR's homologation rules, which required a street-legal version of the car, to be able to race. A one-year only production, roughly 1,935 of these cars were built. The distinctive nose cone and rear wing set these cars apart from the competition.



1970 Chevrolet Chevelle, Allyn Roberts, West Des Moines, IA. 1970 saw a mid-cycle styling refresh for the Chevelle, featuring squared-off dual headlights, forward-thrusting grille, and updated body contours. The high-performance SS packages offered a wide range of engine sizes, to include the massive 454ci big-block V8, which is installed in this car.



1971 Ford Torino Cobra, Brad/ Brandon Pletcher, Garner, IA. The 1971 Ford Torino Cobra was a high-performance SportsRoof fastback, featuring a 351ci engine. Painted Grabber Yellow with the reflective "Laser Stripe", black hood, and Cobra emblem on the grille, you knew this car was ready to take on any challengers on the street or strip.



1972 Plymouth Cuda, Robert Deviney, Des Moines, IA. This is a second-owner car with 44,800 original miles. The Winchester Gray paint color was only available for the 1971-1972 model years. In 1972 the 'Cuda came available with a 198ci slant-six, a 318ci V8 or a 340ci V8. The model featured a redesigned exterior with a new single-loop "shark-tooth" grille.



1972 Pontiac Trans Am, Marty Johnson, Clarion, IA. This is a one-owner car, that was a daily driver until the late 80s. Only 1,286 of these cars were produced, all of them came standard with the high-performance 455ci V8, functional open-scoop "Shaker" hood, engine-turned aluminum dash, and distinct body graphics.





2026 Antiques

1st



1917 Hudson Super Six, Victoria & Karen Knight, Hiawatha, IA. Equipped with the Super Six engine, a design proven at Indy and Pikes Peak, this Hudson raced Iowa dirt tracks throughout the 1920s and 1930s. Driven by the current owner's grandfather, it won its final race in 1939 despite being the oldest car entered. It is restored to its 1939 racing specification.

2nd



1905 Oldsmobile Curved dash, Aaron Parish, Columbus Junction, IA. This 1905 Oldsmobile was purchased by the current owner's great grandfather in the late 1950s. The car was found behind a barn in Mason City Iowa. Featuring the iconic "curved dash" and 14hp engine this car has been shown for many years throughout Iowa.



1912 Maxwell Messenger, Dick and Don Pauley, Clear Lake, IA. The last of the two-cylinder Maxwells, this 1912 Messenger featured acetylene headlamps, a two-speed transmission, and sold new for \$625. Purchased new by an Owatonna, Minnesota barber, it remained with his widow, children, and granddaughter for 102 years before its sale to the current owners in 2014.



1916 Cadillac 7 Passenger Touring, Andy Flagge, Mason City, IA. This 1916 Cadillac, boasts over a century of prowess, gracing concours often. Restored over 20+ years, with traditional methods, it is 100% authentic to its 1916 debut. With hog and horse hair seats, original-type top materials, and authentic paint and material, no modern items were used.



2026 Atomic Age Collectibles

1st



1946 Ford Super Deluxe Station Wagon, Dean Archer, Ankeny, IA. Restored in Traverse City and cherished by one family for more than 20 years, this 1946 Ford Super Deluxe "Woody" Wagon showcases exceptional factory-correct craftsmanship. Birdseye maple, mahogany inserts, maple ceiling strips, leather interior, and long-grain vinyl top recall the resort shuttles and hotel transports of America's immediate postwar era.

2nd



1948 Lincoln Continental, Steve Hemken, Alden, IA. Powered by a graceful V-12 paired with a three-speed transmission and overdrive, this 1948 Lincoln Continental Club Coupe reflects the elegance of America's immediate postwar luxury era. Restored to a high standard several years ago, it preserves Lincoln's refined styling, long hood proportions, and dignified grand touring character remarkably well.

3rd



1955 International Harvester R-112, David Junck, Ogden, IA. Finished in its original Gulf Stream Blue, this rust-free 1955 International Harvester R-112 pickup reflects honest utility and simple durability. With an eight-foot box, 220-cubic-inch six-cylinder engine, four-speed transmission, and confident manual steering, it preserves the working character that made International trucks trusted tools of mid-century American roads and fields.



2026 Atomic Age Collectibles - continued



1947 Buick 56C Super Convertible, David Holzinger, Des Moines, IA. Positioned between Buick's Special and Roadmaster lines, this 1947 Buick Super Convertible combines graceful airfoil-fender styling with smooth straight-eight power. Its electric-hydraulic system operates the top, front windows, and seat, showcasing postwar comfort and innovation. From a year when Buick led convertible sales, it reflects elegance, engineering, and open-air luxury.



1950 Ford Tudor, John & Shannon Johnston, Indianola, IA. With original paint, original motor, and a three-on-the-tree flathead V8, this 1950 Ford Tudor carries authentic postwar character. It is shown in loving memory of the owner's son, PFC Noah Johnston, who passed away while serving on active duty in the United States Marine Corps in 2025. His passion endures.



1951 Chevrolet 3800 1 ton, Timothy Prohaska, Altoona, IA. Built to haul one extra hog to market, this 1951 Chevrolet 3800 1-ton carries authentic Iowa farm character. Its rare nine-foot bed, frame-off restoration, rebuilt original gauges, and 58,651 original miles tell a story of decades of service, storage, and revival.



