

THE KNOCK OFF

May 2023 Issue

MOHUD ON
FACEBOOK



MOHUD ON THE WEB



THE REPORT

I've been drastically expanding my wrenching capabilities this Spring. Never thought I'd tackle things more complicated than some basic tire and brake changes, but full of YouTube how-to video bravado, I've been replacing all sorts of automotive parts, both for myself and others. Last fall I replaced a hatch release mechanism on a friend's SUV. When my Chevy dealership told me I should have my rear rotors and brake pads replaced on my truck, I did a quick search on YouTube to see if I could find a tutorial on how to do it. After watching it, I made a list of tools I should have, bought the parts, and did it. Sure, I ran into issues with some seized guide pins, but I was able to order some additional parts and finish it up. With that success, I decided to tackle a brake pad change on my BMW after I got a quote on the job and had watched a few tutorials on YouTube. Despite requiring me to remove the front calipers, I opted to do it myself. I've expanded my tool collection to make this happen, as I've come to the realization that doing the job is way easier if you have the right tools.

So let's apply this to an issue the region is facing: declining membership numbers. What tools do we have at hand, or need to acquire, to address the issue and fix it? We've tried over the last decade or more to put in appearances at car shows, but that hasn't been the gold mine we were hoping for. What we've had much better success at is when dedicated individuals in the region reach out to friends and acquaintances who they know, and encourage their participation in our activities and events. When you stop and think about it, it makes sense: Relying on quick, random interactions with complete strangers, like at a car show, to make a very quick impression and convince them in a few minutes or less

of how fun our SCCA club is can be a daunting task. People are much more likely to listen and consider your pitch if they know you, and you can target and zero in on those friends and acquaintances that you feel confident would enjoy our benefits, and who would be a good fit for joining your extended MoHud and SCCA family. Please consider being an ambassador of MoHud and reach out to anyone you know who you think would enjoy participating with us, whatever the activity.

Now, while you get to it and do your best to consider who would be a great addition to our events and circle of friends, I'm going to contemplate what it'll take to take on changing the fluids in my BMW track car so I can give it the race car care it deserves, while sparing my wallet the same race car cost experience.

See you at the track!

Eric "EJ" Smith, MoHud Regional Executive

TREASURER REPORT – PAUL MALECKI

The comprehensive report can be downloaded at: [2022-23MoHud-ProgramFinancialReport.pdf](#)

- Balance in the Mohawk Hudson CB account as of 3 April 2023 is \$29,692.57.
- The prime source of income for March '23 was SCCA membership dues-rebates (\$420 and \$320).
- March 2023 CB bank statement reconciles with our records.
- No changes in BitCoin holdings.

PaulM.

MEMBERSHIP REPORT – JIM GARRY, MEMBERSHIP CHAIR

As of April 19th Mohawk Hudson Region membership stands at 312 members. That is one more member compared to last month's membership report and 20 less than a year ago.

New members in April

David Moak, Slingerlands

Thomas Dalton, Saratoga Springs

Juan Carpinteiro, Scarsdale

(No primary interests indicated)

Welcome to our club!

