

The Bay State Motor Festival

by David Schwartz

The inaugural Bay State Motor Festival took place on Sunday, June 8th, 2025 at Cushing Memorial Park in Framingham, Massachusetts. The Festival celebrated the history of automobile manufacturing in Massachusetts, as well as showcasing classic and vintage cars from around the world. Cushing Park occupies 67 acres and has a huge lawn with shade trees, a playground, and a walking path around the perimeter. Despite rain all day and night on Saturday, the lawn was remarkably dry on Sunday. It is always more pleasant to hold a car event on a lawn and there was plenty of room between the vehicles to walk around.

Ken Lemoine, a member of multiple British car clubs is the executive director of the Bay State Motor Festival. He reached out to numerous local clubs to encourage members to attend with their cars, and areas were set aside for club members to park together. Vehicles were also grouped by marque, model, vintage, and body style.

Of the seven million cars made in Massachusetts, 4.6 million were made in Framingham at the General Motors plant from 1947-1989. 2500 cars were built at the Bay State Manufacturing Company in Framingham from 1922-1925. Ken Lemoine owns the last known surviving Bay State sedan, a 1924 Model 1 Five Passenger Sedan, which inspired the Festival name, and was parked front and center at the Made in Massachusetts display. Ken has been restoring the car for eight years, and has done copious research to get all the details correct. Framingham bakery Cake Dolls created a cake that was a scale replica of the Bay State. The cake was shared with show attendees as part of Framingham's 325th birthday celebration.

Other rare and unusual Massachusetts vehicles included Springfield-built Rolls-Royces, Knoxes, and Indian motorcycles; a 1917 Locomobile built in Brookline; a Waltham-built 1914 Metz; a Newton-built 1922 Stanley Steamer; a 1903 Grout built in Orange; a 1905 Marsh Light built in Brockton; a 1962 Saab Quantum III made in Hudson, and others. There were numerous Massachusetts built GM cars, including three Pontiac GTOs, a 1951 Pontiac Fleetline, and a pristine 1961 Chevy Impala.

I drove my 1950 Morris Minor Tourer and pulled into the registration line behind a 1911 Ford Model T sedan. At 8:30am the temperature was already in the mid-70s and I hoped none of the waiting cars would overheat. The Model T died at the top of a small hill. The engine was hot and would not start, so three high school students volunteering at the Festival were called over to push the car to a parking spot on the lawn.

I parked with NEMO and BAMG members in a circle of British cars, directly across from the Made in Massachusetts display. The club area included John Gallagher's 1940 Morris 10 Series M saloon, a model I had never seen before. The Morris 10 has monocoque construction, an overhead-valve 37 hp engine, and a variation on suicide doors. The doors share a single set of hinges with the front doors opening toward the rear of the car, and the rear doors opening towards the front. Except for the lack of running boards, the Morris 10 was similar to various late 1930s American cars.

In addition to the British cars previously mentioned, others included MGAs, MGBs, MG Midgets, Bentleys, Land Rovers, a 1962 Daimler SP250, a Triumph TR6, Austin Healeys, and modern Jaguars. Phil and Judy Roy brought their rare 1961 MGA Twin-Cam, and there was an even rarer 1962 MGA Mk2 1600 Deluxe, one of only 290 roadsters built using leftover parts after the Twin Cam was discontinued. Michael Rosen drove his 1962 MGA 1600 Mk2, and displayed the original radio, which was manufactured in Melrose, MA. Bill Hoyte also brought his 1962 MGA 1600 Mk2. Also present was a highly original 1925 Bentley 3 Litre dicky seat convertible that was built in Springfield, MA. The Daimler SP250 won the Best British Car award, a tough call given all the other rare British cars in attendance.

1962 MGA 1600 MKII of Michael and Ryuko Rosen



1961 MGA Twin Cam of Phil and Judy Roy



Rare 1962 MGA 1600 MkII Deluxe Roadster



There were far too many noteworthy vehicles to describe them all, so I will only cover a few of my favorites. The Made in Massachusetts display featured numerous Brass Era cars from the early 1900s through 1917, several of which are true horseless carriages. I suspect most people have never heard of Grout, Knox, Marsh Light, Metz, or Locomobile. The 1903 Grout and 1904 Knox have tiller steering and two-cylinder air cooled engines. Grout also made steam powered cars. The Knox horizontally opposed engine has about 2000 cooling pins threaded into the cylinder walls with a fan for each cylinder. The 1905 Marsh Light is comparatively modern since it has a steering wheel, though it also has a two-cylinder air cooled engine.

I was familiar with Locomobile because my great grandfather owned a dealership in Bridgeport, CT, where the factory was located. Very early Locomobiles were powered by steam, but in 1902 they switched to gasoline engines. The 1917 Locomobile Model 48 Dual Cowl Sportif present at the Festival has a six-cylinder engine, and custom coachwork built by the Farnum and Nelson Company in Brookline, MA. The rear seat has a separate windscreen and convertible "cape top". The Locomobile engine is highly polished with brass and copper components, and the fan belt is fashioned from many small pieces of leather. This impeccably restored car has won awards at multiple Concours events around the US. It won the Best Made in Massachusetts award, and were it up to me, it would also have won Best in Show.

Both of the Springfield built Rolls Royces were woodie wagons, or as the British call them, "shooting brakes." The 1927 Rolls was the larger of the two and featured three rows of seats made from wooden slats. The car was re-bodied during World War II to qualify for a "farm vehicle" gasoline ration. The 1934 Rolls had two rows of leather seats and was definitely more luxurious. The owner drove it to Framingham from Exeter, NH, and the car won the Best in Show award.

I was walking the show field with Bruce Vild when we saw a 1962 Saab Quantum III in the Made in Massachusetts display. Bruce knew exactly what the car was but I had no idea. The Quantum III was one of a series of five privately designed and built roadsters using various Saab components. It was a concept vehicle intended to be a production car and two copies were built in Hudson, MA. But the car was turned down by Saab in Sweden and never went into production. Instead, Saab designed and produced two generations of the Sonett.

The Best Made in Framingham award went to Mike and Wendy McGoldrick's 1967 Pontiac GTO, which was present in the Made in Massachusetts display.

The Festival was very well organized and admission was free to the public. I counted six food trucks and several stands selling a variety of cuisines and sweets. There were numerous corporate sponsors and local businesses, some of which gave away free swag (my wife won two free car washes by playing cornhole). I believe there were 17 awards given out. Some of the judges worked in the automotive industry and others were sponsors. A sound system playing classic rock and pop music ran out of a 1945 Dodge tank truck. Framingham resident and longtime Magic 106.7 DJ David O'Leary served as the master of ceremonies.

Below is a link to a gallery of photos and videos taken by Lynne Damianos, the official Festival photographer. There are photos of most of the registered vehicles, many car owners, and the Cushing Memorial Park grounds.
<https://damianosphotography.pic-time.com/UnpZdrIf3WIHP>

The 2025 Festival was a big success with about 250 registered vehicles. The organizers are already planning for the next event, which will take place on Sunday, June 7th, 2026. It will be an all marques show, and feature vehicles made in New England, children's pedal car races, and more.