



VOL 41 #5 May 2023



**OUR SPEEDING TREASURER ERIC RUSSELL HAS ENTERED THE
MGVR100TH ANNIVERSARY CELEBRATION AT LIME ROCK.... DO IT
BEFORE JUNE 1 AND SAVE \$100.**

From The Editor:



Happy Memorial Day to everyone. Let us not forget the sacrifice our brave American men and women gave so we can live free.

I'm proud to say YOU, the MGVR membership, have already entered 40 racing MG's for our 100th celebration at Lime Rock. Well Done.

BUT - I want 50 or more ! Let's make sure the vintage racing world knows how strong the US MG people are. Enter before June 1 and you'll save \$100 from the entry fee. We have enough cars now that there will be all MG races – not just on Memorial Day Monday.

The feature tent for the weekend will be All MG. We need you to bring your MG of significance for the thousands of spectators to come and enjoy. Mercedes brought Moss' 1955 Mille Miglia winning 300 SLR; we need to bring our cars. **Write me for details.**



Every entrant for the race or the concours will get the 100th tee shirt. Here is the first mock up. The shirts will be available to everyone and yes, we will have women's shirts.

Lastly thanks to our members who submitted great stories for this month's issue. Now it is your turn to send me something.

The BoomBoom Special 1962 MGA MkII



This car was originally built in 1970 by Bill Lahey in my hometown of Redwood City. Bill raced at Vaca Valley, Cotati, Reno GP, Laguna Seca, and Sears Point. The original SCCA Log Book is still with the car. Results have been found in old race programs from Cotati and Vaca Valley.

After a few years, Bill decided to sell the MGA, placing it on El Camio Real with a for sale sign. Jim Weissenborn saw the car, made the call to Bill and bought it on the spot.

Jim raced it primary on the East Coast and is pretty well known among the MG community always racing with MGVR. On the West Coast Jimmy raced with HMSA, SVRA and CSRG. All this time going back and forth from coast to coast and finally back home to Redwood City. Jim used the car for both racing and family, regularly seen driving around town between races. I irony is that Jim lived less than one mile from where my family lived while I was in high school and he lived on the same street that many of my buddies lived on. I'm guessing I saw the car at some point during those years.

Flashback to the spring of 2000, Fast Eddie Lamantia and myself had decided to go vintage racing again after taking some time off to raise a family. After looking at some of his Dad's photos of his early days of racing, one car stuck out. A 1957 MGA Roadster. We decided then and there that we were going MGA racing. We knew nothing about the cars other than they just look so great in racing trim.

A week later, I was visiting a buddy, Jack Perkins who owned a shop called Automotive Perfection not far from where I lived in Redwood City. There poking out

of this shop door was the tail end of a MGA with a roll hoop and 39 on the doors. Of course, we had to have it as it was exactly what we were looking for. Old English White, just like his dad's car. After a short conversation with Jack, it became clear that it wasn't for sale, in fact the owner was having Jack prep it for historic racing on the West Coast. As it turns out, it was Jim Weissenborn's 1962 MkII. Even though we were a bit disappointed it really got us to the search, but that's another story.

Moving forward to the fall of 2001, Ed and I finally found our first A. We were at CSRG event at Thunderhill and low and behold, there was that #39 MGA that we saw at Jack's shop. MG guys being like we are, went over to introduce ourselves to Jimmy and a new friendship instantly began.

As it turns out, Jack had known Jim for many years prior as their businesses were very close and Jack was the guy you went to for pretty much anything. Highly skilled fabricator, builder, painter, wiring, he does everything and to a level that is quite remarkable. If you've ever seen the 31 and 41 MGAs we owned, that gives you an idea. All Jack.



In the years following Jimmy and I became good friends, professionally and at the track. Jimmy raced the 39 car more on the East Coast. Jim decided to hang up his

helmet a few years ago and I approached him regarding his A. Initially Jimmy was not interested in selling. So patiently, I waited, asked from time to time and finally he agreed to sell in January of 2022.

One call to Jack Perkins to see if he wanted to assist in the restoration and he agreed that he would love the project. Jack needed to wrap up a few small project and by March he had the MGA completely torn down to a bare chassis and frame. Zero rust on the chassis and frame. Amazing to say the least.

Essentially, #39 needed everything redone. After a lifetime of racing, old 39 was tired. Engine to Huffaker, Hybrid diff built by Dave Headly and the extensive parts list began. We updated the uprights to MGB, but most of the other bits and pieces came from the UK or Moss or Ebay or our spares boxes. Moss and Pegasus loves us as does our local hardware store that sells every size of grade 8 bolts you can think of. We began to amass the components needed to start the rebuild.

My first task, other than parts resourcing and running was to sanitize the interior and exterior of a very tired and worn chassis. It was the first time the chassis had been off its frame in 60 years and cork was still playable! Interior alone took easily 20 hours. Then the exterior. It became clear that we need to keep the OEM paint with all of its bumps, primer spots and scratches as it really tells the story of this car. A few days with an orbital buffer and it was looking pretty good.

Frame, roll hoop, and all the key suspension bits and pieces, off to the powder coater. Jack had a few projects come in that needed to be done so the A sat for a peirod. Growing nervous, I called Jack and told him my goal was September CSRG Charity Challenge race. Of course he said, no problem! All the while the powder coating was being completed and out collection of parts came streaming in. VTO supplied us with their recreation of the Silverstone wheels, just like the magnesium wheels Jimmy ran in the day.