1952 Mercedes-Benz 220 Cabriolet A, Peter and Pam Hemken, West Des Moines, IA. Hand-built with steel-and-wood construction, premium materials, and prewar elegance, this 1952 Mercedes-Benz 220 Cabriolet A is among the finest surviving examples of its limited-production line. Fully restored and family-owned for more than 50 years, it showcases refined engineering, rare coach-built craftsmanship, and timeless postwar Mercedes-Benz sophistication for 's enthusiasts worldwide.



1953 Austin Healey 100 Le Mans, John Rued, Bellevue, NE. Introduced in 1953, the Austin-Healey 100 earned its name from its 100-mph capability and quickly gained credibility through competition, including Le Mans. This example, owned since 1981, preserves its classic appearance while incorporating internal drivability improvements, linking early British sports-car history with personal provenance and continued enjoyment.



1955 Packard Caribbean Convertible, Peter and Pam Hemken, West Des Moines, IA. Redesigned for 1955, the Packard Caribbean Convertible embodied Packard's finest luxury and engineering. With dramatic tri-tone styling, a 352-cubic-inch V8, Twin Ultramatic transmission, and innovative Torsion-Level suspension, it offered power, elegance, and poise. Limited to 500 examples, it remains a landmark of postwar American prestige motoring and design excellence.



1957 Chevrolet 3100 Pickup, Darrell Mestdagh, West Des Moines, IA. Purchased new by the owner's father for a Boone, Iowa repair garage, this 1957 Chevrolet 3100 pickup carries four generations of family memories. Restored to original condition with its original engine, it has pushed cars, pulled trucks, won awards, and remains a cherished heirloom destined for future hands with pride.



1957 Buick Roadmaster, Dean Bibler, Johnston, IA. Promoted as Buick's "Newest Buick Yet," this 1957 Roadmaster represented the marque's finest expression, with sweeping chrome, stainless spear trim, and a lower, longer Body by Fisher design. Found in New Hampshire in 1989, it received a meticulous owner-led frame-off restoration and proudly remains a repeat Concours award winner.





2026 Early Collectibles

1st Place & Best of Show



1938 MG SA Tickford Drophead Foursome, Michael Eder, Mound, MN. One of 696 built from 1936 to 1939, this 1938 MG SA Tickford Drophead Foursome represented MG's largest, most luxurious sporting car. Rescued as a long-dismantled project, it required a new ash superstructure before returning to the road, preserving rare prewar craftsmanship, advanced features, and elegant British touring history.

2nd



1941 Cadillac 6127D, Rick Kwarciany, Elburn, IL. Finished in Valcour Maroon, this 1941 Cadillac 6127D reflects over a decade of owner-led restoration and prewar luxury. Deluxe trim, fender skirts, AM radio, heater, and whitewalls complement its elegance. Multiple Cadillac-LaSalle and concours awards, including Best in Show honors, recognize its exceptional craftsmanship, authenticity, and presence on the field.

3rd



1938 Chevrolet Master/Cabriolet, John Schildberg, Greenfield, IA. One of only ten unmodified Body by Fisher examples known, this 1938 Chevrolet Master Cabriolet represents rare factory-preserved elegance. First admired at a Greenfield DX station in 1964, it took 50 years to acquire. A nut-and-bolt restoration returned every detail to original factory condition with remarkable devotion and patience.



1929 Ford 2 door sedan, Alan Thilges, Fenton, IA. Introduced for 1928 as Ford's successor to the Model T, the Model A brought updated styling, a 201-cubic-inch four-cylinder engine, three-speed transmission, and four-wheel mechanical brakes to everyday motorists. This 1929 Two-Door Sedan has appeared at numerous shows and presents proudly.



1929 Ford Model A Phaeton, Lang Wightman, West Des Moines, IA. The Model A brought modern styling, four-wheel brakes, and improved drivability to everyday Americans. This 1929 Phaeton, modified for period-style endurance rallies, carried that legacy across Peking to Paris and South America, proving prewar Ford durability on historic roads worldwide.



1933 MG J2, Gary & Gwen Krukoski, Glenwood, MN. Introduced during MG's early sports-car rise, this 1933 MG J2 was rebuilt from the frame up after years in storage. With engine and gearbox restored in the UK, parts sourced from England, owner-applied paintwork, and award-winning show history, it reflects prewar British motoring spirit and dedicated hands-on restoration craftsmanship.



1935 Chrysler C-2 Imperial Airflow Coupe, Russ Bees, Indianola, IA. Born from Walter P. Chrysler's faith in engineering research, this 1935 Chrysler C-2 Imperial Airflow Coupe reimagined the automobile from the ground up. Its aerodynamic form, forward-mounted engine, long springs, and passenger-focused layout delivered stability, comfort, and space, making the Airflow a bold milestone in prewar automotive innovation and design.



1937 Cord 812 Beverly, Jason Kems, Winterset, IA. An Art Deco landmark, this 1937 Cord 812 Beverly paired coffin-nose styling with front-wheel drive, independent suspension, hidden headlamps, and a four-speed preselector transmission. The 11th-to-last Cord built, it has received major mechanical restoration, including aluminum cylinder-head work and transmission-shifting rebuild, preserving one of America's boldest prewar automotive innovations.