Significant Anniversaries

Ten Years

Jonathan Eriksen - Jonathan holds an active Competition License

Fifteen Years

Ray Tetrault - Ray has a regional Flagging & Communications license

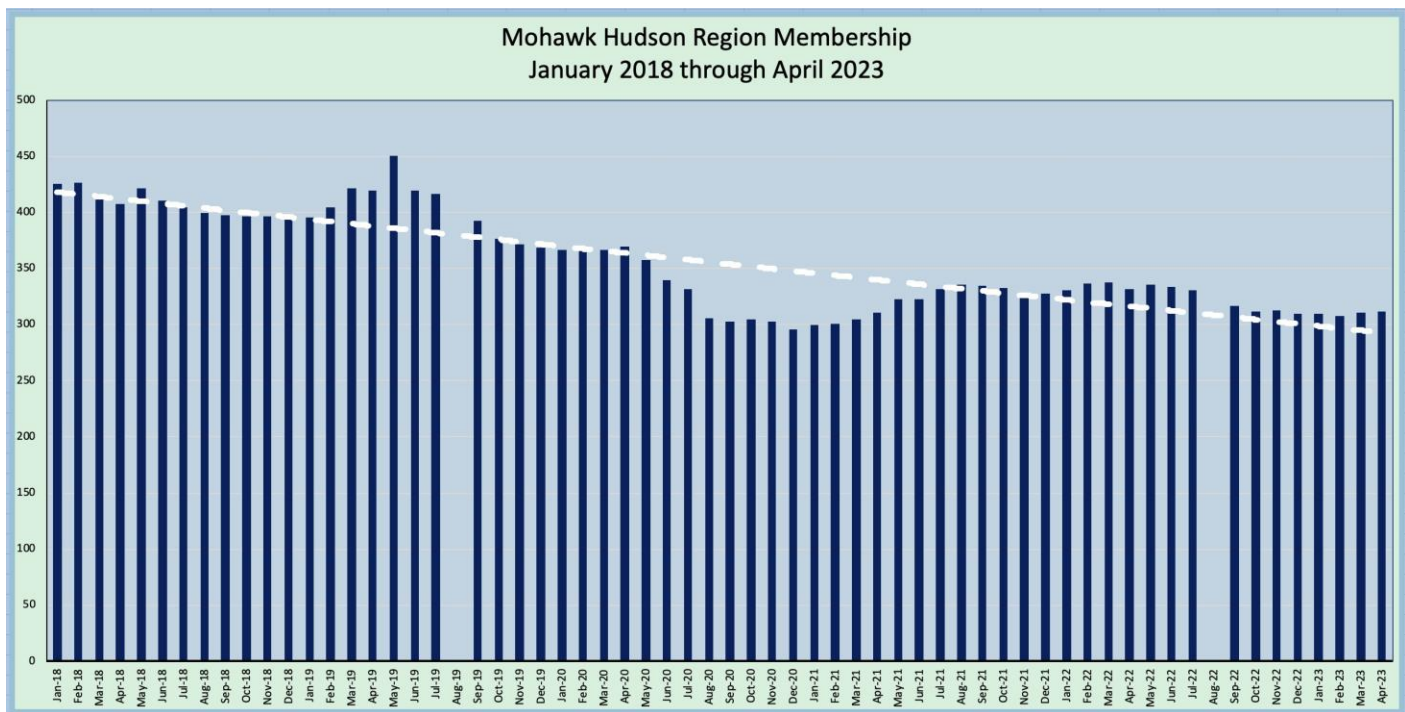
Susan Campbell

Jon Staude - Jon is an excellent autocrosser who we're hoping will come out to play with us again.

Fifty Years

Connie McIntyre - Connie is a Life Member and holds a National License in Timing & Scoring for Club Racing, which she continues to put to good use in support of club events. In addition to T&S Connie started her tenure by participating in the SCCA racing program, first with an Austin-Healey Sprite and later in a Showroom Stock Toyota.





From Your (Interim) Editor

What's this about *déjà vu* all over again? It seems like my first time around as editor of The Knock-Off was 50 years ago, in 1972. That was probably before a lot of you were born. A lot has changed since then. There's no more printing, stapling, collating, labeling, mailing. While that was more labor intensive, it also fostered a sense of community, as a group of us would convene for these tasks. Bonds were formed, friendships flourished

In the print era the KO was a primary means of communications not only between the region and its members, but also between National and the membership. The monthly regional newsletter was the most timely, practical and cost-effective means to communicate with the membership as a whole. Now direct electronic communication and social media have re-arranged that paradigm.

So where does the KO fit in to the overall communication package these days? That's an evolving answer. It remains the journal of record for the region's formal business (such as executive and membership meeting minutes). It can provide historical and contemporary event coverage to an extent that doesn't always work as well with social media. Hopefully it entertains, and informs. Also somewhat in contrast to social media it is a direct contact with each individual member initiated by the region, whereas Facebook and Instagram operate on the basis of you, the MohHud member, seeking information (or not, as the case may be). A simple periodic email sent to the membership informing them of updates could be a substitute, but at least for now there seems to be a purpose and a tradition to keep The Knock-Off going.

To optimize that we do need your interest and support. Just like in 1972 it's up to the membership to contribute the content, whether it's your recollection of events from the past, opinions on the direction of the region and the national organization for the future, or impressions of your recent participation in words and photos.

One stylistic note to share is that to get the best effect from The Knock-Off I encourage you to view it in a large format (tablet, laptop, desktop). The content, especially photos, just don't present as well on a phone screen.

I look forward to hearing from you! Greg Rickes, (Interim) Editor gfastr@nycap.rr.com

MINUTES OF THE MEETING

Mohawk-Hudson SCCA Region Board Meeting of April 3rd, 2023 start 7:00 PM

Location: Zoom

Officers Present: Eric Smith, Salvatore Baisley, Shelby Blanchette, Paul Malecki, Chip Van Slyke, Russell Burkhard

Total Members Present: 7

CART Meeting Recap- Salvatore Baisley

- Met with CART on 3/27
- Event would be on August 26th
- Event would be a 50/50 event and we would be responsible for the deposit of \$4,500.00
- Whatever deposit put down would be returned to us and we would get half of the profits from the event
- Total cost of the event, if 30 cars show \$9,000, each car after is \$200 until 60 cars, then after that for every car the cost does not increase
- SCCA sanction insurance is per car, will be a cost for trophies, MSR is taking a %5 cut and expecting about \$300 in miscellaneous expenses
- At this point cost not set for event, we do have a say in what they charge
- There will be another meeting in regards to the event on 4/16
- Eric Smith makes a motion to commit to supporting this split event with CART and put down the \$4,500 deposit. Paul Malecki seconds and all board members are in favor.

