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Saturday 'Meet the Legends' event relocated to UMKC

Because of overwhelming response, the "Meet the Legends" event with Sir Stirling Moss and Denise McCluggage, scheduled for 1:30 p.m. to 3 p.m. Saturday, June 22, has been

moved to Pierson Hall in the Atterbury Student Success Center on the University of Missouri-Kansas City Campus, 5000 Holmes Rd. The location is approximately one mile south of the Kansas City Art Institute campus. The map to the left offers directions.



Art of the Car Concours®

"Meet the Legends" has moved to Pierson Auditorium in Atterbury Student Center on the UMKC campus.

Please see below for directions.

Driving directions from KCAI to Atterbury Student Center:

1. Head south on Oak St toward E 45th St. 0.6 miles
2. Turn left onto Volker Blvd. 0.2 miles
3. Turn right onto Rockhill Rd. 469 ft.
4. Take the 1st right 440 ft.

End location: Atterbury Student Center
5000 Holmes St
Kansas City, MO 64110

Tickets available to events for the Art of the Car Concours

Buy tickets

Tickets are now on sale online for various events scheduled throughout the weekend of June 22-23 for the Seventh Annual Art of the Car Concours. **For direct purchases and questions, call Brigette Chirpich at 816-802-3483.**

Art of the Car Concours – Each exhibitor receives two free tickets. All additional tickets must be purchased. Tickets are available for purchase [online](#) for the Concours, which is scheduled for Sunday, June 23. The cost to purchase online is \$12 per ticket. They are \$15 at the gate. Early admission tickets also may be purchased for \$25 allowing entrance before 10 a.m. (as early as 8 a.m.) for those wanting to photograph cars as they arrive and are positioned on the lawn.

Meet the Legends – Tickets are available [online](#) for “Meet the Legends – A Conversation with Sir Stirling Moss, Denise McCluggage/Remembering Masten Gregory.” The event is from 1:30 to 3 p.m. June 22 in Pierson Hall in the Atterbury Student Success Center on the University of Missouri-Kansas City campus, 5000 Holmes Rd. The discussion will center on their experiences racing during the 1950s and 1960s, as well as reminiscing about their relationship with Masten Gregory, who died in 1985. Tickets to the event are \$25 online or at the door.

Exhibitors Reception – New this year, all Exhibitors and guests must purchase tickets to the Exhibitors Reception if planning to attend. If you are interested in attending the Exhibitors Reception, you may purchase tickets [online](#) for \$20 or at the door. The event begins at 6:30 p.m. June 22 in Epperson Auditorium in Vanderslice Hall on the KCAI campus.

CPS to produce and sell handmade prints at Art of the Car Concours

KCAI’s School for Continuing and Professional Studies is selling prints to raise money for youth art camp scholarships and to commemorate the Seventh Annual Art of the Car Concours. The Print Factory, a traveling printing press founded by KCAI alumni Will Burnup and Jesse McAfee, will be on the lawn at the Concours to demonstrate the printmaking process. Prints are \$20 and will be available during the June 23 event. *Pictured: Art of the Car Concours print that CPS will be selling.*



Two Art of the Car Concours sponsors found their footing at KCAI

Why go to art school? While oftentimes the answer is obvious — to become an artist — you need look no further than the upcoming Art of the Car Concours to see the Kansas City Art Institute isn't limited to that definition. The one vein that runs true in every art discipline is that the idea of "where there is no path, I'll make one." Students become comfortable with a blank sheet of paper, a clean white canvas or a block of unsculpted clay. This ability to see what isn't there has been the foundation of success of many KCAI alums, even if it is sans paintbrush. Coincidentally, several participants and sponsors of past Concours are perfect examples.

Tim Kelly ('98 photography) is founder and owner of Curves Ahead, a company that offers fine automobile and motorcycle transport services for classic car events.