1937 Packard 4door sedan, Mark and Paul Johnson, Des Moines, IA. Purchased in downtown Des Moines in 1937, this Packard sedan has spent nearly its entire life in Iowa. Named Elmer in honor of the family patriarch, it was rescued and carefully returned toward original form, with local craftsmanship and a rebuilt engine preserving 90-year history for another Concours appearance.



2026 Early Collectibles - continued



1937 Chevrolet 1937 4-Door Master Deluxe Sedan, Jason and Chelsey Martin, Des Moines, IA. Family-owned for 45 years, this 1937 Chevrolet Master Deluxe Sedan blends cherished history with careful restoration. Restored in 2022 by Karl's Kustom, it retains original components while featuring a rebuilt 235ci six-cylinder, tasteful drivability upgrades, and a growing show record, including Concours appearances, class honors, and repeated People's Choice awards.



1939 Ford Fordor Deluxe, Wade and Mary Krieg, Des Moines, IA. Built in Canada in June 1939, this Ford Deluxe Fordor Sedan presents largely stock, with its flathead V8, six-volt system, original-style frame and body, and wide whitewalls. Restored in California and purchased by its current owners in 2017, it remains a cherished driver, enjoyed daily, weather permitting, with pride.



1940 Chrysler Traveler, John Bolen, Runnells, IA. Long rooted in Iowa, this 1940 Chrysler Traveler represents Chrysler's return to restrained elegance after the daring Airflow era. As the entry straight-eight model below the New Yorker, it combines sweeping curves, limited chrome, and a distinctive ruby interior, reflecting careful stewardship and the brand's refined prewar engineering and style.



1940 Buick 60 Series, Nancy Williams, Des Moines, IA. Featuring a rare factory turret-top sunroof, this 1940 Buick 60 Series honors Joseph Romeo's 50-year stewardship and retirement dream. Restored by Joe and completed after his passing in 2025, it now carries his legacy forward, recently earning a Silver Award at the Heartland Area Buick Club of America Regional Meet.



1941 Lincoln Zephyr Sedan, Steve & Judy Kroeger, Casey, IA. Found in a Menlo, Iowa garage and restored with local Guthrie County craftsmanship, this 1941 Lincoln Zephyr Sedan returned to factory condition with documented Detroit-to-Des Moines provenance. Awarded by Early Ford V-8, Lincoln Zephyr Owners Club, AACA, and Des Moines Concours, it celebrates elegant design, lasting care, and stewardship.



2026 Exotics



2008 Porsche Carrera, Samuel Rasmussen, Des Moines, IA. Transformed by Akira Nakai with a genuine RWB widebody kit, wheels, and GT wing, this 2008 Porsche Carrera retains its unmodified character beyond the RWB installation. Reportedly the only 997-generation RWB example in the Midwest, it represents rare global craftsmanship, dramatic presence, and modern Porsche individuality with true collector appeal.



2011 Aston Martin DB9, Chris Seymour, Ames, IA. Designed by Ian Callum and Henrik Fisker, this 2011 Aston Martin DB9 represents Aston's modern Gaydon era, blending elegant aluminum architecture with V12 grand touring performance. As one of two manual Volantes built for 2011 and shipped to the United States, it preserves rare open-air engagement from a pivotal marque.



2024 Lotus Emira, Mario Alba, Ankeny, IA. Finished in vibrant Seneca Blue, this 2024 Lotus Emira First Edition is among the earliest examples delivered to the United States. Its mid-mounted 3.5-liter V6, six-speed manual transmission, 400 horsepower, and Alcantara-trimmed cockpit blend exotic style with analog engagement, carrying Lotus' celebrated driver-focused spirit into the modern era for enthusiasts.



2026 Exotics - continued



1988 Rolls-Royce Silver Spur, Jason Allen, Des Moines, IA. Representing Rolls-Royce luxury in the late 1980s, this 1988 Silver Spur blends formal presence, hand-finished craftsmanship, and quiet refinement. Preserved as an unrestored example with original mileage, it has been carefully maintained through decades of ownership, reflecting the enduring elegance, comfort, and prestige that defined Crewe-built motorcars for discerning owners.



2000 Dodge Viper RT/10, Mike Willcox, Des Moines, IA. One of 35 finished in Viper Steel Gray with black racing stripes, this 2000 Dodge Viper RT/10 projects unmistakable American supercar attitude. Original paint, 600-horsepower performance, a 205-mph top speed, black Italian-leather interior, red accents, and show honors make it a personalized open-top Viper with presence, power, and character.



2008 Dodge Viper SRT-10, Scott Gorden, Clive, IA. This is a Gen IV Viper, which was manufactured only from 2008 to 2010. This generation featured a monster stock 8.4L V-10 producing 600 HP and 560 LB-FT of torque. It is a raw American supercar. This car was acquired by the owner with 7,000 miles on it.



2014 Audi R8 V10 Spyder, Jason Smith, West Des Moines, IA. Sharing Lamborghini-derived V10 power with Audi's quattro all-wheel drive, this 2014 R8 V10 Spyder blends everyday refinement with exotic performance. Its mid-engine layout, open-top design, aluminum space-frame construction, and unmistakable side blades reflect Audi's modern supercar era, combining precision engineering, dramatic sound, and grand-touring usability in striking form for enthusiasts.