TRSS Update- Paul Malecki

- All workers will get a yellow identification hat
- Paul can now see what is happening in registration
- Supposed to have had a Zoom meeting with SAM which has not happened yet
- Still need a sponsor for lunch
- Need to touch base with SAM in regards to set up on Saturday and if they have a lunch sponsor
- Need someone to do the air bag demo as well

Meeting adjourned at 7:43 PM

Meeting minutes recorded and submitted by Shelby Blanchette

Mohawk- Hudson SCCA Monthly Membership Meeting of April 5th 2023, Start 7:00 PM

Location: Gateway Diner, Albany NY

Officers Present: Eric Smith, Salvatore Baisley, Shelby Blanchette, Russell Burkhard, Chip Van Slyke

Total members present: 22

Eric Smith makes a motion to accept the meeting minutes in the March's Knock Off. Rich Welty seconds, all members in favor.

Membership Report- Jim Garry

- 309 members as of April, down 27 members since last year

MINUTES OF THE MEETING

- 6 new members in March: Eric Hamilton from Clifton Park, Mark Gentili from Amsterdam, Christian Flagg from New Boston, Andrew Stone from Red Hook, Joseph Davidick from Round Lake and David Moak from Slingerlands
- Significant anniversaries include Nicholas Cattell at 5 years, Randall Salisbury at 10 years, Christopher Brassard at 15 years and Susan Butcher at 20 years
- Keep up the effort in trying to recruit new members

Knock Off- Eric Smith

- Greg Rickes will be taking over the Knock Off for a few months
- If any submissions for the Knock Off send to Greg Rickes

Treasurer Report- submitted by Paul Malecki

- Balance as of April 3rd 2023 is \$29,692.57
- Prime source of income for 3/2023 was SCCA membership due rebates
- March's income was from SCCA membership rebates

Solo Report- Russel Burkhard

- July 9th & 16th and August 13th & 27th tentative solo dates at Tech City lot

TRSS- Salvatore Baisley

- On April 23rd at the Saratoga Auto Museum
- We have 23 students signed up and we need instructors
- We do need a sponsor for lunch

Road Rally- Kenneth Relation

- Saturday April 15th a GTA Spring Rally starting at 1602 Western Ave (McDonalds) in Albany
- In person check in is at 9:20- 9:50 AM
- Total duration will be about 70 miles
- Entry cost per car is \$20
- Once you are at the check point have to take a photo of your car

Road Racing- Richard Welty

- Tech party at North Country Subaru this Saturday, April 8th
- New requirement for forward facing cameras for all road racing cars
- If you have any questions about camera mounts please contact Richard Welty
- Second tech party with happen at Bob Karl's in Troy on May 6th

Time Trial- Salvatore Baisley

- MoHud is cohosting an event with CART at Palmer on 8/26
- There will also be 2 shared Time Trials at Thompson on 5/20 and 9/16
- Patroon HPDE at Lime Rock on 4/29 and 9/15

Old Business- Eric Smith

- Discussed co-hosting a time trial at Palmer as an equal partner with CART and decided to move forward with the event

Eric Smith makes a motion to adjourn the meeting, Richard Welty second the motion and Peter Kroth thirds. All member in favor.

Meeting adjourned at 7:34 PM

Meeting minutes recorded and submitted by Shelby Blanchette

What's Happening

May 3 – Mohawk-Hudson Membership Meeting, Gateway Diner, Albany social 6 p.m., meeting at 7

May 6 – Mohawk-Hudson Annual Racing Tech.Inspection, [Bob Karl Sales & Service](#), Troy, Noon

May 6/7- [New England Road Racing Championship](#), New England Region SCCA, NH Motor Speedway

May 7 – autocross, [Poughkeepsie Sports Car Club/NY Region SCCA](#), Tech City, Kingston NY

May 7- autocross, [New England Region SCCA](#), Devens Airfield, Ayer MA

May 11 – SCCA [TrackNight in America](#), Thompson Speedway Motorsports Park, Thompson CT

May 13- Saratoga Auto Museum [Spring Auto Show](#), Saratoga Springs NY

May 19/21 – SCCA Majors Race, Northern New Jersey Region SCCA, Pocono (PA) Raceway

May 20- [Mohawk-Hudson Time Trial Championship](#), Thompson Speedway Motorsport Park, Thompson CT

May 21- autocross, [Poughkeepsie Sports Car Club/NY Region SCCA](#), Tech City, Kingston NY

May 23- SCCA [TrackNight in America](#), Thompson Speedway Motorsports Park, Thompson CT