We are now in the 3rd week of July and the fun begins. I'm at the shop 6 days a week to assist in anyway I can. I swear, Jack in a magician. In 9 weeks, he transformed the bare chassis and frame into a complete race car. Of course nothing fit properly so virtually every component has to milled, trimmed, filed, drilled or reamed to work properly. Three days before the CSRG weekend, the MGA is complete. Final alignment, brake and clutch bleeding, mirror and harness adjusted and we are ready to go.

We tow up Thursday for tech at Huffaker Motorsports. Friday morning will be our first chance to turn a wheel on 39. We go out early and from the back of the grid so we don't screw up the session. We do two laps, come in and do a walk around

looking for leaks and anything that doesn't look right. Back out, this time four laps and start to work the brakes pretty hard so see what we've got... rear lock up pretty bad, so I come in for an adjustment... rears are now seating in nicely and we get two click out of the new shoes. This process continues, I watching gages closely and now start to push the MGA as I build confidence. Hoosier Street TDs are begging to come in nicely so we will start looking at tire pressures and any strange wear. Car is running cool, the brakes again need more bias adjustment to the front. Not a drip of anything at this point. Check the oil, water, top of a tad and tire pressure and wear look perfect hot. We park it to do a nut and bolt and check everything to be ready for Saturday as qualifying.

Saturday am, perfect Northern California weather. Starting from the back I slowing build speed and begin catching and passing cars and begin to push just a little bit more building more confidence each lap. Short session, 15 minutes, 7 laps. I come in park it and Jack is smiling. I have no idea of where we are on grid. He says your P1. I about fell out of the car. I fist thought was that timing and scoring had to be wrong. This just can't be. This just doesn't happen to newly resorted race cars. It was confirmed, we were indeed on the pole. Crazy!

Saturday afternoon race... we grid up, and we are on five. Three, two, grid rolls. I'm nervous as I have yet to really push the car. After all this is its first race and



we have 35 guys behind me that want to get by. We come through T11, pace car pulls off, I decided a nice, slow start, pack up the grid real tight... we are easily 200 feet form the starter and the P2 car (Elva Courier) takes off like he is leading the grid... I think, there is no way they are going to throw a green as he is now

easily 10 cars in front. The green flies ... aaagh! Head down, I need to go hard as the pack behind took the que from the Elva... 3 wide going up the hill, i'm on the inside and thought, well, I guess we are going to find out really quick how well the car does... with luck the 2 other cars were racing each other hard and slowed more allowing me to gap them ... now the Elva is entering T3 as I exit T2. Gotta go hard as this is a 10 lap race and the Elva should be quicker than my A. Hit my marks, be patient and don't overdrive the car. By lap two, i'm back to the Elva and he knows hes going to have to work hard to keep in front. Patiently I stay on my line, and I get closer and closer. I move right, I move left and fill his mirrors with my car. He misses his break marker at T7, goes wide and inside I go for the pass and the win in the first race of the newly restored 39.

We have another event in two weeks called the Velocity Invitational. 220 cars are invited to a very Goodwood style event. A grid of 32 cars - Alfa Romeo, Porsche, Ferrari, Austin Healey makes for a pretty quick grid... Two sessions Friday, Race Saturday and Sunday. First session is practice, second is qualifying. Foggy and damp fist session... car feels balanced so I worked hard on braking to find its limits. Good session, top 10 is great. Rear shoes took a big adjustment to get the pedal back up, tire pressure adjustment, but otherwise we were good to go for the qualifying session. We roll into pregrid for our 2:30 pm qualifying... I knew I



needed to get there early to ensure we had some open track. Perfect conditions, 70 degrees, cool ocean breeze. Out we go... lap one is to get heat into the tires. Laps 2-4 will be my qualifying laps. Track feels great and there is nothing between me a some good hot laps... For the first time, I really begin to push the cars limits. Each lap feels good, so I push harder until 39 starts moving around... By lap 5 we are getting into the back markers so I chose to come in thinking my best was done. Needless to say, I was shocked at the results. One second off the pole. Yep, we were pretty happy.

With a failing gear box (brand new rebuild) we did pretty well in the next two races... I did have to point by drivers as finding gears was nearly impossible but we did finish both races in P6 and P7. We met our main goal, and that was to have Jim Weissenborn see his car back on track. As Jimmy stated, *"It was like watching your best friend beat up the local bullies"*. We are very proud to be part of the MG community love waving the MG flag whenever we can.

See you in 2023
Best - Scott (Scooter) Brown

FROM PETER ROSS TO SKIP BARBER

I've been a regular competitor at the Lime Rock Historic Festival, and by earlier names, since 1997 but have recently and voluntarily retired from racing due to age-related safety concerns. I first raced my regular M.G. TC mount 60 years ago at Silverstone but we are celebrating MG's 100th anniversary this year and we thank you for the prominence the marque is being afforded at this year's Historic Festival.

As part of the celebration, I'd like to apply for our **ARCA 1932 M.G. J2** to be included in the display tent because this M.G. has a much more significant history than the TC. A few years ago we did run the J2 at the Historcs when there was a special focus on attracting pre-war cars. More currently we run it at the VSCCA's Castle Hill hill climb and in between it is a favorite exhibit at the New England Racing Museum at Loudon, NH.