2017 Jaguar F-Type SVR, Adin Dzaferagic, Des Moines, IA. Developed by Jaguar Special Vehicle Operations, this 2017 F-Type SVR is one of 1,875 produced and only 676 delivered to the United States. Its 575-horsepower supercharged V8, all-wheel drive, ZF transmission, 200-mph capability, and dramatic styling place it among the fastest, rarest, and most exciting Jaguars of the modern era.



2018 Ferrari 488 Spider, Jason Klinkenfus, Ankeny, IA. With 661 horsepower from its twin-turbocharged V8, this 2018 Ferrari 488 Spider delivers breathtaking open-air performance. Its retractable hardtop, sculpted aerodynamics, 561 pound-feet of torque, and three-second sprint to 60 mph capture Ferrari's relentless pursuit of speed, drama, and precision in a modern supercar built for thrilling grand touring too.



2025 Porsche Taycan, Joe Harrison, Des Moines, IA. Representing Porsche's electric future, this 2025 Taycan brings silent performance and sculpted design to the concours field. Rarely seen in Iowa, it demonstrates how Porsche translated sports-car character into an all-electric grand tourer, offering striking style, modern technology, and conversations about range, charging, and the next era of motoring.



2025 Ultima RS, Samuel Rasmussen, Des Moines, IA. Built to factory specifications and showing just 200 miles since completion, this 2025 Ultima RS is chassis number 205 and one of only a few in the Midwest. Enhanced with a 3.8-liter Whipple supercharger, it produces just under 1,200 horsepower, combining factory finishes with staggering modern hypercar performance and presence.



2026 Porsche GT3, Ajdin Nadarevic, Clive, IA. With the Weissach package, this 2026 Porsche 992.2 GT3 sharpens Porsche's track-focused formula through lightweight carbon-fiber exterior accents, carbon bucket seats, and carbon-ceramic brakes. Built from decades of motorsport development, the GT3 blends precision, downforce, and naturally aspirated character, delivering a modern expression of Porsche performance engineering for purists.

2026 Exotics - continued



2026 Lotus Emira, Jhosue Centeno, Ankeny, IA.

Powered by a 3.5-liter supercharged V6 producing 400 horsepower and 310 pound-feet of torque, this 2026 Lotus Emira celebrates pure driver engagement. Its six-speed manual transmission, balanced mid-engine layout, and sculpted design carry Lotus tradition forward, blending modern refinement with the analog feel enthusiasts continue to cherish on every road.



2026 Motorcycles

1st



1972 Norton Commando Dunstall, Sean Sweeney, Des Moines, IA.

Combining Norton's innovative Isolastic vibration-isolating Commando chassis with Paul Dunstall's high-performance tuning, this authentic 1972 Dunstall 810 represents the British café racer at its peak. Recognized in period as a turn-key Superbike, it brought racing pedigree, street usability, and unmistakable style to performance-minded riders of its era on the road.

2nd



1970 Honda CT70HK0, Ron Kamps, Slater, IA.

Restored by its owner, this 1970 Honda CT70H K0 captures the charm of Honda's compact trail bikes. Its 72cc engine, folding handlebars, and rare four-speed manual clutch made it easy to transport yet fun to ride, sparking motorcycle enthusiasm among both young riders and adults during the minibike era alike.

3rd



1974 Norton Commando, Robert Jones, Ankeny, IA.

Purchased from its original owner in 2025, this 1974 Norton 850 Commando preserves its 52-year character while receiving a comprehensive mechanical renewal. With original tinwork, frame, and fenders retained, plus rebuilt engine, gearbox, chassis, ignition, and carburetion, it blends authentic British motorcycle soul with daily-ridden reliability and Iowa craftsmanship.



1927 Indian Big Chief, Steve & Lulu Rowe, Van Meter, IA.

Introduced as Indian's flagship big twin, the Chief helped define the legendary American motorcycle marque. This 1927 Big Chief features removable cylinder heads, 6-volt lighting, Klaxon horn, Corbin speedometer, foot clutch, hand shifter, and rear-only braking. Beautifully restored, it proudly honors period engineering and a family-inspired search for history.



1929 BMW R-62, Steve & Lulu Rowe, Van Meter, IA.

Produced only in 1928 and 1929, the BMW R-62 was among BMW's early large-displacement touring motorcycles, with 4,355 built. This unrestored 1929 example spent years in Ireland, carefully owned, maintained, and ridden before coming to America. It preserves authentic prewar BMW character and the pleasure of riding history for enthusiasts.



1939 BMW R12, Steve & Lulu Rowe, Van Meter, IA.

Produced from 1935 to 1941, the BMW R12 became one of BMW's most successful prewar motorcycles. This 1939 example features hydraulic telescopic forks, pressed-steel chassis, deep sprung saddle, and rugged drivetrain. Restored at the Parham Museum, it reflects German engineering, wartime utility, and durable touring comfort from the era.



2026 Motorcycles - continued



1947 Harley Davidson EL, Terry Baber, Carlisle, IA. This 1947 Harley-Davidson EL preserves the commanding presence of Harley's postwar Big Twin era while gaining tasteful rider-focused upgrades. Its engine has been enlarged to 83 cubic inches, with a 12-volt electrical system and aftermarket electric start, blending vintage Knucklehead character with improved usability for modern roads and events alike.