May 26-29 – Pirelli TransAm Racing Series /SVRA Vintage/FRP F1600 & F2000, [Lime Rock Park](#) CT

May 27 – autocross, [New England Region SCCA](#), Devens Airfield , Ayer MA

June 2/4 – autocross [SCCA Pro Solo, Meadowlands](#) (NJ) Sports Complex

June 3/4 – SCCA Super Tour Majors race, Glen Region SCCA, Watkins Glen(NY) International

June 4- autocross, [Finger Lakes Region SCCA](#), Seneca Army Depot, Romulus NY

June 4- autocross, [Poughkeepsie Sports Car Club/NY Region SCCA](#), Tech City, Kingston NY

June 7- Mohawk-Hudson Membership Meeting, TBA , Albany social 6 p.m., meeting at 7

June 7 – SCCA [TrackNight in America](#), Lime Rock Park CT

June 8 – SCCA [TrackNight in America](#), Lime Rock Park CT

June 11- autocross, [New England Region SCCA](#), Devens Airfield, Ayer MA

June 16/17- [New England Road Racing Championship](#), Lime Rock Park CT

June 22- SCCA [TrackNight in America](#), Palmer Motorsports Park, Palmer MA

June 24/25- autocross EVO Performance Driving School, [New England Region SCCA](#), Devens, Ayer MA

June 25- autocross, [Poughkeepsie Sports Car Club/NY Region SCCA](#), Tech City, Kingston NY

MoHud Pre-Season Tech Inspection #1 (April 8)

Thanks to the generosity of the Lendrums at North Country Subaru, Mohawk-Hudson Region provided our racers with a chance to complete their annual technical inspection prior to arriving at the race track.

Our Chief Scrutineer Rich Welty and his crew gave each car a thorough review and Rich brought drivers up to date on new rules for 2023.

This is also a social event for MoHud members, so if you missed the first one come on over to Bob Karl's Sales & Service (2791 6th Avenue, Troy) for Tech Inspection #2 on Saturday May 6 at Noon. It's a great way to spend an afternoon, with the bonus of some tasty snacks 😊





Rallye Recap: Spring Has Sprung

On Saturday, April 15th, we had a gorgeous day for the Mohawk-Hudson Region's "Spring Has Sprung Rally". The road rally was a Game, Tour, Adventure (GTA) rally requiring driver / navigator teams to find checkpoints and travel any route they choose to get there.

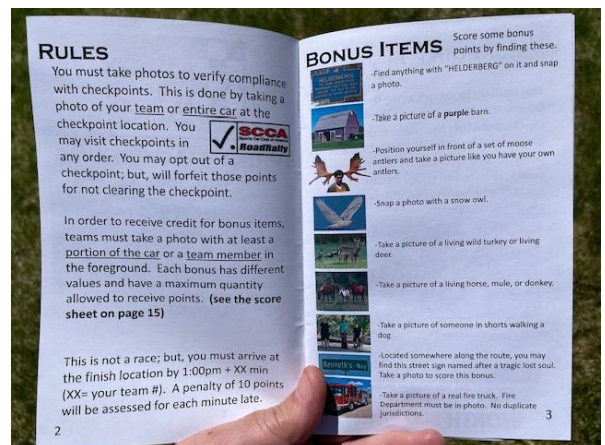


We had 13 adventurous teams compete and enjoy a challenge of finding 8 checkpoints across the western portion of the Capital District. The teams departed from McDonalds on Western Avenue in Guilderland.



Each team was assigned a team number, starting order, and start time. All teams received a safety brief and

instructions.



Once directed, a team was handed their rally road books and given the “green light” to depart. The road books were filled with details to travel to a specified location (checkpoint) and document their arrival with a photo. ...Then, on to another checkpoint, and so on.



During the teams travels across the towns of Guilderland, Voorheesville, Berne, Altamont, Knox, Gallupville, and Scoharie (to name a few), teams could earn bonus points for finding many various bonus items. Teams kept an eye out for bonus items, like purple barns, horses/donkeys/mules, deer/turkeys, fire trucks, dog walkers in shorts, "Helderberg" in any sign, among other things. Another bonus was people in shorts walking a dog. ...Not to be confused with people walking a dog in shorts. LOL

Checkpoint 1: Hudson-Helderberg Rail Trail pavilion in Voorheesville (formerly referred to as Union Depot).



Checkpoint 3: Pat Clair of “Team Lost R Us” with the bear cub inside the Emma Treadwell Thacher Nature Center. As the sign noted, Pat kept her distance and didn't actually touch the bear.

Checkpoint 5: Tracey Burkhard of “Team Soul” at French’s Hollow Falls.





Checkpoint 6: EJ Smith and Pat Clair of “Team Lost R Us” at the Octagon Barn in Knox.