"KCAI taught me to take risks and to not be afraid of failure," Kelly said. "As an artist, when you start a project you know the chances of it being a masterpiece aren't very good, but you also know that you're never going to have a masterpiece if you don't go through that process. Any school can teach you how to learn, the Art Institute taught me how to think.

"I'd always had a love for vintage motorcycles, and about 10 years ago, I was finding bikes online that I wanted, but couldn't find a good way to get them to Kansas. I was teaching photography at Washburn and thought, I'll start transporting motorcycles during the summers. After that first summer, I realized I loved it, so I took a chance. I borrowed money to purchase the equipment, slept in the back of a dually pick-up and ate on \$3 a day for that first year. The rest is history. Had I followed a more traditional educational path I don't know if I would have had the faith to take the chance."

Jim Cox (attended) is not only an avid car collector, but he is also the owner of the Branson Auction, one of the premier classic car auctions in the Midwest. Cox, the father of three boys, and his wife, Kathy, also own a restaurant in Branson, Mo. After graduating from Southwest High School in Kansas City, Mo., and with the encouragement of teachers Flora Wright and Ruth Beck, he attended KCAI.

"It was 1961," Cox said. "We weren't hippies, but we were beatniks. Beatniks were challengers of art, philosophy and literature. Everything was about rebellion. I wasn't prepared for a traditional college, but I wanted to continue to learn and experience an academic lifestyle. Much to my surprise, what I found at KCAI were professors, Eldred, James and Paul, who cared about me as a person as much as they cared about my art.

"And then there was my interview with President Morgan. 'Apparently Mr. Cox you already know how to paint, now you should learn how to grow up!' I'm paraphrasing, but it's extremely close. It was a great experience, and even though I also attended LSU-New Orleans, KU and Oregon, somehow the only one I continue to return to is KCAI. It apparently left its mark. An artistic one I hope."

Mark Hyman returns with iconic 1954 Hudson Italia



One of the more unusual vehicles at the Concours will be a 1954 Hudson Italia that has won its class at the Pebble Beach Concours d'Elegance and has been recognized internationally for its beauty and the level of its restoration. The Hudson Italia was a limited production two-door compact coupe that was fitted with a Superleggera body designed and built by Carrozzeria Touring of Italy. This is the fourth of 26 coupes built with 26,201 original miles. The Hudson Italia concept was to replicate the fame of concept cars such as the Chrysler Ghia

Specials (1951-1953). The objective was a flagship European-inspired experimental sports coupe that might rival Corvette or the then-new Thunderbird. The Italia was powered by Hudson's "Twin H" 202 cubic inch (3.3L) L-head straight 6. The car sold for \$4,800, more than the price of a Cadillac at the time. *Pictured: 1954 Hudson Italia.*

The 1935 Auburn 851 Supercharged Boattail Speedster to be shown at Concours



Roger Willbanks of Denver will be displaying his Depression-era 1935 Supercharged Model 851 Auburn Speedster. There were 146 built; an estimated 20 remain. Gordon Buehrig, chief engineer; August Duesenberg; and Alan Leamy of the Auburn Cord Duesenberg Company designed it. It has a 279-cubic-inch supercharged straight-right engine producing 150 horsepower. It weighs 3,709 pounds and sold for \$2,245.

With its sporty good looks and guaranteed 100 mile per hour performance, this Auburn Supercharged Speedster was a bargain. *Pictured: 1935 Supercharged Boattail Speedster.*

1960 Maserati Tipo 61 Birdcage to make appearance at Concours



T.J. Mittler, of Santa Fe, N.M., is showing his Maserati Tipo 61 (commonly referred to as the Maserati Birdcage), which is one of the major sports racing cars of the early 1960s. The car was produced between 1959 and 1961 by Maserati for racing in sports car events. This particular car was raced in California by Carroll Shelby in 1960. It used an intricate tubular space frame chassis, containing about 200 chrome-moly steel tubes welded together, hence the nickname

“Birdcage.” This method of construction provided a more rigid and, at the same time, lighter chassis than other sports cars of the time. The Tipo 61 featured a 2.9-liter 4-cylinder engine of 250 horsepower (186 kW), located in the front at a 45-degree angle for a weight of 600 kg (1,323 lb) pushing the car at a speed of 285 km/h (177 mph). Stirling Moss raced this car; Masten Gregory also raced a similar car and won the Nürburgring race in 1961.