1953 Triumph Thunderbird, John Caffrey, Boone, IA. Built for postwar America's growing appetite for British motorcycles, this 1953 Triumph Thunderbird helped define Triumph's export-era success. Marketed with performance and style for U.S. riders, the Thunderbird also found Hollywood fame alongside Marlon Brando in *The Wild One*, cementing its place in motorcycle culture and rebel-era American identity.



1953 Triumph T100C, Sean Sweeney, Des Moines, IA. Produced for one year only, the 1953 Triumph T100C stands as an ultra-rare factory-built competition motorcycle. Engineered for road racing and performance-minded riders, it represents the pinnacle of Triumph's pre-unit parallel-twin development, capturing postwar British sporting ambition and the brand's growing reputation for speed, agility, and competition success worldwide.



1953 Harley Davidson K, Terry Baber, Carlisle, IA. Built around a 1953 Harley-Davidson K-model motor stroked to KH specifications, this street-legal racer blends period Harley power with flat-track attitude. A 1974 XR750 racing frame, handmade stainless exhaust, owner-machined components, and track-proven history showcase ingenuity, craftsmanship, and the raw performance spirit of American motorcycle competition on road and track.



1960 Cushman Eagle, Jon Mathisrud, Mendota Heights, MN. Introduced as Cushman's motorcycle-styled scooter, the Eagle became the company's most popular model and a familiar American runabout of the 1950s and early 1960s. Built in Nebraska, this 1960 Cushman Eagle reflects durable, approachable two-wheeled transportation, with classic proportions that beautifully echoed larger Harley-Davidson and Indian motorcycles of its day.



1962 Triumph Bonneville, John Caffrey, Boone, IA. Marking the final year of Triumph's pre-unit 650 Bonneville, this 1962 model represents the close of an important British motorcycle chapter. As Triumph gained strength in America's booming performance market, the Bonneville blended proven engineering with speed and style before unit-construction models arrived for 1963, reshaping the marque's future forever.



1963 Triumph Bonneville, John Caffrey, Boone, IA. Introduced in 1963, the Triumph Bonneville 650 marked the first year of unit-construction powertrain design, combining engine and gearbox in a more modern, compact package. This milestone model carried Triumph's performance reputation forward, with a power unit that remained influential and in production well into the 1980s for enthusiasts worldwide.



1963 Matchless G12 CSR, David Elwell, Des Moines, IA. Representing the peak of AMC's 650cc sporting twins, this 1963 Matchless G12 CSR blended flashy café-racer style with serious performance. Twin carburetors, high-performance camshafts, and competition-bred chassis development helped push it beyond 100 mph, while Thruxton 500 success gave the "Coffee Shop Racer" genuine racing credibility on road and track.



1973 Norton 950 Commando, David Elwell, Des Moines, IA. Refined for 1973, the Norton 850 Commando advanced British twin-cylinder performance with its 828cc engine, Isolastic frame, stronger cases, all-metal clutch, dual Amal carburetors, and Lockheed front disc brake. Marketed as an 850, it delivered relaxed torque, improved durability, and classic Commando character during Britain's final superbike era on roads.



2026 Motorcycles - continued



1975 Honda CB400F, Peter Grubel, Des Moines, IA. Compact and stylish, this 1975 Honda CB400F captures the spirit of Honda's mid-1970s Super Sport motorcycles. Its 408cc inline-four engine, iconic 4-into-1 exhaust, and cafe-racer-inspired stance gave riders refined performance in a lightweight package, making the CB400F a beloved classic for enthusiasts who value precision, balance, and character and usability.



1985 Suzuki RG500 Gamma, Edward Kunath, Waterloo, IA. Imported new from Canada and never officially sold in the United States, this 1985 Suzuki RG500 Gamma captures the peak of street-legal two-stroke performance. Its liquid-cooled square-four, rotary disc-valve induction, cassette gearbox, and Barry Sheene-inspired racing lineage make this 2,650-mile original a rare survivor of Suzuki's Grand Prix era.



2004 Moto Guzzi V11 Sport, Rick Trower, Des Moines, IA. Preserved with just 650 original miles, this 2004 Moto Guzzi V11 Sport Ballabio showcases Italian character through its 1100cc transverse V-twin, naked sport styling, Rosso Red finish, and originality. Purchased new in Minnesota and stored carefully for two decades, it remains unmodified with manuals, paperwork, and remarkable survivor appeal.

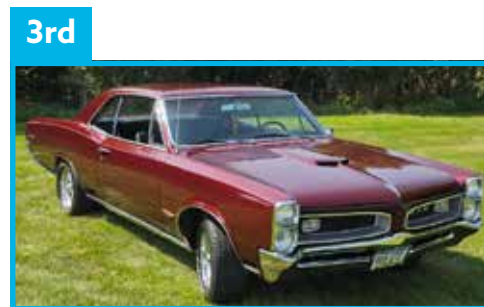
2026 Pontiac 100th Anniversary



2002 Pontiac Grand Am GT1, Larry Latham, Des Moines, IA. Purchased new from Ramsey Pontiac in Des Moines on October 19, 2001, this 2002 Pontiac Grand Am GT1 has served as a dependable daily driver and road-trip companion. Its Ram Air V6 earned dragstrip runner-up honors, while its cassette/CD radio recalls Pontiac's transition into the early-2000s performance era with style.