Checkpoint 7: The Old Stone Fort in Schoharie (built in 1772).



After everyone's points were tallied, the following teams were awarded trophies at the finish point, Maple On The Lake restaurant at Warner Lake.



3rd Place – Team Smashing
(Shelby Lee Blanchette & Nigel Boyce)

2nd place Team The G’s (Jim Garry & Joe Garry)



1st Place – Team: Palleschi (**Steven Palleschi & Cynthia Palleschi**)



Bonus: Steve Palleschi of “Team Palleschi” tries on the moose antlers



Our socializing and story telling afterwards at Maple on the Lake was a ton of fun and we got to meet some great new friends



We hope you'll consider joining us at the next road rally on Sunday, November 5th. This next road rally will be departing from nearby Rensselaer, NY. More details to be released over the next few months.

Ken Relation

Rallymaster / Road Rally Chairperson

And

Michelle Relation Road Rally Safety Steward



A Page From The Past : a circuit using the access roads for the NYS Fairgrounds. An ambitious idea that never reached reality.

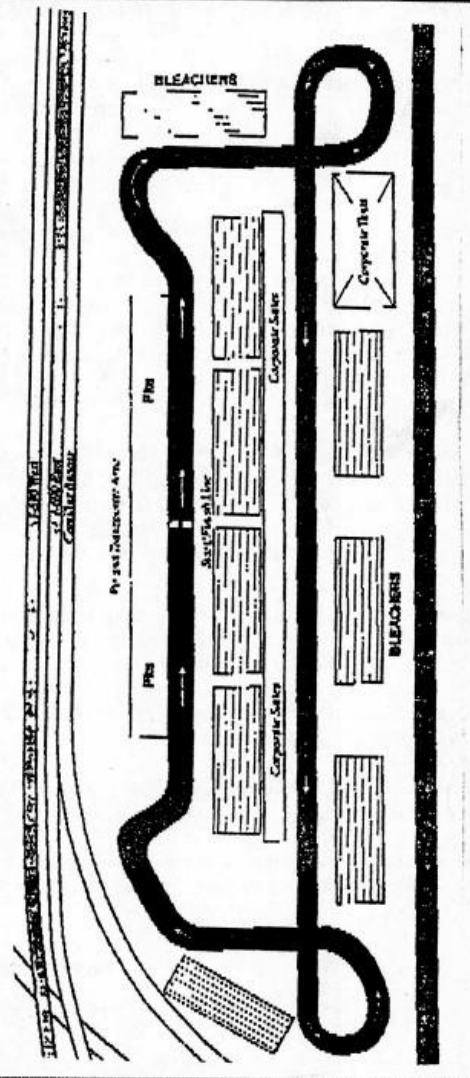
Mohawk-Hudson Region SCCA



Knock



Official Publication of the Mohawk Hudson Region



December 1995

Tales From The Track

Campbell Racing – Race Report 2023

Virginia International Raceway (VIR)

Here it is spring again and time to start the new race season. As in the past few years, we start at Virginia International Raceway with one of the SCCA's Hoosier Super Tour events. Testing on Thursday; two qualifying sessions on Friday; Race 1 on Saturday afternoon; and then the "feature" race on Sunday.

We arrived at the track late Wednesday morning, beating the usual land rush for paddock space. We were promptly escorted into the paddock and put in a great spot. On pavement, with an electrical hookup right there and it was even close to the restrooms and shower. Doesn't get any better for spending 4 days at a racetrack in a motorhome.

Test day on Thursday went well. We did all three sessions in my F Production car. Mostly it was a shakedown following the usual winter overhaul. But we were also able to get in some real testing on tire pressures and brake pads. The weather was ideal – sunny, in the low 80s and no wind.

And that was the end of the good weather. Seems like it is always a weather story at VIR. Last fall it was a hurricane. Rain was forecast all day Friday and Saturday. There was a "severe thunderstorm" during the night on Thursday but Friday morning started cold but dry. The FP car was in the first race group starting at 8 am. Having set up the car the previous evening for the anticipated rain we made only had time to make some of the returns to the dry set up. But the session went well. Charlie continued to improve his lap times through the session and at the end was 2nd in class and 5th overall in the multi-class group. I think there is more speed to gain if we had made all the changes back to the dry setup.

And then the forecast rain did show up. Charlie's Spec Miata was in group 5. It started raining just as he was ready to pull out of the paddock and go to the grid. We were able to wait long enough to put on the rain tires. He wouldn't have survived otherwise. And it continued to rain the rest of the day and all through the night. The car ran well and Charlie was able to qualify 20th out of 60 cars that started the session.

