

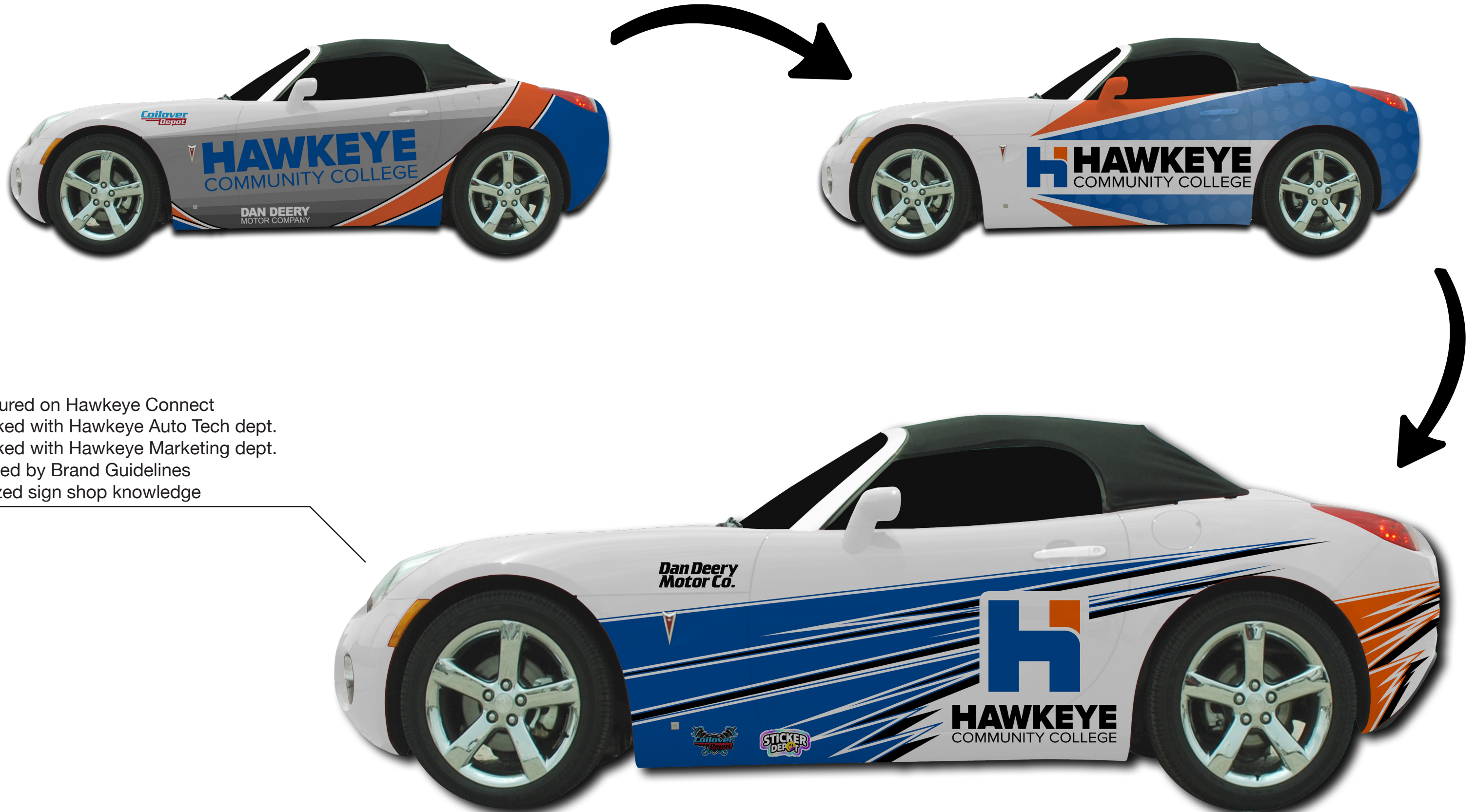
Cole Hartness

Graphic Designer

319-327-7645

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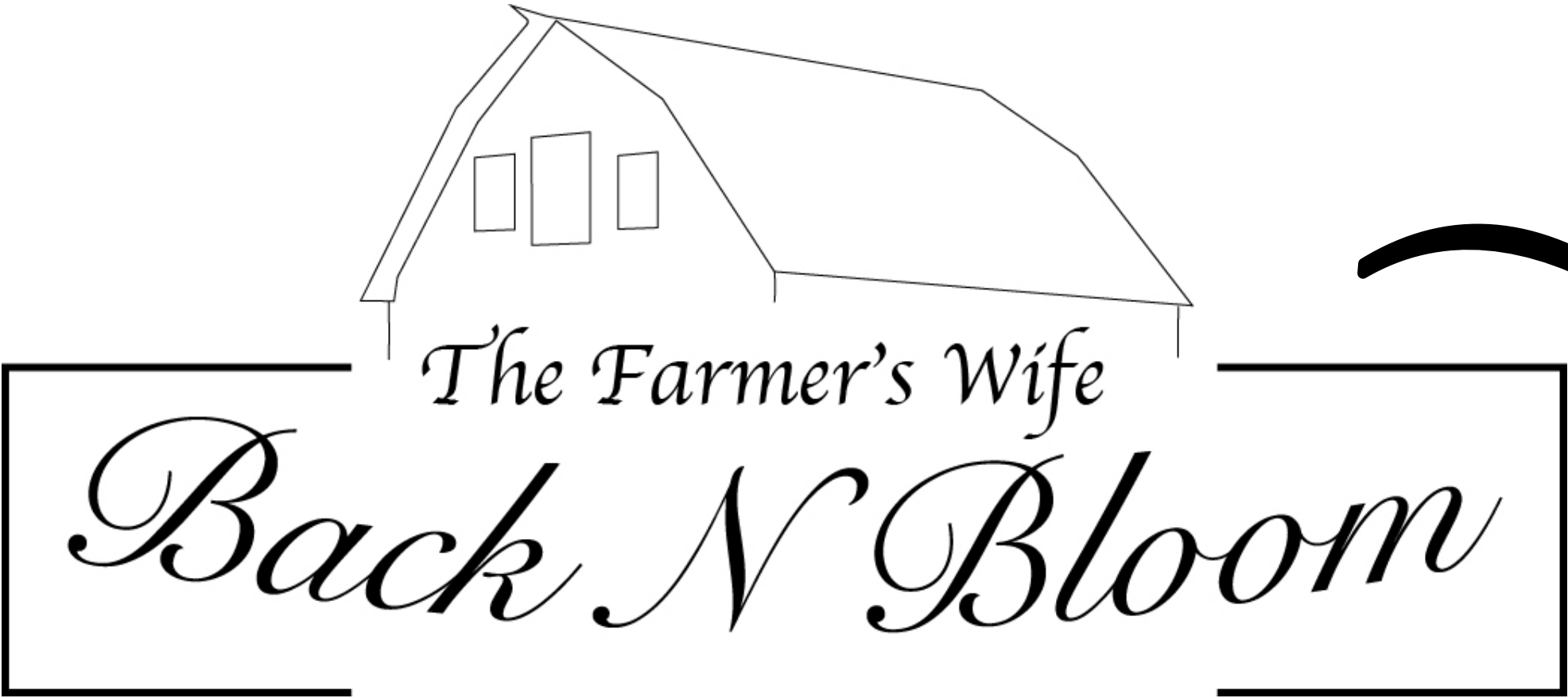
COLLEGE BRANDED DRIFT CAR LIVERY



- Featured on Hawkeye Connect
- Worked with Hawkeye Auto Tech dept.
- Worked with Hawkeye Marketing dept.
- Abided by Brand Guidelines
- Utilized sign shop knowledge