1973 Pontiac Firebird Trans Am, Norm Vos, Altoona, IA. Finished in rare Brewster Green, this 1973 Pontiac Firebird Trans Am represents a desirable chapter in Pontiac performance history. Showing 40,000 miles and cared for by its second owner, it is one of only 74 automatic examples built, combining scarcity, originality, and unmistakable Trans Am presence in one remarkable machine.



1966 Pontiac GTO, Jared Ostrem, Stratford, IA. The 1966 Tri-Power GTO is a highly sought after car, as Pontiac would discontinue the option a few months into the 1967 model year. The owner's father was an avid muscle car enthusiast and searched for this Tri-Power GTO. He was proud to take it to shows until he physically was unable. The family now proudly shows it in his honor.



1928 Pontiac 6-28 Sport Landau Sedan, Chris & Jen Higgins, Polk City, IA. Owned by the exhibitor's grandfather from 1957 to 1996, this 1928 Pontiac 6-28 Sport Landau Sedan, "Chief of the Sixes," carries remarkable family history. After funding six grandchildren's educations, it was found through a 12-year search and returned home in 2021, preserving original interior, coachwork, powertrain, and enduring legacy.



1956 Pontiac Star Chief, Richard Collins, West Des Moines, IA. Rescued from estate ownership after years of quiet storage, this 1956 Pontiac Star Chief quickly became more than a planned flip. Restored earlier by unknown hands and seldom used, it now represents mid-century Pontiac style, chrome, comfort, and presence - an eye-catching reminder of America's optimistic 1950s motoring era on display.



1967 Pontiac Bonneville, Jason Legg, West Des Moines, IA. Built as Pontiac's full-size flagship, this 1967 Bonneville retains its factory engine, transmission, and interior. Originally white and brought from Minnesota to Iowa for the film Ticket Out, it was driven on set by Ray Liotta. Since becoming a Father's Day gift, it has earned awards and family significance.



2026 Pontiac 100th Anniversary - continued



1967 Pontiac GTO, Reggie Kopecky, Farnhamville, IA. Numbers-matching and frame-off restored, this 1967 Pontiac GTO blends factory performance with concours craftsmanship. Its 400-cubic-inch H.O. V8, four-speed transmission, and factory air conditioning highlight Pontiac's muscle-era engineering. Twice a Goodguys Muscle Car of the Year finalist, it has also earned two GTOAA Concours Gold awards for authenticity and quality.



1968 Pontiac Catalina, Steve Halterman, Urbandale, IA. Purchased new in Iowa in December 1967, this 1968 Pontiac Catalina Convertible served Raymond Rinehart's family for daily driving and Colorado vacations. With its Protect-O-Plate, 133,000 original miles, renewed mechanicals, convertible top, and thoughtful interior updates, it preserves full-size Pontiac comfort, open-air style, and cherished family history.



1971 Pontiac 24237 GTO / Judge, Bryan Clark, Urbandale, IA. Believed to be the second 1971 GTO Judge produced after the pilot car, this first-day-build example carries rich Pontiac history. Documented by PHS reports, build sheets, receipts, magazine features, and auto-show duty, it showcases original Honeycomb wheels and a carefully preserved story from Pontiac's final Judge era performance heritage.



1973 Pontiac Trans Am, Patty Kendall, Madrid, IA. Purchased used in 1973 by the owner's sister and husband, this two-owner Pontiac Trans Am remains a remarkable survivor with 42,000 original miles. Retaining its original paint and interior, plus a 455 automatic, power accessories, air conditioning, tilt, and cruise, it preserves both Pontiac performance and family history beautifully.



1976 Pontiac Trans Am, Jay Christy, Newton, IA. Purchased by its current owner in 1984, this 1976 Pontiac Trans Am captures the peak of 1970s American performance styling. Its one-year, color-matched fascias and optional Honeycomb wheels distinguish the mid-year design, while the Firebird's unmistakable presence makes it one of the decade's most iconic automotive statements on the road.



1997 Pontiac Firebird Trans Am, Wayne Mathis, Des Moines, IA. Celebrating the Firebird's 30th anniversary, this Pontiac Firebird Trans Am represents the final LT1-powered chapter before the fourth-generation refresh. Finished in rare color-changing green, it captures the bold attitude, aerodynamic styling, and V8 performance that made late-1990s Firebirds sought-after by enthusiasts and collectors who appreciate Pontiac's enduring performance legacy.



2006 Pontiac Solstice, Dennis Kelly, Clive, IA. With only 22,000 miles, this 2006 Pontiac Solstice showcases Pontiac's bold return to the American roadster. Its compact proportions, open-air character, white racing stripes, and turbo badging give it an energetic presence. Modern, playful, and distinctive, the Solstice remains a memorable chapter in Pontiac's performance-inspired design legacy for all enthusiasts.



2026 Preservation

1st



1967 Volkswagen Convertible, Richard Marcoux, Papillion, NE. Built August 30, 1966, during the first production month, this unrestored 1967 Volkswagen Convertible is one of 7,583 made. With original paint, chrome, top, California plates, rare early-production details, and a Berlin Air-Lift crest from its first owner, it preserves award-winning Volkswagen history and originality.

2nd



1963 Morgan + 4 roadster, Igor Takacs, Osceola, IA. Purchased in San Diego in 2023, this 1963 Morgan +4 Roadster is now with its third owner. Carefully serviced by Morgan Motors of New England with renewed brakes, clutch, tires, and adjustments, it remains road-ready, charming, and unmistakably British - delighting onlookers and making people smile wherever it goes along the way.

