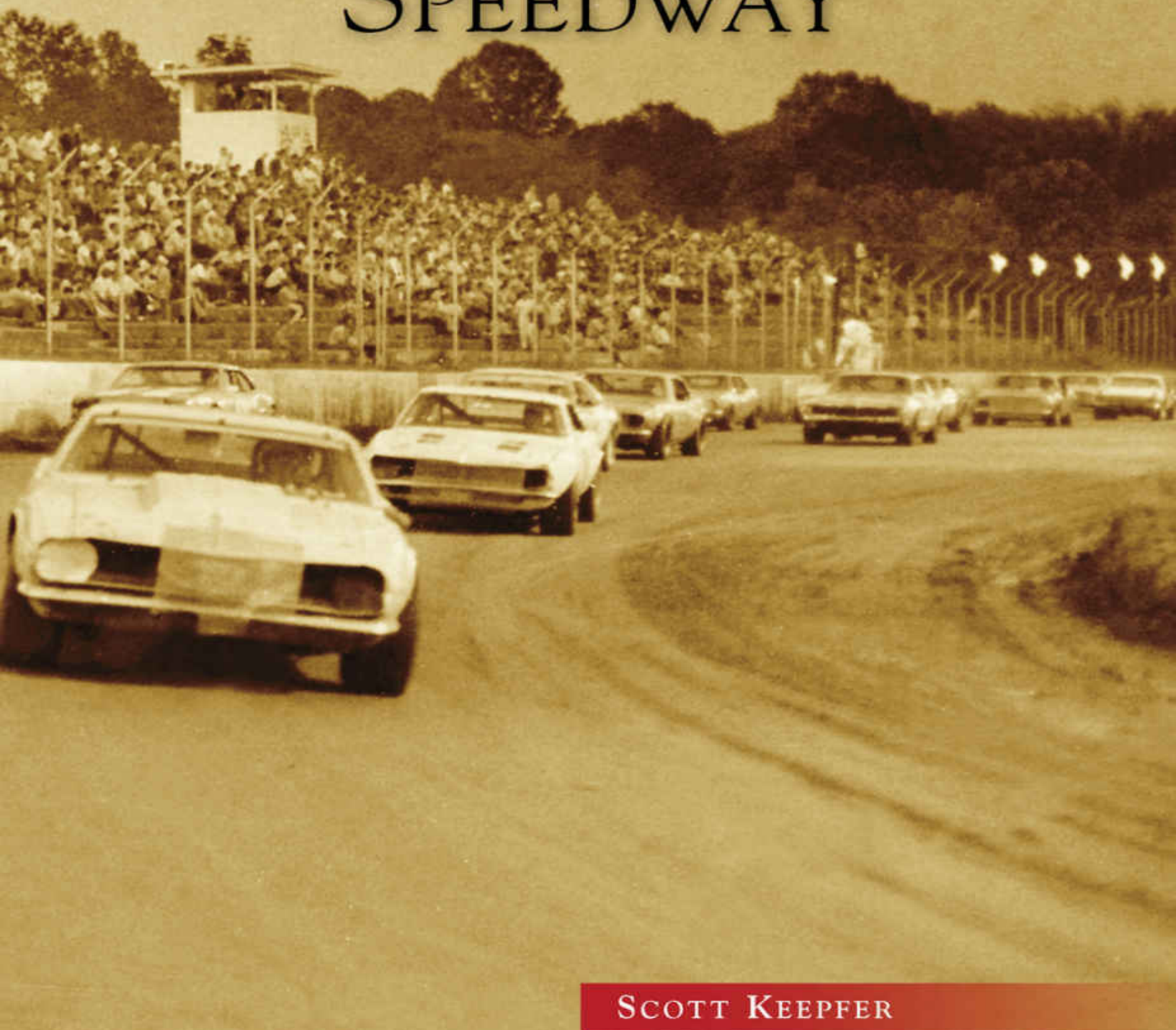




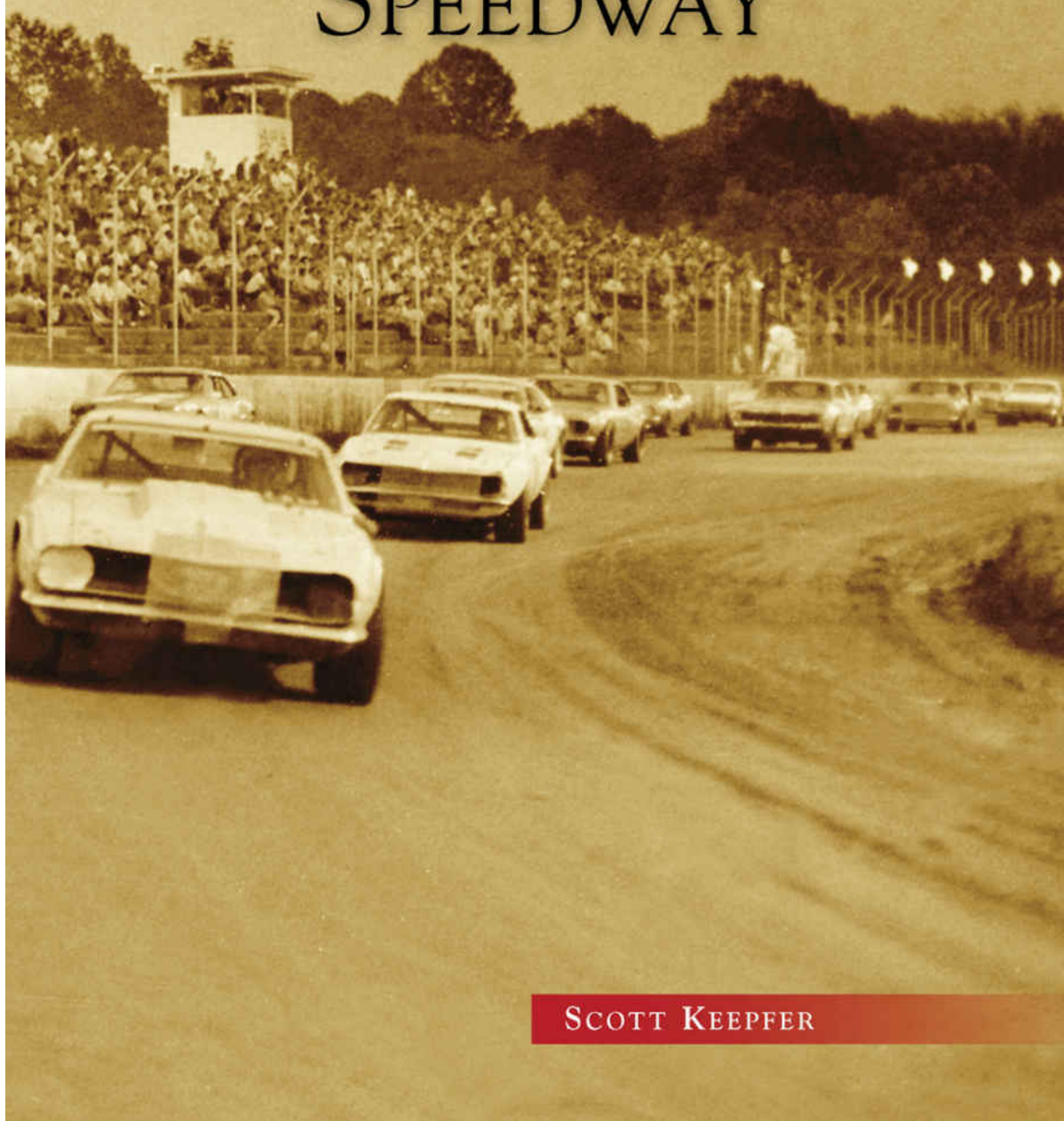
# GREENVILLE-PICKENS SPEEDWAY



SCOTT KEEFER



# GREENVILLE-PICKENS SPEEDWAY



SCOTT KEEFER





# GREENVILLE -PICKENS SPEEDWAY



Here is a late-1990s aerial view of Greenville-Pickens Speedway. The half-mile oval, which opened as a dirt track in 1946, has been a popular destination for fans for 68 seasons. The site also attracts visitors to the Upper South Carolina State Fair, which has been held each fall since 1964. (Courtesy of Christy Kelley.)

**FRONT COVER :** Jim Paschal outpaced a field that included Buck Baker and Tiny Lund, as well as fellow High Point, North Carolina, native Ken Rush, to win a 100-mile NASCAR Grand American Division race at Greenville-



Pickens Speedway on May 29, 1969. It was one of Paschal's five series victories in an AMC Javelin that year. (Courtesy of the J.B. Day collection.)

**BACK COVER :** An unidentified driver is behind the wheel of the Greenville-Pickens Speedway pace car in the 1970s. (Courtesy of the J.B. Day collection.)

**BACK BACKGROUND :** Pictured are NASCAR Late Model Sportsman stock cars practicing for opening night not long after the half-mile track was converted from dirt to asphalt in April 1970. (Courtesy of GPS archives.)