FLORAL SHOP
LOGO DESIGN





The Farmer's Wife

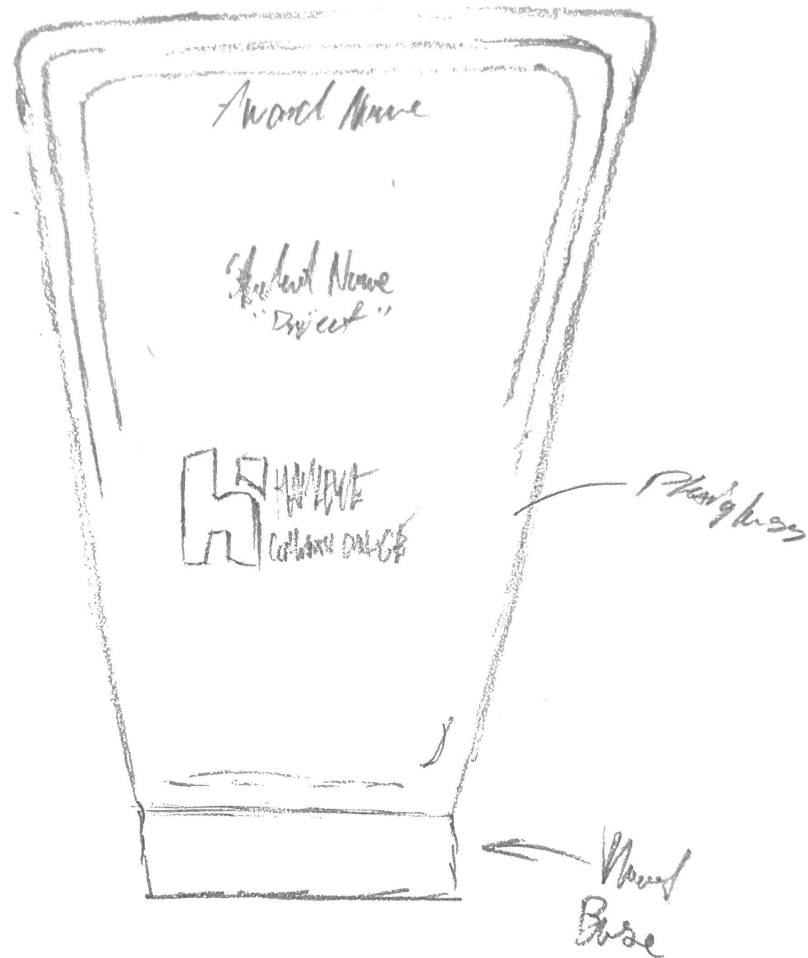
Back N Bloom

Flowers & Photography

HAWKEYE CC STUDENT ART SHOW TROPHY DESIGN

- Design Contest
- Picked by committee
- Produced & Distributed

Original Rough



President's Award

Student Name

"Project"

HAWKEYE
2026
STUDENT ART SHOW



Mockup

President's Award

Student Name

"Project"

HAWKEYE
2026
STUDENT ART SHOW



Production File



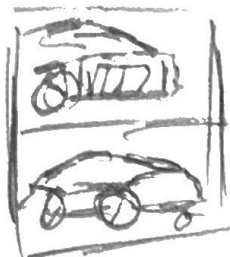
FORD MUSTANG SALES BROCHURE



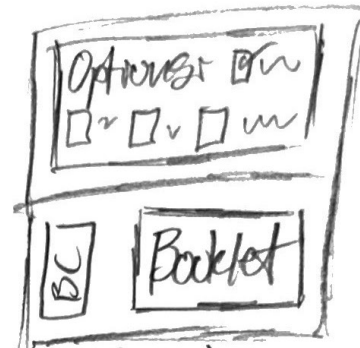
Inside



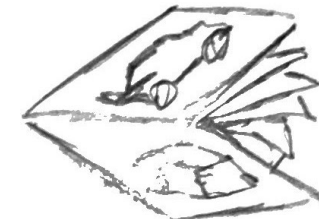
Brochure



Outside



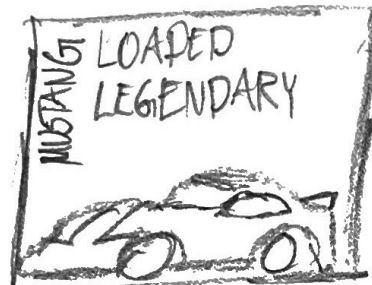
Whole inside



Booklet



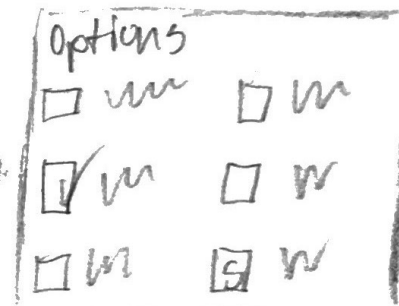
Back



Front



Booklet



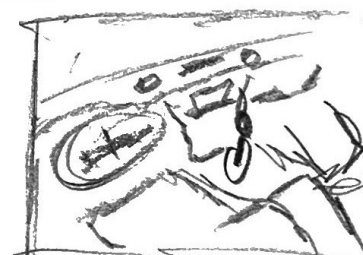
Top Fold



Business Card 1



Business Card 2



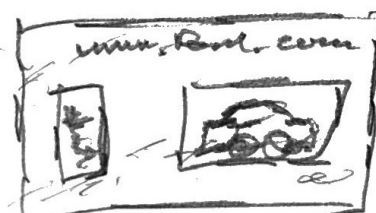
Behind Booklet



Behind options



Booklet - Back



Brochure Bottom

SUPERCHARGED.
500 HORSEPOWER.
6-SPEED MANUAL.
MADNESS.
THE DARK HORSE.