A summary of its historical significance is as follows:

- 1933 - Factory supported MGCC trials team car driven by Archie Langley
- 1934 - Factory supported MGCC trials team car driven by Jack Bastock in the pre-Cream Cracker team.
- 1934 - A.R.C.A. (Automobile Racing Club of America) founded by the Collier Brothers
- 1934 - Sam and Miles Collier become M.G. Sales Agents for North America
- 1934 - Sam Collier imports six M.G. J2s for use by the ARCA members. This J2 is one of them and the only ARCA J2 known to survive.
- 1934 - Tom Dewart takes 2nd place in the Briarcliff Trophy race with his M.G. J2
- 1934 - Tom Dewart in the J2 wins three races at "Sleepy Hollow"
- 1936 - Tom Dewart in the J2 takes 2nd place in the inaugural "Round the Houses" race at Alexandria Bay, NY
- 1950s - Raced by Bigelow Crocker at Thompson, CT
- 2011 - Purchased from the Crocker Family by Peter and Rachel Ross. Restored to original appearance.
- 2016 - Lime Rock Historics - finished in five of six races
- 2016 - Sunday in the Park Concoors - 2nd in class
- Also run in lesser VSCCA events at Lime Rock, Hunnewell, Wilbraham and Castle Hill, and at Put-in-Bay, Even parade laps at Indianapolis!!
- Always participate in all reunion of ARCA cars (Ben, Sandy, Tom, Mark)

Attached are a few pictures taken over the last 90 years of competition for this wonderful M.G.



1936 Alexandria Bay driven by Frank Alden



MGCC Team Trials Car



2915 at the Castle Rock Hillclimb 2022

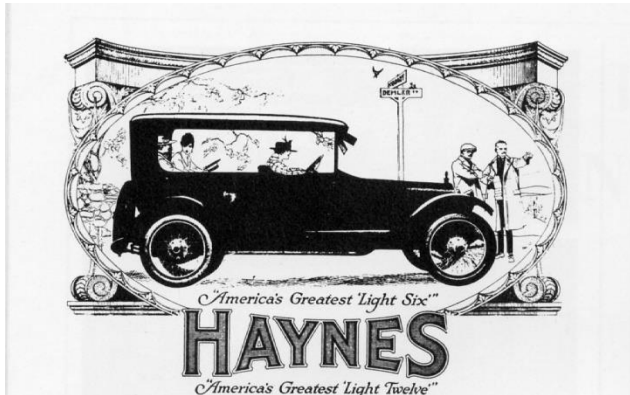


Peter Ross at The Lime Rock Historic Festival

THANKS PETER, WE LOOK FORWARD TO SEEING THE J2 AT LIME ROCK

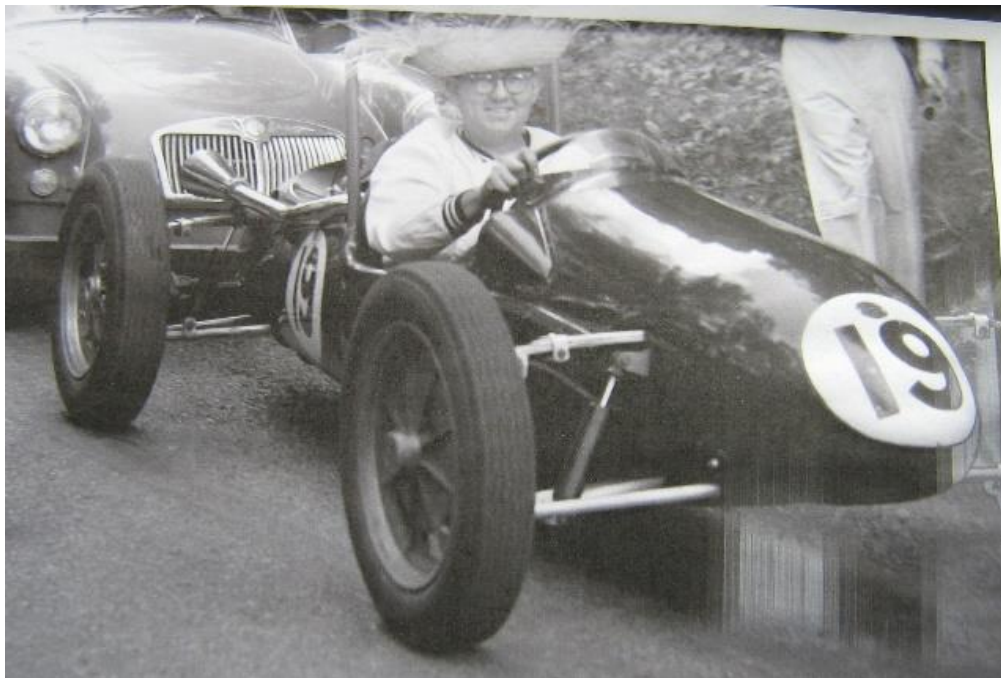
A Farewell Homage to The Impressario : Jim Haynes (April 1933 – March 2023)

It somehow seemed poetic that as the engines were firing up to open the St.Petersburg Grand Prix weekend, not far away in Tampa Jim Haynes was slipping away from these earthly bonds.



Best known as the long-time owner and promoter of Lime Rock Park, Jim Haynes grew up in northern Michigan, with a distant family connection to the Haynes Motor Car Company, so it would come as no surprise that he spent his youth captivated by outboard hydroplanes and dirt track jalopies.

Heading east for college at Yale and then beginning his career with IBM Jim found his way into sports car racing via a Morgan, and then an open-wheel Cooper formula 3 car powered by an alcohol-fueled 500cc motorcycle engine (the Morgan stayed around, initially serving as his tow car).