3rd



1975 Leata, Leroy Bradford-Smith, Columbia, IA. First off the line and built in Idaho, this 1975 Leata is one of only 23 produced and reportedly one of three remaining on the road. With original paint, vinyl interior, and just 1,373 original miles, it preserves a rare American microcar story with remarkable originality, scarcity, and charm.



1937 Packard 1507, Five-Passenger Coupe, Bryce Kadenberg, Slater, IA. Sold new by Earl C. Anthony Company in San Francisco, this 1937 Packard 1507 Five-Passenger Coupe represents Packard's senior luxury engineering at its finest. Number 15 of only 24 built, and believed to be the only running and driving example remaining, it preserves rare prewar elegance, craftsmanship, and exclusivity.



1948 Lincoln Continental, Humberto & Bibiana Garcia, Carpentersville, IL. With its smooth V12 engine, elegant postwar styling, and distinctive rear-mounted spare, this 1948 Lincoln Continental represents the height of American personal luxury. Born from Edsel Ford's European-inspired vision, it offered refinement, comfort, and prestige, while marking the final Lincoln era to feature a factory-produced V12 powerplant with enduring grace.



1949 Chrysler Windsor, Shaun & Brenda De Bruin, Pella, IA. An unrestored survivor, this 1949 Chrysler Windsor Sedan marks Chrysler's first postwar redesign and 25th anniversary tribute model. Finished in Ocean Blue with tan wool broadcloth interior, Art Deco details, Spitfire inline-six power, and Fluid Drive transmission, it traces a journey from Nevada to Iowa stewardship with charm and authenticity.



1969 Plymouth Road Runner, Will Zamastil, Fairfax, IA. Purchased new in 1969 and parked in 1972 with roughly 30,000 miles, this Plymouth Road Runner is a remarkable original survivor. Revived in 2024 with its engine and transmission returned to original specifications, it retains original paint and interior while honoring Linn Stallman's wish for careful stewardship and preservation.



1969 Plymouth Road Runner, John & Susan Troxel, Holts Summit, MO. Survivor 1969.5 Plymouth Road Runner A12, this Rallye Green 440 Six Barrel time capsule shows 27,000 miles, numbers-matching drivetrain, original paint, interior, hoses, manuals, warranty card, and delivery tires. Rarely shown and MCACN Vintage Certification Legacy Award honored, it preserves Mopar muscle history with remarkable authenticity, originality, and performance.



1971 Triumph TR6, Tom O'Donnell, Ankeny, IA. Purchased new from a Bremerton, Washington, dealer in July 1971 while its owner served aboard a U.S. Navy nuclear submarine, this Triumph TR6 has remained in the same care for 55 years. Mechanically stock and body-restored in 2001 with red paint, it reflects loyalty, service, and British motoring spirit beautifully.



2026 Space Age Collectibles

1st



1969 Chevrolet Corvette, Richard Hurd, West Des Moines, IA. One of only 116 L88 Corvettes built for 1969, this factory racing machine lost its numbers-matching engine after a 1970 crash. After decades apart, that original engine was authenticated and reunited in 2024, restoring its identity and elevating a celebrated, award-winning Corvette into extraordinary preservation and performance history once again.

2nd



1963 Cadillac Deville Park Avenue, David Erickson, Des Moines, IA. Owned by Elizabeth Carey of Carey Salt Mines, this 1963 Cadillac DeVille Park Avenue is one of 1,507 produced. Chauffeur-driven to church and events, then displayed for decades at its selling dealer, it remains mint with 8,200 original miles, preserving Cadillac's elegant short-deck Park Avenue legacy and Concours-winning authenticity.

3rd

2nd Place Children's Cancer Connection Winner



1958 Edsel Pacer, Doug Hartmann, Fremont, NE. Sold new at Spruill Edsel Sales in Great Bend, Kansas, this 1958 Edsel Pacer 2-Door Hardtop showcases Edsel's bold debut-year identity. One of 6,139 built, it features horse-collar styling, Tele-Touch controls, rare tri-tone paint, careful restoration, and a 2026 International Edsel Club class win, preserving American automotive ambition and individuality.



1958 Imperial Crown, Randy Guyer, Minnetonka, MN. Finished in Midnight Blue, this 1958 Imperial Crown Convertible is one of 675 built and showcases Exner's dramatic Forward Look. Powered by a 392-cubic-inch Hemi V8 with Torque-Flite pushbutton transmission, it features soaring fins, gun-sight taillights, and power luxuries, restored over five years to full flagship glory and distinction.



1958 Mercury Monterey, Scott Marek, Norwalk, IA. Cosmetically restored by a previous owner, this 1957 Mercury Monterey has continued to receive hands-on care from its current steward. Front suspension repairs, heater work, floor rust repair, exhaust replacement, engine service, and under-hood detailing were all completed personally, preserving Mercury's bold late-1950s style with pride, dedication, and drivability.



1960 VW Beetle Convertible, Dan Hotka, Des Moines, IA. This early 1960 Volkswagen Beetle Convertible retains charming 1950s-style details, including small taillights, smaller engine, and no gas gauge. Owned since 2005 and restored for the road in 2007, it was returned to its as-new character, celebrating the simple charm that made Beetles beloved worldwide again.