Grin-Generating
5.0L Ti-VCT V8
Engine

The brand-new 2024 Mustang® Dark Horse™ model is powered by a naturally aspirated Gen-4 5.0L Coyote™ V8 engine kicking out 500 horsepower^{68,*} and 418 lb.-ft. of torque.^{68,*} That's 100 hp/L for a visceral driving experience.

Extra cost color option shown.
^{*}Horsepower and torque are independent attributes and may not be achieved simultaneously.



Apex-Taming Brakes

Jaws will drop whenever you stop with standard, massive, track-ready brakes. Featuring 19" wheels and a Brembo™ brake system with black calipers and a white Brembo logo.

Extra cost color option shown.



Let 'Em Hear It —
Even If You Aren't In
It

Show off the roar of the 5.0L Coyote™ V8 engine — with the push of a key fob button — with the active valve performance exhaust black extension with quad tips and remote rev. *

Extra cost color option shown.
^{*}This feature is available on all Mustang™ V8 models with automatic transmission as well as on 2.3L models with Ford active exhaust.



SHELBY GT350

No Mustang in the stable makes a more powerful impression than the most potent of them all — the head-turning, heart-pounding Shelby GT350®. Inside, its exclusive interior features aluminum trim, and a flat-bottom steering wheel wrapped in Alcantara® and leather. RECARO® sport front seats trimmed in a mix of Carbon Weave cloth and Milled® inserts help hold you firmly in place — turn after turn.

GT350

- Hand-assembled 5.2L Ti-VCT V8 w/Flat Plane Crank
- 500 hp @ 7250 rpm/429 lb.-ft. of torque @ 4750 rpm
- TREMEC® TR-3550 6-speed manual transmission
- Engine oil, transmission, and differential coolers
- Vented aluminum fenders and hood
- Aluminum strut-tower brace
- 19" Ebony Black-painted aluminum wheels
- Michelin® Pilot® Super Sport tires
- MagnaRide® Damping System
- EPA-estimated rating: 14 city/21 hwy/16 combined mpg²

Shelby GT350R

- Aggressive front air splitter
- 19" Ebony Black-painted carbon-fiber wheels
- Michelin Pilot® Sport Cup 2 tires
- Carbon-fiber rear wing
- Rear seat delete

2018 Mustang | ford.com
Shelby GT350. Triple Yellow Tri-coat. Available equipment. Horsepower and torque ratings achieved with 93-octane fuel. Actual mileage will vary.

Ford
Go Further

The Dark Horse separates itself from others in its class by being an enthusiast's dream. From the 5.0 V8, to the six speed manual transmission, the incredible handling potential, state-of-the-art exhaust, and roguishly handsome looks, it's easy to tell why purists crave it. When you get behind the wheel of a Dark Horse, you feel Ford's expertise and years of experience in the realm of motorsports.



LEAN AND MEAN
Acting on information from engineering about "usable space" in the engine bay, the 2018 Mustang design team lowered the hood and grille for a lean, more athletic look. New headlamps are lower, and more similar. More modern as well, with all-LED front illumination — including signature lighting, low and high beams, turn signals and fog lamps² — adding additional shine to the 2018 Ford Mustang.

MORE HORSEPOWER, MORE TORQUE, MORE MUSTANG
Increased torque on the 2.3L EcoBoost® engine encourages wide-open throttle acceleration. The upgraded 5.0L V8 revs higher than any Mustang GT before, and improvements to the 6-speed manual allow it to handle more torque. A new 10-speed SelectShift® automatic transmission¹ improves responsiveness and all-around performance for both engines.

POWER TO PERSONALIZE
12 wheel designs. 5 new instrument panel finishes. A new, fully customizable 12" LCD digital instrument cluster.² An all-new Mustang MyMode³ that allows you to save your favorite drive settings, including suspension, steering and exhaust note preferences. And a new "pulsing" start button that pulses and from the moment the door is unlocked until the engine roars to life. Now more than ever, the new Mustang puts the power directly into your hands.