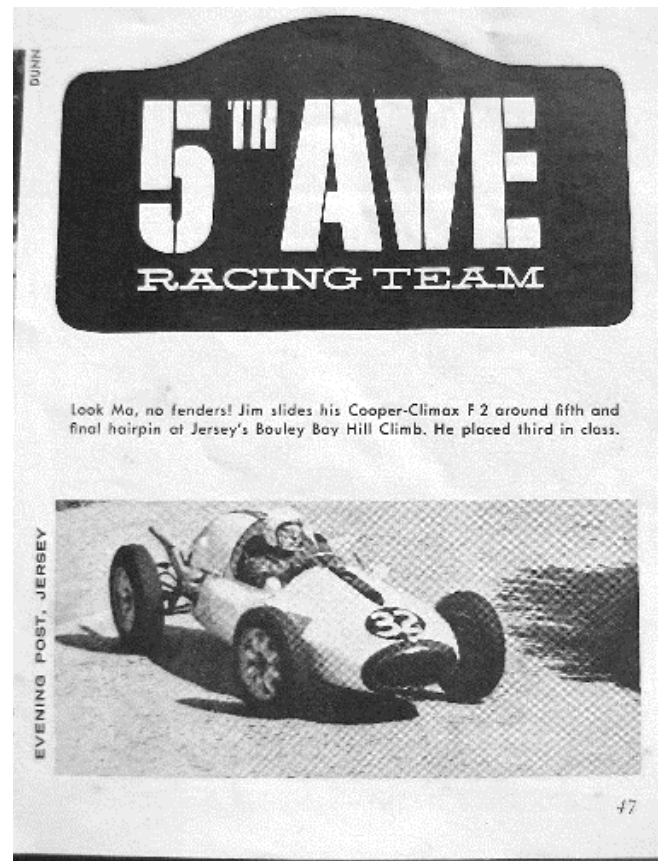
Along with developing his driving skills Jim embraced his entrepreneurial side with a venture called Lakeville Precision Molding, which developed a crucial piece of technology for the IBM Selectric typewriter.



By 1959 Jim was at the top of his game on the racing side, winning his first SCCA National Championship driving the Cooper-Norton.

As a measure of Jim's enthusiasm for racing consider this: after winning his National Championship, the following summer he took an extended vacation to England, where he purchased a Formula Two Cooper and did a number of circuit races as well as hillclimbs.

In his mirthful way, he christened this the Fifth Avenue Racing Team 😊



While he continued his racing endeavors he also delved into the promotional side of motorsports. His first venture was a sort of “outlaw” race pitting road-racing formula cars against oval-track midgets at Lime Rock Park. This 1963 event, the Pepsi Trophy Race, would prove pivotal for a number of racing legends. It was the first road-course win for a young Italian immigrant named Mario Andretti. Another as-yet unheralded star, the analytic Mark Donohue, would go on to win the Pepsi Trophy race, his first professional victory in an era when the Sports Car Club of America still strongly espoused the Olympian amateur ideal.



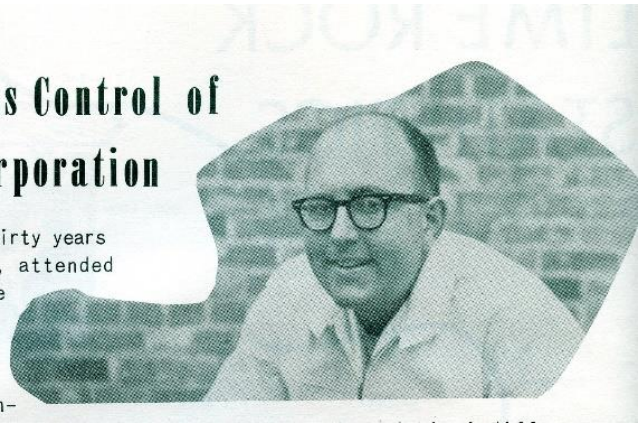
1963 would also bring more success for Haynes on the race track, as he captured his second SCCA National Championship, this time in Formula Junior, driving a Lotus 18.

this photo has so much nuance. On the surface it's evident this is Jim with his title winning Lotus. But look a little more carefully. You might recognize the venue as Thompson Connecticut. But it's not the road course , it's the 5/8 mile speedway. In the background on the left you just might discern an ovaltrack midget race car. Jim took his Lotus to several oval track races to drive demonstration laps as a promotion for the Pepsi Trophy

In 1964 Jim made the fateful decision to rescue Lime Rock Park from the failing corporation of the original founders.

Jim Haynes Obtains Control of the Lime Rock Corporation

James Edward Haynes, born thirty years ago in Port Huron, Michigan, attended Port Huron High School where he received nine letters in varsity sports and the University of Michigan Student Achievement Award. He contin-



Reflecting the Byzantine financial path the track had been through, to his chagrin after signing all the paperwork, he was informed he owned the Lime Rock property, but not the pavement :-0 That crucial piece of infrastructure it turned out had been paid for by John Norwood, adding to the debt Haynes would have to contend with.