The rain continued through the day, usually quite hard. We skipped the second qualifying session for both cars in the afternoon. Nobody was going to go any faster given the prevailing conditions. The forecast was calling for continued rain well into Saturday. The first race for the FP car was scheduled for about 1020 Saturday morning. So, we waited to see what the actual conditions were going to be and how much of the rain set up to apply. Saturday morning it was cold and cloudy but not actually raining – not yet. I put most of the dry set up back on the car and a new set of dry weather tires (the slicks).

Tales From The Track

Charlie started second in class, 5th overall but got boxed in on the start and fell back to third in class, but by the end of the first lap had regained second and moved into the lead on lap 2. He drove a great race and the car was working well – until it wasn't. Having led the rest of the way to the last lap a problem with the transmission's shifter slowed Charlie just enough to lose the lead and hold onto second at the finish line by only a tenth of a second. Still, not a bad finish for the first race of the new season. The shifter problem was easy to fix – just a bone-headed mistake by the chief mechanic (that would be me). Everything else checked out in good shape for the longer race on Sunday.



The rain started about a half-hour after the Production Class race finished and continued for the rest of the day. The SM race in the mid-afternoon was full rain set up. Charlie started 20th and finished 47th after a spin or two. But the new paint job is still scratch free, and the car ran well mechanically.

The Production race on Sunday was first on the schedule at 8am. Not only is that crazy early to be racing cars but the temperature was only 36 deg when the green flag waved. Race tires just don't work at that temperature. It continued cold and windy all day but at least it was sunny and dry.



Tales From The Track

Charlie started 6th (third in class), right beside Mason Workman in the other top Miata. The Honda del Sol was first in class. The green flag started the race and at the exit of turn 1 both Charlie and Mason were spinning off into the grass. While it looked like grass from a distance it was really a large mud hole. They both stopped in the middle of the runoff field and started trying to drive back onto the track. By the time Charlie made it he was about a half lap (a mile and a half) behind the pack. It took Mason a full lap and then some. I'm not sure who was at fault, I need to look at the video when I get home. The two of them, of course, know exactly who caused the incident. Sometimes it is just a "racing incident" when two aggressive drivers in two virtually identical cars try to occupy the same piece of pavement.

Another incident later in the race brought out a full course yellow and Charlie was able to catch the back of the pack. From there he could pick up a few places and at the end finished 6th in class. Not a great result on the weekend but better than getting stuck in the mud for the duration.

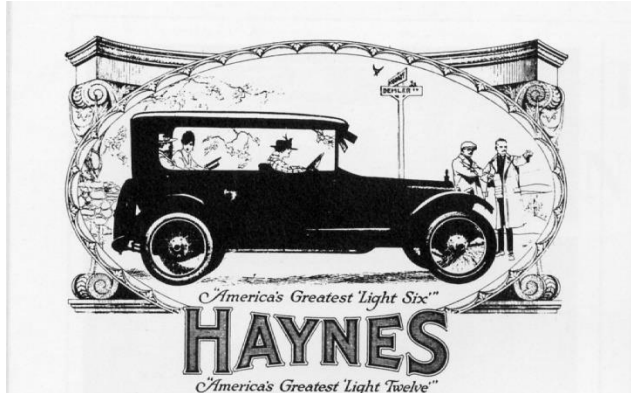
We got everything packed up and took down the canopy (which happily was dry by then) and I left about noon for my 12 hour drive home. Charlie and Carl stayed and Charlie ran the SM race which started after the lunch break. He started somewhere in the mid pack and moved up to finish 27th of our about 60 cars in class. And not a dent/scratch on the car the entire weekend. He was quite happy about that.

Next up is the race at Pittsburgh International Race Complex ("Pitt Race") on the last weekend of April. So, I have 2 ½ weeks to get through my 3 typed pages of work lists to prepare to do it all again. Hopefully better results to show than this weekend.

Till Then
Tom and Charlie

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

It somehow seemed poetic that as the engines were firing up to open the St.Petesburg 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.

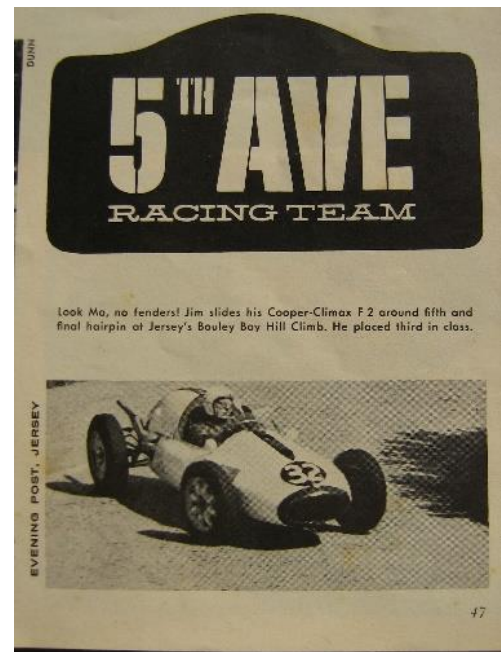
By 1959 Jim was at the top racing side, winning his Championship driving the



of his game on the first SCCA National 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.