2018 Mustang | ford.com
GT, Orange Fury Metallic Tri-coat. Performance Package. Available equipment. EcoBoost and GT. Available features.

Ford
Go Further

MY BRAND
LOGO DESIGN

McGole
Hartness

Greg de Vries

**Cole
Hartness**

Graphic Design



Final





The design is by 3-D artist Khyzyl Saleem, whose previous credits include the TWR Supercat and even turning a humble 1980s Hyundai Pony into a drift car. Turning this concept into reality fell to the team at Vermont Sports-Car, Subaru of America's technical partner and rally-car-builder extraordinaire.

The Brataroo looks like a 1980s fever dream, but its body is made entirely from carbon fiber. The aerodynamics are more complex than you'd expect from a rally or drift build, as Pastrana has enough flight time in Subarus to qualify for his pilot's license. Along with adjustable front louvers that can change pitch mid-jump, the car has two swappable rear wings—one for maximum downforce and stability at speed, the other for a looser setup to destroy rubber in slides and hand-brake turns.

Under all this carbon is a Vermont SportsCars rallycross chassis, fitted with a WRC-grade roll cage. The engine is a 2.0-liter Subaru boxer, built to rev out to an incredible 9500 rpm, and it's turbocharged up to 670 hp and 680 pound-feet of torque. Power gets to the ground through a six-speed sequential gearbox and all-wheel drive.

The title for Hoonigan's next Gymkhana is called Aussie Shred, and it's set for debut early next month on the company's YouTube channel. Tune in to watch Pastrana beat out the Brataroo, hoon around Sydney, and take to the skies like Qantas.



THE GYMKHANA VIDEO SERIES IS BACK AND STARS A SUBARU BRAT

By Brendan McAleer

Today, we'll be heading down under to Australia, the land of cute kangaroos and horrible spiders, the children's show Bluey, and F1 drivers like Oscar Piastri, Daniel Ricciardo, and Mark Webber. Among the lingo coined in Australia is the term "hoon," for dangerous driving, which the country, of course, prohibits on public roads.

Hoonigan's Travis Pastrana traveled down to "Straya" to film the latest version of the Gymkhana stunt-driving franchise, and now the car is being shown off at SEMA. Dubbed the Brataroo 9500 Turbo, which is the kind of thing a car from the Grand Theft Auto series would be called, it's (extremely loosely) based on a BRAT, that funky car-based Subaru pickup truck from the late 1970s and '80s. Fun fact: In Australia, these popular little half-car-half-trucks are called utes, and the BRAT was sold as the Brumby.

More fun facts: In Australia, the term roughly meaning "redneck" is "bogan," and Pastrana is really leaning into the look, rocking sunnies, a moustache, and a

mullet. His Brataroo would be any bogan's dream, with its wide body, 'roo bars, and spotlights. It's also painted in some gorgeous retro-themed colors.

TRAVIS PASTRANA TAKES ON BATHURST... IN A UTE.

By Jordan Muloch

Pastrana is on his first trip to Mount Panorama, with his appearance coinciding with the 2025 Bathurst 1000, Australia's best-known car race.

Images and photos from filming at McPhillamy Park show Pastrana driving a first-generation Subaru Brat – sold in Australia as the Brumby – which appears to be modified in the same vein as the 'Family Huckster' GL Wagon that featured in the 2022 gymkhana video 'Vacation Shred'. If the Brat features the same powertrain, that'll make it more powerful than the V8 Supercars also seen filming with Pastrana, which includes the upcoming Toyota GR Supra, marking the first public appearance at a track for the 2026 contender.

Its wide-body kit, massive roof vent and bar-mounted driving lights show that this is indeed no ordinary Brat. Like the Family Truckster and the Subaru WRX-based Airlayer, the Brat appears to incorporate active aerodynamics in the form of a rear wing on two moveable mounts.

Pictured below: Pastrana's Brataroo 9500 drifting through bathurst.



TOYO TIRES

What the pros use.

Be a pro.



THE NEW HONDA PRELUDE IS PRICIER THAN EXPECTED

By Caleb Miller

Since its official debut in September, the potential price of the upcoming 2026 Honda Prelude has been the subject of much debate, as the automotive corner of the internet tried to predict where the revived nameplate would land within Honda's lineup. Now the debate can change from what the Prelude's price might be to whether or not it's a good deal, as Honda has officially announced pricing just as the first units begin to reach dealerships in the United States.