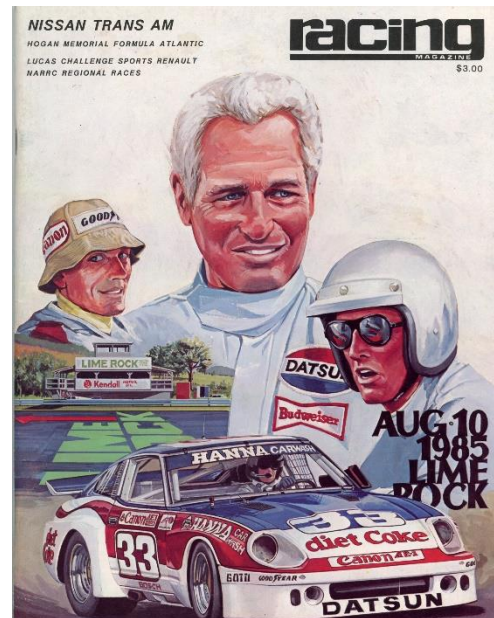
Haynes quickly discovered that sustaining a race track was a hardscrabble business. These days Lime Rock operates six days a week, with driving schools, track days, marque clubs, and more. In 1964 the focus was on weekends only, and racing played the major role in the track's finances. Amateur events for the Sports Car Club of America were the most prominent. Aimed at wealthy sportsman and dedicated hobbyists the racing could be competitive and compelling, or processional and tedious. Spectator appeal was mostly an afterthought. But Jim knew it was crowds on the hillside that would determine the track's survival. Ever the innovator he brought back the oval track midgets and enticed the local United Stock Car Club to try road racing (a precursor to the popular Busch North series that would return 30 years later). They were noble efforts that mostly fell short of the mark. Matters had reached an almost desperate stage when the SCCA finally bent to changing times and developed the TransAmerican Sedan Championship, or TransAm for short. Jim signed Lime Rock up for the series' sophomore season in 1967, and the ticket-buying public responded enthusiastically. By 1968 the American manufacturers were expanding their involvement, and the SCCA added a series for V8 powered open-wheel cars akin to the cars that raced in the Indianapolis 500 and Lime Rock was quickly on board with that too. It was a development that came just in time for Lime Rock Park.

While there was cause for optimism, there was also never-ending harassment from a group called the Lime Rock Protective Association, whose mission was to close the track down. The complaints, and accompanying legal challenges, were endless. Noise, traffic, camping. While the track had learned to live with the "never on Sunday" restrictions these skirmishes came at a cost. Money that should have been put into facility upgrades and publicity went instead to legal battles.

All of it added up to a tenuous existence for Haynes and Lime Rock. By 1969 despite the popularity of the TransAm, Formula 5000 and a half dozen SCCA races there was a real threat that the track would cease operations. Salvation came in the form of an enthusiastic racer and bona fide Greek shipping magnate by the name of Harry Theodoracopolus. He bought the track, provided an infusion of cash, and had the foresight to keep Jim Haynes on board, now able to focus his attention on the role of promoter.

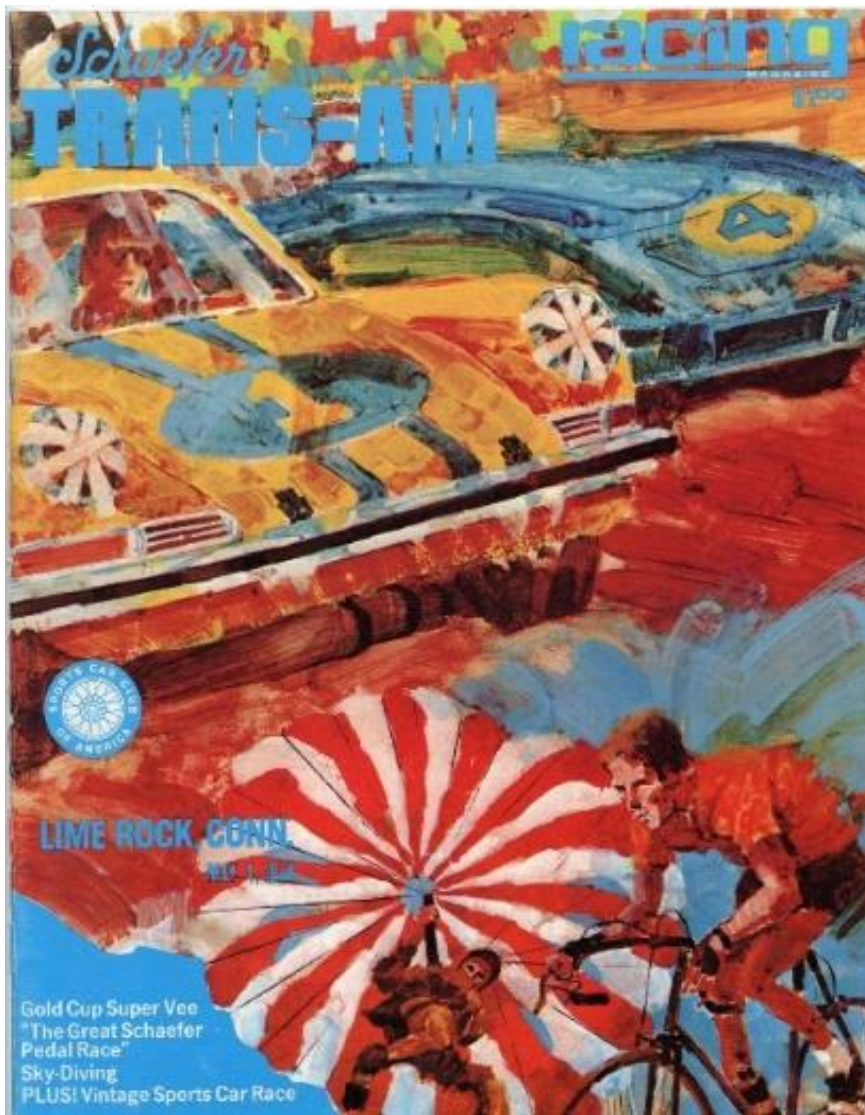
It was a role Jim relished. Events began to find new titles. Schaefer Beer was among the first, and others would follow. The professional side of SCCA was floundering though, the factory-supported teams were disappearing from the TransAm, and F5000 was an artistic success but marginal at the gate. Jim however saw new promise on the horizon. Old friend John Bishop had left his post with the SCCA and struck out on his own. For 1972 he attracted major backing from the R.J.Reynolds Tobacco Company and a new series, the Camel GT Championship, was born. Haynes was quickly in line to secure a date. It was the beginning of a fruitful partnership between IMSA (the International Motor Sports Association) that endures to this day. At various points there were as many as three different IMSA events on the Lime Rock schedule each year.