Pictured: 1960 Maserati Tip 61 Birdcage.

Concours to feature 1921 Studebaker EG Big Six, 7-Passenger Touring Car

Thomas Imig of Kansas City, Mo., will be arriving at the Concours with his original 1921 Studebaker, whose history is known since new. Its active life ended in 1933. It is mechanically in excellent shape and has been driven regularly. The Studebaker Big Six EG (1918-1921) was an automobile produced by the Studebaker Corporation of South Bend, Ind. At the 1924 New York Auto Show, Studebaker featured a 1918 Big Six that had a verified odometer



reading over 475,000 miles (760,000 km), as a testament to the longevity and durability of Studebaker vehicles. *Pictured: 1921 Studebaker EG Big Six.*

Look for 1951 Bandini Crosley Devin on Concours field



Cliff Reuter of St. Charles, Mo., is bringing his 1951 Bandini Crosley Devin to this year's Concours. This is one of the earliest Bandini Siluros produced by Ilario Bandini in Forli, Italy. Bandini built approximately 83 cars, all of which were for racing. This car was shipped to the U.S. in 1952 with a modified 750cc Crosley engine and was raced at Vero Beach, Fla., where it won the

index in the six-hour race and was first in class. A week later, it raced at Sebring, where it was leading the index after six hours, but then sadly did not finish when the Fiat 500 Gearbox gave out. It was then campaigned mostly in the Midwest for the rest of 1952, 1953, 1954 (seventh place National Hmod class) and 1955. In 1957, the well-used Bandini body was replaced with the current Devin fiberglass body. It weighs about 800 pounds. *Pictured: 1951 Bandini Crosley Devin.*

1903 St. Louis Motor Carriage Company Standard to be exhibited at Concours

George Dorris III of St. Louis, is exhibiting his 1903 St. Louis motorcar. It is the oldest automobile in the show. The St. Louis Motor Carriage Company was the first successful motorcar company west of the Mississippi River. John L. French and George P. Dorris started the company in 1898. By 1900 they had an extensive business, producing 130 cars at their factory in their first year of production. Their slogan, "Rigs that Run," was proven time and again in endurance runs and hill climbs.



Pictured: 1903 St. Louis Motor Carriage Company Standard.

See the 1957 Ferrari 250 GT LWB Berlinetta at this year's Concours



Frederick Fischer of St. Louis is showing his 1957 Ferrari 250 GT Long Wheelbase Berlinetta. This iconic Ferrari racecar has a breathtaking design by Scaglietti and a long and vivid history. It has a 2,953 cc single overhead-camshaft V12 engine with three Weber carburetors, four-speed manual transmission, independent

front suspension live rear axle with semi-elliptic springs and four-wheel hydraulic drum brakes. The first production car was built in November 1956. *Pictured: 1957 Ferrari 250 GT LWB Berlinetta.*

Concours to feature 1956 Continental Mark II



Robert McGuire of Overland Park, Kan., will be cruising onto the Concours show field in his Continental Mark II. The Continental Mark II was a personal luxury car produced by the Continental Division of the Ford Motor Company in 1956 and 1957. Many aficionados of the automobile consider the Continental Mark II one of the classics of the

postwar period. This car was one of 112 export models and was originally shipped to Switzerland. The car is in its original condition except for being repainted in Germany in 1970. The Mark II featured the newly offered 368-cubic-inch Lincoln V8 with 285 hp. The car was hand-built to an exacting standard. The Continental Mark II had only one option, air conditioning, for \$595. *Pictured: 1956 Continental Mark II.*

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