The Prelude will be offered in just one trim, starting at \$43,195. Along with a 200-horsepower hybrid powertrain and suspension components borrowed from the Civic Type R, the single Prelude variant packs leather-trimmed heated front seats with a perforated houndstooth pattern, a leather-wrapped steering wheel, and an eight-speaker Bose sound system. There's also a 10.2-inch digital gauge cluster, a 9.0-inch touchscreen with wireless Apple CarPlay and Android Auto, and a wireless phone charger.

While the dual-axis front strut suspension and adaptive dampers are shared with the \$47,090 Civic Type R, the powertrain, which pairs a 2.0-liter four-cylinder and one electric motor with a direct-drive gearbox, is essentially the same as the setup found in the Civic Hybrid. The gas-electric Civic, however, starts at just \$30,490—\$12,705 less than the Prelude. The only upgrade the Prelude gets is the S+ Shift system, which simulates more aggressive shift tuning, pretending to hold gears and rev match on downshifts.

What Other Cars Compete with the New Prelude?

The Prelude's pricing lands it in an unusual spot in the U.S. car market. Its two-door form factor pits it against the other small coupes from Japanese automakers: the Mazda MX-5 Miata, Subaru BRZ, and Toyota GR86. Yet those models all offer more engaging dynamics thanks to available manual transmissions, and in the case of the Toyobaru twins, more potent engines, all while starting between \$8K and \$12K less.

The Prelude even starts \$880 higher than the most affordable four-cylinder 2026 Ford Mustang, which produces 315 hp and is only \$5360 less than the base price of a 480-hp V-8-powered Mustang GT. Even the 2026 BMW 2-series starts just below the Prelude at \$42,875 for the rear-wheel-drive 230i, giving drivers both a luxury badge and a 255-hp four-cylinder engine. The main draw for the Prelude will ultimately be its combination of a hybrid powertrain with a sleek two-door body; no other hybrid coupes are currently available in the U.S. for less than \$100,000.

Honda also announced fuel-economy figures for the Prelude, which achieves an EPA rating of 46 mpg city, 41 mpg highway, and 44 mpg combined, making it far more efficient than the other coupes listed here. Time will tell if this is enough to distinguish the Prelude and attract customers, but Honda has previously said that it expects to sell every car it makes.

NOTHING COMPARES

To the new sportser S.



TEST RIDE A HARLEY-DAVIDSON MOTORCYCLE AT YOUR NEAREST DEALERSHIP TODAY. GO TO H-D.COM TO START YOUR JOURNEY.