As mentioned previously, along with the RJ Reynolds promotional support, Jim courted Schaefer Beer, Coca Cola, Amalie and later Kendall Motor Oil, Metropolitan Datsun Dealers, Canon Cameras, Pioneer Car Stereo, Car & Driver magazine and others for title sponsorships. If the total dollars were modest, the boost to the visibility of Lime Rock was still the payoff. There was even a golden period when SCCA National level racing filled the hillside to witness the battles between Datsun's Bob Sharp Racing, and the Triumphs campaigned by Bob Tullius and Quaker State-backed Group 44. The presence of the SCCA's most famous member, Paul Newman, didn't hurt either.



The Haynes flair for promotion was in full flourish when it came to extracurriculars during the traditional race day lunch break. There were antique car parades, races for go-karts, bicycles, kids in quarter-midgets racing on a makeshift oval comprised of pit lane and the main straight, but those were tame by comparison. The skies overhead could be a busy place too; radio controlled model airplanes, fly-overs by the antique squadron from the Rhinebeck Aerodrome, Stan Segalla's

aerobatic stunts, and skydivers. The 'chutes of the era were not strong on directional control so sometimes the jumpers would end up in the forest, or even dramatically hung up in a tree in the paddock area.



For the American Bicentennial in 1976 the attraction was the Marquis of Granby Fife & Drum Corps; they even brought their own Revolutionary War cannon. On one occasion a "rail" dragster attempted an acceleration run the "wrong" way up the Sam Posey Straight. The car got so much bite it did an epic wheelstand, slammed down and broke the frame! Then there was the precision motorcycle drill team, from Sweden no less. The one that Jim talked about most wistfully though never quite reached fruition. His vision was to hide a Harrier "jump jet" down in the escape area at the end of the main straight, then have it spool up and rise out of the underbrush. Right as the National Anthem reached its

crescendo. I could never tell if Jim was really serious about this, or just took pleasure in leading us on 😊

With his main focus on sustaining the race track Jim's driving career wound down, sometimes by necessity. Driving an Alfa sedan in the 1967 TransAm he was black-flagged. There was no infraction, but Jim had the keys to the gas pump in his pocket, and the fuel truck was there to replenish the tank so all the cars could make their pit stops and finish the race!



Though Jim would forsake competitive racing he did find the time to turn his attention to vintage cars. Lime Rock became the de facto home for the Vintage Sports Car Club of America (VSCCA), a relationship that continues to this day. He returned to the track in a variety of cars, most notably a Frazier-Nash, and the one of a kind Fitch-Whitmore. (Haynes enjoying a day with the Frazer-Nash)

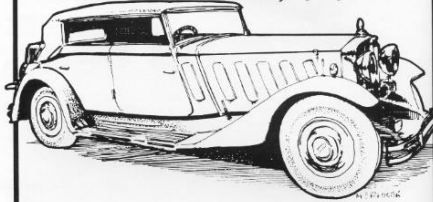


Even more intriguingly the resourceful Haynes somehow acquired a Lotus 38 (the design that took Jim Clark to victory in the 1965 Indianapolis 500) in pieces. Given the sleight-of-hand that went on with chassis plates there was

always some controversy about exactly which chassis was the Indy winner. In another stroke of good fortune Jim eventually found a rare Ford Four Cam engine (with its trademark "bundle of snakes" exhaust system). The completed car only appeared once at Lime Rock before finding a new home, a short but colorful interlude in the Haynes legacy. (A Fall day in the lower paddock. The controversial Lotus 38, and the #23 Fitch Whitmore)

Vintage Fall Festival

October 14-16, 1983



FEATURING: The first United States Tour of over 100 Classic Cars from the Federation International Vintage Automobile Club (FIVA).