(this photo has so much nuance. On the surface it's evident this is Jim with his Lotus 18. 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 oval track midget race car. Jim took his Lotus to several oval track

races to drive demonstration laps as a promotion for the Pepsi Trophy)

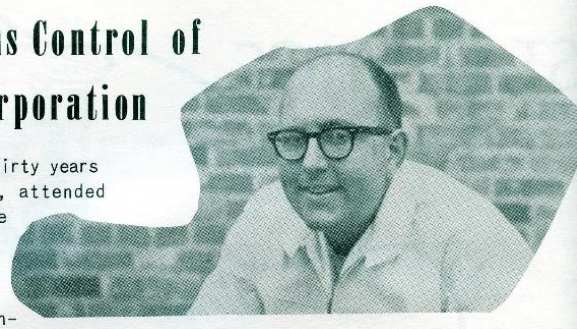
In 1964 Jim made the fateful decision to rescue Lime Rock Park from the failing corporation of the original founders.

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.

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-



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

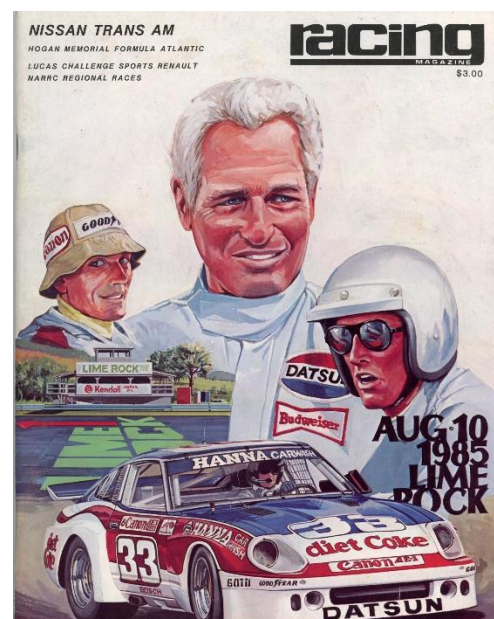
reached an almost desperate stage when the SCCA finally bent to changing times and developed the TransAmerican Sedan Championship, or TransAm for short. Jim signed Lime Rock up for the series' sophomore season in 1967, and the ticket-buying public responded enthusiastically. By 1968 the American manufacturers 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.

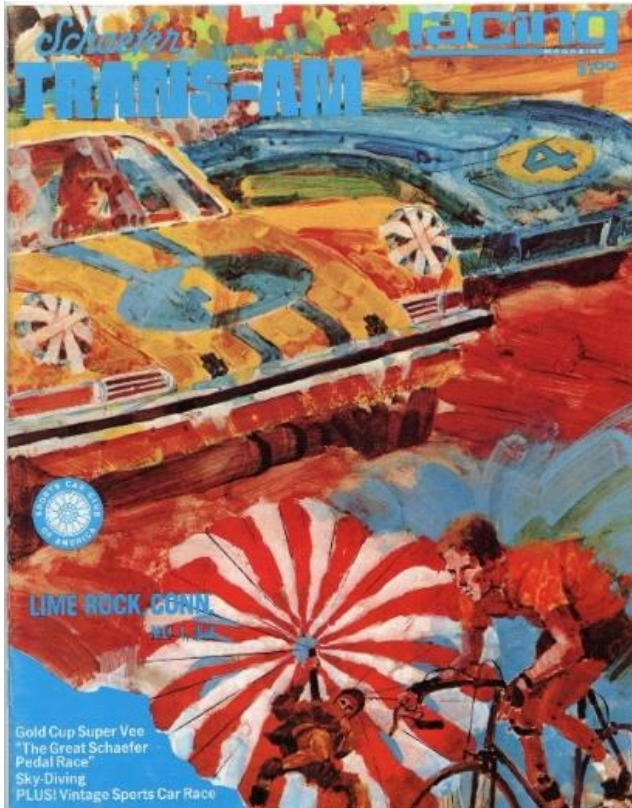
All of it added up to a tenuous existence for Haynes and Lime Rock. By 1969 in spite of the popularity of the TransAm, Formula 5000 and a half dozen SCCA races there was a real threat that the track would cease operations. Salvation came in the form of an enthusiastic racer and bona fide Greek shipping 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).

