

## JOHN HAYES RACING

By raycer 27  
As told to me  
by John Hayes Jr.

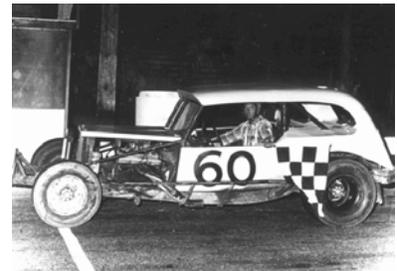
I did an interview with John Hayes Jr. recently and found out that there is a lot of racing history in that family, starting with his dad, John Hayes Sr. His dad raced at several tracks in New Jersey, namely Atco, Pitman, Vineland, New Egypt, Hightstown and Arney's Mount (also known as Mount Holly Speedway). He also ran and promoted races at Arney's Mount. There are 2 inset photos of what's left of Arney's Mount Speedway, turns 3 and 4.



John Sr. owned two cars, the # 469 which he drove and the # 468 that Fran Steinmetz drove. While running at Arney's Mount, in a combined effort, they won 13 straight qualifying and feature races. It is said by those who ran there that the track had dirt corners and paved straights until they had enough money to pave the complete track.

For a while they also used to run races at Emory's blueberry field which would be the beginnings of the New Egypt Speedway, which John Sr. helped to build and supplied all the railroad ties for the fence.

Somewhere in the 60's John Sr. built a sedan, the K9, sponsored by Tire City and hired Bob McCullough to drive for him. Then Bob bought the car from Sr. and numbered it the 604; then Bob sold it to Tom Michel who removed the 4 and that was the beginnings of the famous yellow # 60 that Tom campaigned for many years. Whew, amazing, the chain of custody on some of the cars!



So, like father, like son, Jr. tried his hand at building and driving stock cars. The 3 "K" cars as they were known were always at P'ville unless one had been tore up the week before.



Glenn Hall was the original driver of the K9 car and later a local driver Larry Voss drove it for a while and eventually Jr. drove it. Duke Peirman drove the K7 for about 1 season then Barry Voss, Larry's son took the wheel for a while. John Jr. also

pulled some seat time in the K8 car.



Of course times were changing; the coupes and coaches weren't as plentiful. (A shame, because they had so much character; and had great lines). The cars were getting lighter, lower and were starting to use more modern steering and handling technology.



So Jr. started following suit and built 2 Pinto bodied cars, the #71 and the #72 cars. Ken Moore drove the #71 and Jr. drove the #72. One night John had a problem with his car and Ken didn't make it to the track so John ran the #71, but a bad accident demolished the car. It's a shame but it goes with the territory.



John finished 13<sup>th</sup> in the 1979 overall point standings, which was a pretty respectable accomplishment considering the level of competition at that time. There were 45 regular competitors in the final year, plus the hot shoes that came from all over for the 100 lap races. For those who don't know, 1979 was the last season at Pleasantville Speedway.



John's daughter drove a 1/4 midget until she was 16 but hasn't driven since. I asked John if there was a possibility that she would get further into racing and he said he didn't know at this time.....ya' never know!

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