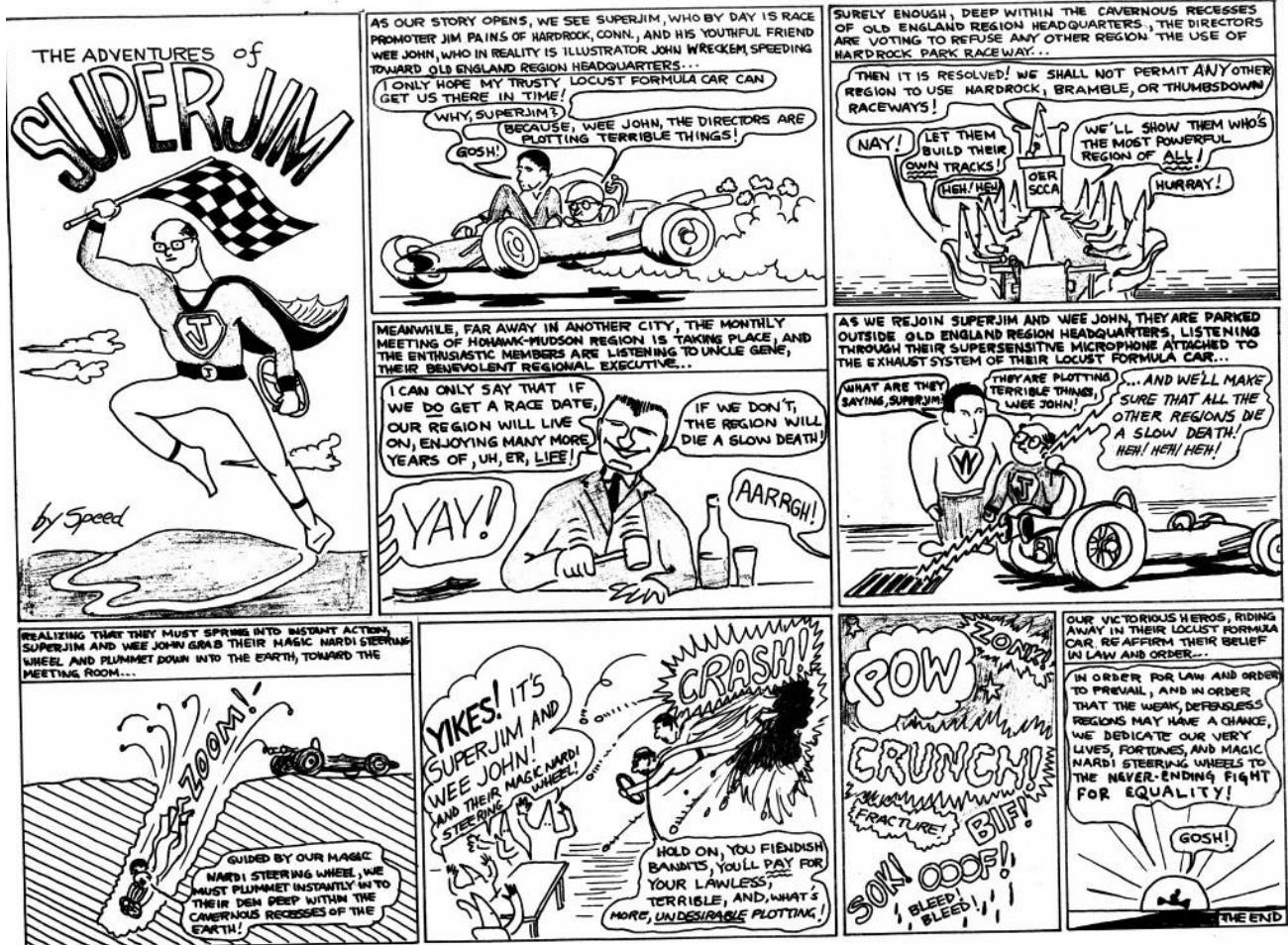
Friday, Oct. 14:	Saturday, Oct. 15:	Sunday, Oct. 16:
<ul style="list-style-type: none"> The Lime Rock Swap Vintage Car Practice The Lime Rock Art Show (Premiere in the evening) 	<ul style="list-style-type: none"> FIVA Tour The Lime Rock Swap Vintage Car Racing Vintage Race Car Concours The Lime Rock Art Show 	<ul style="list-style-type: none"> The Lime Rock Concours (With Separate Marque Concours) The Lime Rock Swap The Lime Rock Art Show

For further information call or write:

LIME ROCK PARK
VINTAGE FALL FESTIVAL
P.O. BOX 441
LAKEVILLE, CT. 06039
(203) 435-2572



Reading the changing demographics of the motorsports population Jim saw growth potential in events focused on vintage and historic cars. Parlaying his association with VSCCA he launched the multi-faceted Vintage Fall Festival in 1983. His foresight was prescient, as the Lime Rock Historics now play a major role on Lime Rock's calendar. Before leaving the Lime Rock segment of Jim's career we need to delve into the pivotal role he played with Mohawk-Hudson Region. The SCCA was a provincial world in the mid 1960s. In spite of its small size MoHud had aspirations to organize racing events. Other realms of SCCA did not share that enthusiasm. Rather than recounting the gist of this



Mohawk-Hudson Region SCCA

tale in prose, let's turn to the cartooning skills of Bob Raymond as portrayed in The Knock-Off of October 1966

If Jim Haynes had not gone to bat for the feisty Mohawk-Hudson Region (all 120 members in 1966) its members would have never had the opportunity to develop their expertise in all the aspects of race event management over the next 40 plus years, from drivers schools to regional and national races, and even professional events. All this contributed to the rich and enduring heritage of MoHud.

Speaking of opportunity, I'd be remiss in not adding my personal narrative. Even before I was formally introduced to him years later, I was acquainted with the Haynes aura.

Earlier in this narrative I mentioned that Jim took his Lotus to a number of bullrings to promote the 1963 Pepsi Trophy. One of those tracks was my local Empire Raceway, on Broadway adjacent to the Troy-Menands bridge. I was 13 years old, and it's the first race I really remember. Even after 60 years the colors, the sounds, and the aromas are vivid.

A year later I made my first visit to Lime Rock Park and snapped a photo with my Kodak Brownie of a Quantum formula car in the paddock. It was powered by an ear-splitting three-cylinder SAAB two-stroke engine; the driver was Jim Haynes.

For reasons I still cannot fully comprehend, Jim and his creative sidekick John Peckham saw something in the enthusiastic if not eloquent scribbling of a high school senior and made me a byline contributor (and later Editor) for the track's RACING Magazine. As if that was not honor

enough Jim took note of my meager local radio experience and invited me try my talent on the PA. Though my aspiration to be a full-time automotive journalist never reached reality, the link to Lime Rock Park has lasted for more than half a



century. It's my cherished privilege to be counted among "The Friends of Eddie James".

