

Festival at the 40

The Festival at the Forty is promoted as a free community festival with events for all ages scheduled over a 3 day period in Grimsby, Ontario. Main Street, Ontario Street, Grimsby Museum and Coronation Park are where all the events take place. From Military Re-enactments to Face Painting, Live Music and Buskers, the streets of downtown Grimsby will come alive with activity for residents and visitors alike. Stroll down Main Street and shop the sidewalk sales. Grab a delicious lunch on one of the great outdoor patios. Listen to live music on Main Street and Coronation Park. See the Studebakers owned by the Hamilton Chapter Studebaker Drivers Club at the Museum. Talk to the representatives of our Service Clubs and find out how you can get involved. Feel like a kid and have your face painted. Linger in Coronation Park and learn about the history and the future of Grimsby through the Historical Society and the Green Vendors. Shop for fresh local products at the Farmers Market. There is something for everyone at the Festival at the Forty.



As the first time we were able to attend this show, I was not sure how it would go. The weather was perfect, warm and dry. We all met on the grounds at the museum before 10:00, well almost. We missed the turn and had to go around the block. Alas, we were not the only ones. We were not in the center of the action, so we were never overrun with people. Just a steady crowd all day, as people had to drive past us to get to downtown Grimsby, which was closed off.

They would come back to pay us a visit when they were checking out the displays.

We had Studebaker covered in five decades – not shabby when you consider there were 16 vehicles. Unfortunately we did not have a truck or two. The 1927 Commander was an excellently restored car while the 1933 was an all-original car that has been owned for many years. Our Coupe, while modified, is mostly original on the outside and covered the 40's. We had to have a bullet-nose, the model most recognizable as being a Studebaker. The President was an attempt to compete head-to-head with the large models of the day offered by the big three (among others). The other 1956 was based on the infamous design of 1953. We had a beautiful example of a Hawk; this one a Silver Hawk with its fins (wings?) on the back. The 1962 Larks were a contrast – a modified version



By Mike Emmerich

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featuring a 289 cid engine and four speed transmission to an original 170 cid six. The 1963 era was well covered. The Lark convertible was displayed at the Canadian



International Auto Show in Toronto back in 2007. The Avanti was excellent example of the performance side of Studebaker, featuring the supercharged R-2 289 cid engine. The Gran Turismo or GT Hawk was nearing the end of the Hawk line sans fins. The 1964 Daytona was an example of the last of the Studebaker powered cars. December of 1963 would see the end of manufacturing in South Bend and Canada became the sole supplier of Studebakers

(built at their assembly plant in Hamilton). The 1965's were represented by the "bread and butter" Commander and a Wagonaire, which featured a sliding rear roof. The 1966 Cruiser is similar in appearance to the last 1966 Cruiser, now housed in the museum in South Bend. All three of these cars featured engines by General Motors after the demise of the Studebaker engines in 1964.

All-in-all it was a great show, very relaxing with no shortage of things to see and do. We headed off to the market and bought some bones for our new girls, checked out the festival downtown and then bought lunch at a local delicatessen. The grounds were conducive to conversation so we spent a lot of time talking to fellow owners. It was good to see Stu and Thelma Chapman back in a Studebaker. They just recently re-acquired their 1964 Daytona and have gone to more shows and cruises in the past two weeks than we have gone all summer! We look forward to coming back again next year!



George Worrone, 1927
Commander



Don Carter, 1933 President



Mike & Judith Emmerich,
1940 Champion



Steve & Kathryn Porter,
1950 Champion



Collin Hindman, 1956
President



John & Ingrid Koshty, 1956
Champion

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Matthew & Daphne Hawkes,
1959 Silver Hawk



Roly & Sue Lusted, 1962
Lark Daytona



Steve Tournay, 1962 Lark



George & Donna Graham,
1963 Lark



Jim & Barb Anderson, 1963
Avanti



Tom Roddon, 1963 GT



Stu & Thelma Chapman,
1964 Daytona



Larry & Suzann English,
1965 Commander



Brian Stuck, 1965
Wagonaire



Eric Harnett, 1966 Cruiser



The gang is all here – count
them!



No, not a statue, checking
out a vantage point!

See <http://www.festivalattheforty.com/> for more information on next year's event.