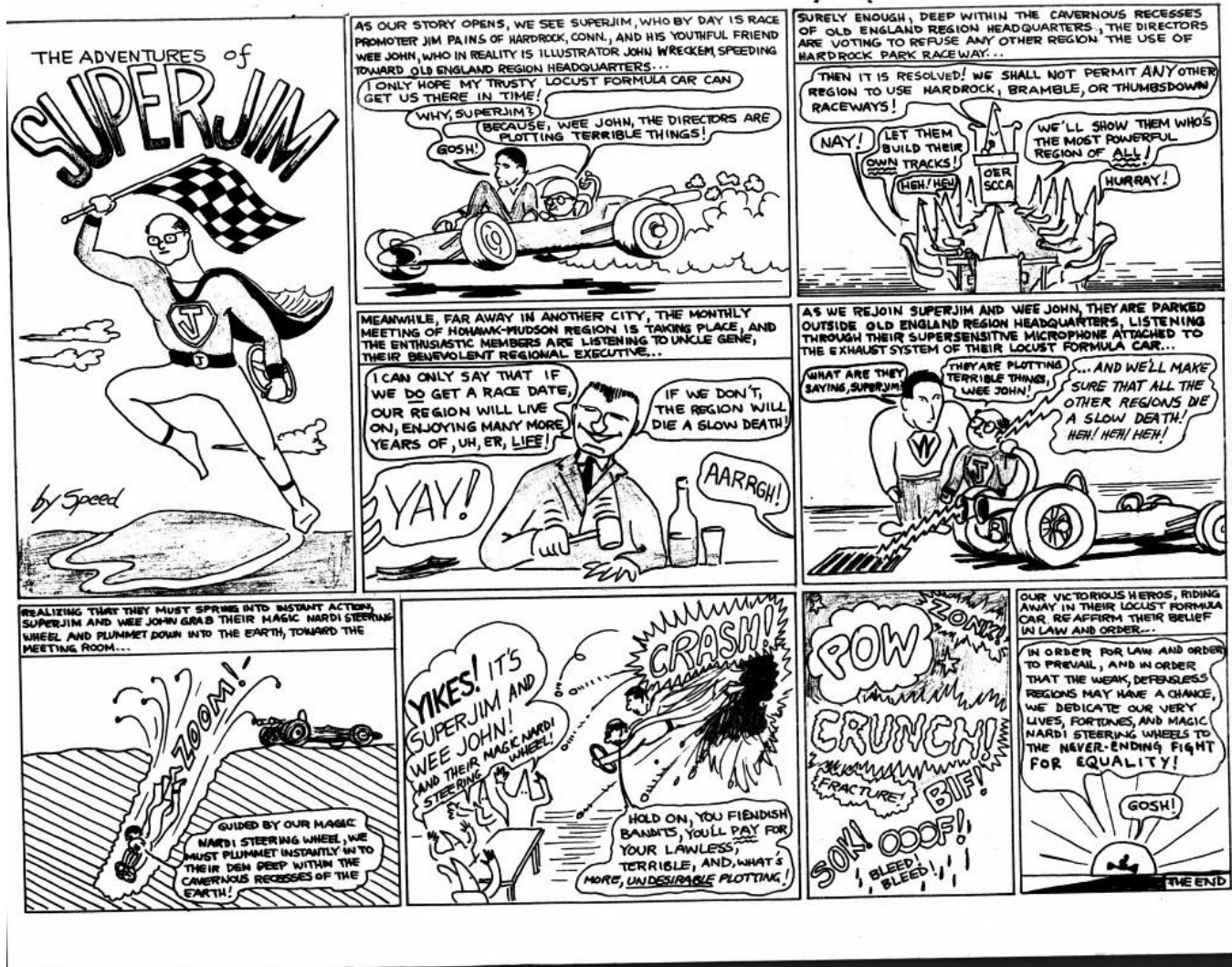
Friday, Oct. 14:	Saturday, Oct. 15:	Sunday, Oct. 16:
<input type="checkbox"/> The Lime Rock Swap <input type="checkbox"/> Vintage Car Practice <input type="checkbox"/> The Lime Rock Art Show <small>(Premiere in the evening)</small>	<input type="checkbox"/> FIVA Tour <input type="checkbox"/> The Lime Rock Swap <input type="checkbox"/> Vintage Car Racing <input type="checkbox"/> Vintage Race Car Concours <input type="checkbox"/> The Lime Rock Art Show	<input type="checkbox"/> The Lime Rock Concours <small>(With Separate Marquee Concours)</small> <input type="checkbox"/> The Lime Rock Swap <input type="checkbox"/> The Lime Rock Art Show

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(203) 433-2572

LIME ROCK PARK

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



Mohawk-Hudson Region SCCA

If Jim Haynes had not gone to bat for the feisty Mohawk-Hudson Region (all of 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 of this has 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 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.

author: Greg Rickes

(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 tasted 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 winner'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 impressario himself. And the presentation was as enthusiastic, warm and sincere as had been the awards after 'race ten when Jim poured for his friend Bob Sharp.

Bob Stender, Peg Gilman and I stepped 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.





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