1962 Ford Fairlane 500, Tom and Pat Wollan, Des Moines, IA. Introduced for 1962, the Ford Fairlane 500 bridged Ford's compact and full-size lines, helping define America's emerging intermediate class. This unrestored survivor retains original paint, interior, engine, and systems, with 42,000 miles and the rare 221-cubic-inch Windsor V8, preserving early small-block Ford history with award-winning authenticity and charm.



1967 Mercedes 250s, Jerry and Lacey Swedberg, Milo, IA. Purchased new in Des Moines at Dave Ostrem Imports, this 1967 Mercedes-Benz 250S remained with one family until 2025. After a decade in climate-controlled storage, it was carefully brought back to life with 36,000 original miles, retaining its manual, service records, tool kit, spare tire, title, and originality remarkably intact.





2026 The Cars of Pixar's "Cars"

1st



1943 Willys-Overland Motors MB, John Krohn, Polk City, IA. Manufactured on January 22, 1943, this Willys-Overland MB recalls the rugged wartime Jeep that became an Allied icon. Rescued from an Oklahoma farm field and restored in Iowa by Chief Peter Lentz, it honors World War II service while connecting Pixar's Cars class to Sarge's military heritage on display.

2nd



2006 Mustang, Jeff Scheel, Casey, IA. Lightning McQueen is a vision of production designer, Bob Pauley. He combined the aggressive stance of mid-2000s Generation 4 NASCAR stock cars with the elegant, aerodynamic curves of classic Le Mans endurance racers.

3rd



1948 Ford F2, Lorrie & Rod Trogdon, Clive, IA. During a trip along Route 66, Pixar's head of story, Joe Ranft, spotted an old boom truck parked by a service station in Galena, Kansas. The square cab, weathered look, and "crooked smile" became the visual baseline for Mater. The original truck is at "Cars on the Route" in Galena.



1909 Stanley Model R, Michael Curry, Cumming, IA. The Model R was a high-performance, lightweight steam car built by the Stanley Motor Carriage Company. It was celebrated for its smooth power delivery and incredible torque. Stanley is the beloved founder of Radiator Springs in the movie series "Cars" and is most recognized as the bronze commemorative statue in front of the Radiator Springs courthouse.



1951 Hudson Hornet, Aaron Cooper, Pleasant Hill, IA. Powered by a Hornet engine, this Hudson sedan celebrates the legendary step-down design that made Hudson a force in early NASCAR. Serving as an interactive tribute to Doc Hudson from Pixar's Cars, it connects family-friendly movie magic with real American racing history, when Hornets captured 81 Grand National victories nationwide.



1976 American Motors Pacer Sedan, Carol DeBeaussiaert, Shelby Twp, MI. Purchased from a Canadian collector in 2011, this 1976 American Motors Pacer Sedan celebrates one of America's unmistakable compact designs. Original except for a factory-color repaint and playful split tailpipe, its wide-glass profile instantly recalls Acer, the Pacer character from Pixar's Cars, blending real automotive history with movie magic.



2007 Mazda MX-5 Miata, Tim Donovan, Des Moines, IA. Purchased from Arizona in 2009, this 2007 Mazda MX-5 Miata combines open-air roadster fun with a German-built retractable hardtop. As part of Pixar's Cars class, it recalls Mia and Tia, Lightning McQueen's Miata superfans, while celebrating the MX-5's lasting reputation for light, joyful, and approachable sports-car driving on every road.

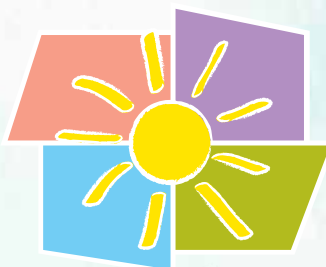
2026 Special Interest Vehicles



1973 International Load Star 1600, Joseph Phillips, Pleasant Hill, IA. Rescued after more than 20 dormant years in Altoona, this 1973 International Loadstar 1600 became a student-led restoration for the Iowa Industrial Tech Expo. Rebuilt to haul future projects, it earned first place for Group Restoration, while ten students received gold medals and scholarships, celebrating hands-on education and community pride.



2026 Solar Car Solar Car, Katelyn Holicky, Ames, IA. Built by PRISUM Solar Cars, Andromeda is a 2026 multi-occupant solar vehicle advancing sustainable engineering through carbon-fiber construction, redesigned suspension, and a new battery pack. At the 2026 Formula Sun Grand Prix, it completed 119 laps, covering 368.9 miles, while setting two fastest-lap records and showcasing student innovation and determination.



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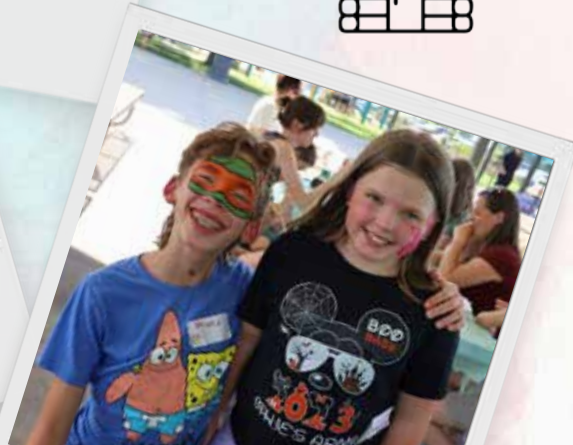
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