SEE EDEL FORD'S 1934 SPEEDSTER AS A RAD RESTOMOD

By Brendan McAleer

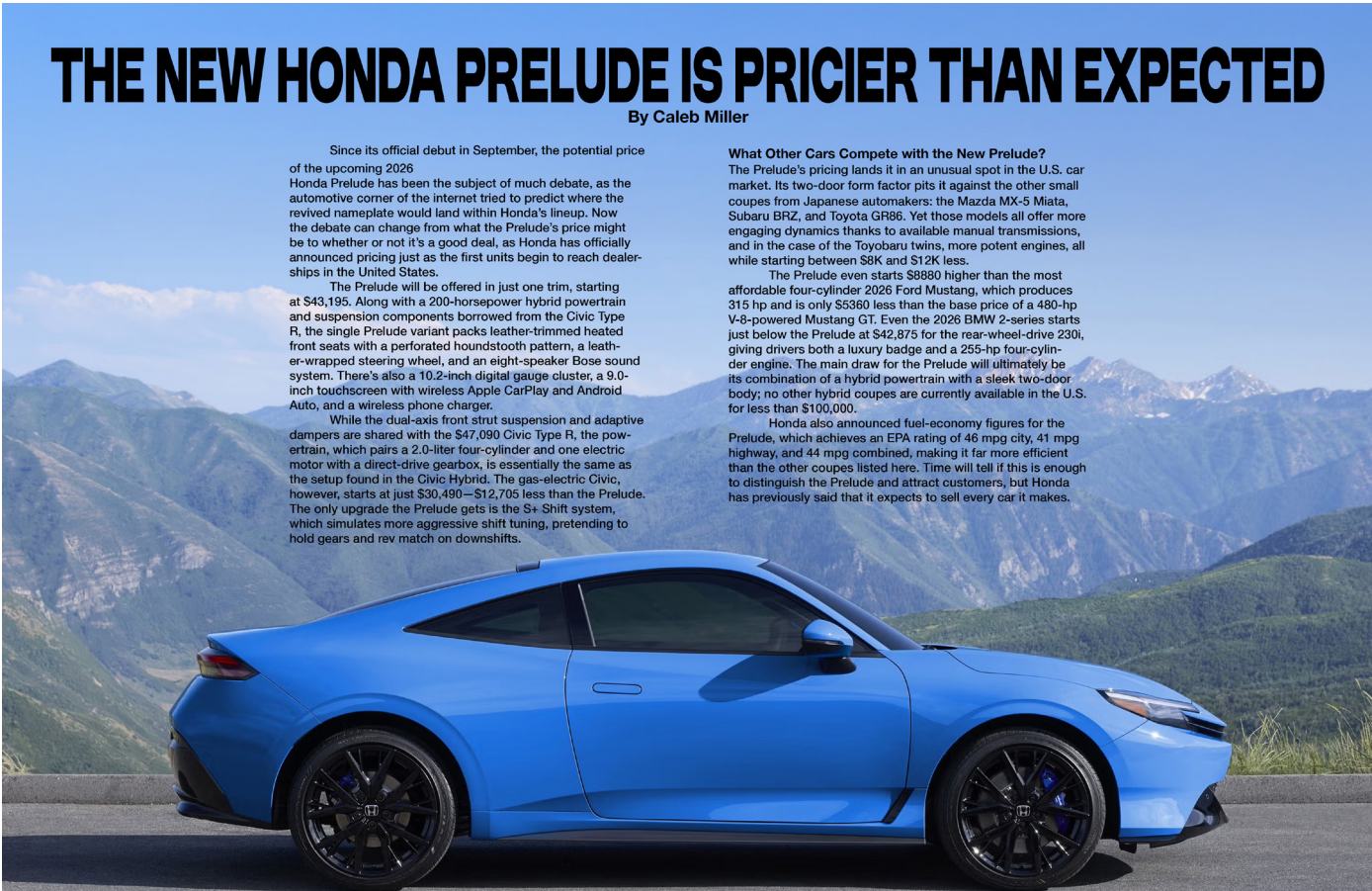
Argentina is known for its rich Malbec wines, excellence in cattle husbandry, and the tango. Target these passions at an automobile, and you end up with a finely aged design that loves to dance and packs a beefy V-8 under the hood: Iconic Auto Sports' SP40 Restomod Speedster. The restomod scene has been getting a little crowded of late, but this South American take on Edsel Ford's one-off 1934 Model 40 Special Speedster is simply stunning. Queue up the orquesta típica, let's tango!

The original car this build is based on is a somewhat obscure piece of Ford history, but one that proves that poor ol' Edsel deserves to be remembered for more than the unfortunately designed car that bears his name. Whereas Henry J. Ford was bluntly uninterested in anything other than brute functionality, his son was deeply interested in both art and European sports cars. He brought the first MG to the United States, and by the early 1930s, was working closely with designer Eugene Gregorie on turning Lincoln and Mercury into names that resonated with elegance.

The one-off car that Gregorie and Edsel collaborated on in 1934 was claimed by Gregorie to be the ancestor of the Continental. Based on a highly modified '34 Ford chassis, it was built with a sheet-aluminum body by Ford Aircraft workers in a plant idled during the Great Depression, in the boattail style. It had a passing resemblance to the MG Midget that Edsel already owned, but with Ford's new V-8 under the hood, Iconic Auto Sports' take on this car modernizes the design with carbon-fiber bodywork, a suspension with unequal-length control arms at all four corners, and a tubular spaceframe chassis. Under the side-hinged hood is a Ford Coyote V-8, feeding its 480 horsepower through a five-speed manual Tremec gearbox.

You know how the Mustang Mach-E—while overall a decent form of transportation—offers an experience dominated by a massive touchscreen and isolation from the road? Well, this is the opposite of that. It's the kind of individually built, hand-made rolling art that, if Henry Ford saw it, might make him explode.

The brainchild of Francisco Orden and Arturo Arebilla, two award-winning coachbuilders based just outside of Buenos Aires, the SP40 Restomod Speedster can be ordered through the company's offices in North America. No price is listed, but expect that to be heady too, as the car is a one-off, tailored-to-order affair.



OTHER FORMS OF EXPRESSING MYSELF