Along the way Haynes also found his way south to help restore the lustre of the Sebring 12 Hour Endurance race. This would turn out to be a life-changing experience in ways jovial Jim probably could not have imagined. Amidst the hospitality tents he struck up a conversation with a caterer who had an easy-going manner to accompany her honey-rich Southern accent. Toni Abercrombie would be by Big Jim's side for all of his remaining days.



By the mid 1980s more changes were in the wind. The meteoric popularity of the Lime Rock-based Skip Barber Racing School placed a premium on securing track time, leading Skip Barber to form a new ownership group who purchased the track in 1984. Haynes stayed on to show the ropes to the new owners before other endeavors beckoned.

After his tenure at Lime Rock Jim spent some time working on special projects for the SCCA. Among them, he was the instigator for a professional road-racing racing series for "Sports Trucks" (4 cylinder pick-up trucks). The manufacturers embraced it in unprecedented fashion; there were NINE factory-supported teams (can you name them ??). It was another example of Jim's creativity being ahead of the curve.

From SCCA Jim moved on to Road America, where he served as General Manager of the rambling 4.4 mile circuit in Wisconsin, expanding his portfolio to now include AMA Superbike racing, and Indy cars.

Stepping down from his duties at the Wisconsin circuit in 2000 Jim and Toni relocated to the comforts of life in Tampa. Though he retained his interest in motorsports, Jim found new pleasure in fishing, and with Toni, embarking on adventurous sea voyages.

He also found the time to return to Lime Rock once more, in 2017, where he was feted for the track's 60th anniversary, a milestone that might never have been reached but for his tenacity.



teammates reunited: Sam Posey and Haynes
shared Sam's Porsche 904 in the 1966 24 Hour race at Daytona

In a quiet reflective moment Jim and Toni pondered his legacy

"...the personification of a man who lived the life he wanted. He lived large. He was a voracious reader, particularly of mysteries, loved good food, and not so good wine, unless one considers Corbett Canyon Chardonay box wine "good wine."

Just one more. In the mid 70s the open-wheel Formula Ford class was so popular it drew overflow entries at Lime Rock. Let's pick up that theme as it was conveyed

in the Canon Camera Nationals
edition of RACING Magazine in 1975.
If there was a single moment that
captured the essence of Jim Haynes,
this was surely it.

Godspeed, Jim.

(photos: Jim Haynes Archives and Greg
Rickes/RACING Magazine)



AN APPRECIATION

by: Joseph R. Corbett

"Jim, there are two bottles left."
"Save one for the Formula Ford consy
winner—he'll appreciate it."

Not many people gave much thought
to the winner of the FF consolation
race or to the race itself; twenty-one
drivers were eligible, but only twelve
started. The attitude seemed to be,
'why bother?' The points had been
awarded in the Formula Ford "feature",
and points toward Atlanta were the
thing that counted. We were quaffing
a bit of the bubbly—the 'Almeden tas-
ted awfully good this July 5th; all sorts
of new lap records had been set and it
was hot and humid.

The winner took a checkered flag lap
but drove directly to the paddock—he
was not used to standing on the win-
ner's podium. "Champagne?" One of
his crew said, "He's not used to that;
he won't know what to do with it."

Holger Ahl and his excited crew got
their champagne in the pit lane, not
presented by a factory rep or a race
queen, but by Jim Haynes—the im-
pressario himself. And the presenta-
tion was as enthusiastic, warm and sin-
cere as had been the awards after 'race
ten when Jim poured for his friend
Bob Sharp.

Bob Stender, Peg Gilman and I step-
ped back. "That was a very nice thing
to do." Cindy Haynes just smiled
knowingly.

The argument as to whether race
drivers are born or made will go on
endlessly, but this must be certain:
encouragement like that from one who
has known victory so many times has
to help turn these young persevering
hopefuls into future champions.

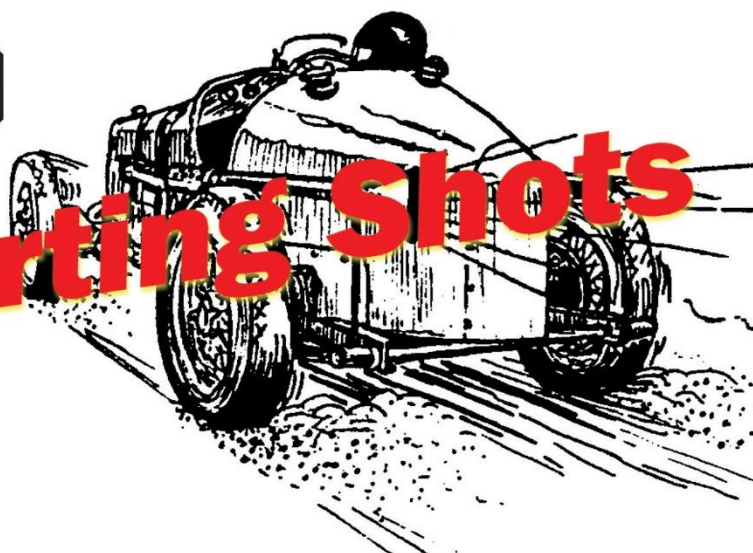
WHO KNOWS?

WITHOUT JIM HAYNES THERE MIGHT NOT BE A LIME ROCK HISTORIC FESTIVAL.

Many of us knew Jim and he truly was one heck of a man



Parting Shots



**WELL DONE TO ALL THE MG'S WHO RACED AT THE 2023
JEFFERSON 500**

Apologies for those cars whose photos we missed