# GREENVILLE -PICKENS SPEEDWAY

SCOTT KEEPFER





Copyright © 2013 by Scott Keeper  
ISBN 978-1-4671-1099-0  
Ebook ISBN 9781439644126

Published by Arcadia Publishing  
Charleston, South Carolina

Library of Congress Control Number: 2013938346

For all general information, please contact Arcadia Publishing:

Telephone 843-853-2070

Fax 843-853-0044

E-mail [sales@arcadiapublishing.com](mailto:sales@arcadiapublishing.com)

For customer service and orders:

Toll-Free 1-888-313-2665

Visit us on the Internet at [www.arcadiapublishing.com](http://www.arcadiapublishing.com)

NASCAR® and NASCAR Library Collection are registered trademarks of  
the National Association for Stock Car Auto Racing, Inc.

*For the fans, drivers, and employees who continue to  
make Greenville-Pickens Speedway one of the most  
unique and cherished venues in racing*



# CONTENTS

[Title Page](#)

[Copyright Page](#)

[Dedication](#)

[Foreword](#)

[Acknowledgments](#)

[Introduction](#)

1. [The Dust Bowl Years](#)

2. [The Track Champions](#)

3. [The Silver Fox](#)

4. [The Earnhardt Connection](#)

5. [The TV Race and Other Memorable  
Moments](#)

6. [Ladies, Start Your Engines](#)

7. [Today's Top Talents](#)

8. [Photo Finish](#)

[Greenville-Pickens Speedway Track Champions](#)

[About the Author](#)

# FOREWORD

For me, Greenville-Pickens Speedway always will be a racing capital. I drove at a lot of different tracks over the years, but GPS was special—one of the places where I learned to race.

I won the track championship there in 1959, and it was not easy. Some of the guys who raced on short tracks back in those days were hard to beat. The cars often were so equal that you had to practically force your way into position where you could make a pass. If you could run well at Greenville-Pickens, you could run well at almost any short track.

I became close friends with one of Greenville-Pickens's all-time heroes, Butch Lindley, and there are only a few drivers—ever—who ran that track as fast and as consistently as Butch. He was a short-track superstar, and he learned his trade at GPS.

You can't think about the good old days at Greenville-Pickens without remembering the Blackwell brothers, Pete and Tom, who ran the track so well for so long. They were tough but fair, and when you raced at that track, you knew who was in charge. I raced all over the country, and there aren't too many weekly tracks that were run as well.

I like to go back to Greenville-Pickens now and then and watch the racing. Although there are bigger, faster, and more famous tracks, GPS is one of the foundations on which NASCAR was built. It's always a fun place on a Saturday night.

—David Pearson



# ACKNOWLEDGMENTS

This project was undertaken with one primary quest: to chronicle, preserve, and present the personalities and memorable moments that have made Greenville-Pickens Speedway a special place for 68 years.

To see the project unfold was rewarding, particularly when the idea was greeted with overwhelming support and enthusiasm by so many members of the community. A special thanks goes to track owner Kevin Whitaker, Gary Blackwell, Tammy Hawkins, and the staff of Greenville-Pickens Speedway, who wholeheartedly supported the concept of creating a fitting tribute to the track's history.

The book would not have been possible without the willingness of so many people to share their images from the past, including Dora "Lib" Owens, John Cordell, Richard Shiro, Christy Kelley, Frank Murdock, Jackie Hughes, Ronnie Nodine, Greg Porter, Neil Castles, Eddie Samples, and J.B. Day and his Riverbend Old Stock Car Racing Museum.

The author also would like to express his gratitude to Delmar P. Robinson, who in 1973 toted a wide-eyed 11-year-old to his first stock car race: the Volunteer 500 at Bristol Motor Speedway.

The author also is thankful for the advice and expertise shared by fellow sportswriters Mike Hembree and Reese Fant, as well as the assistance of Russell Branham, the public relations director at Talladega Superspeedway.

Finally, the author would like to acknowledge the willingness of Arcadia Publishing to make Greenville-Pickens Speedway the fourth "speedway" title in its Images of Sports series, as well as the patience and support of Jason Humphrey in seeing the project to completion.

# INTRODUCTION

Greenville-Pickens Speedway is a small track with a big history. From its dusty beginnings as a dirt oval to its progression to asphalt on its 24th birthday, Greenville-Pickens always has been a popular destination for drivers and fans alike.

The track, carved out of the red clay banks of southeastern Pickens County in 1945, might be likened to an old friend: sometimes overlooked, but seldom shunned and above all never forgotten. By any measure, Greenville-Pickens Speedway, or GPS, has stood the test of time. It is four years older than Darlington and 14 years senior to Charlotte Motor Speedway. GPS was 15 years old when Bristol Motor Speedway came to be and 23 years old when Talladega Superspeedway joined the fold. More than 17,000 fans attended the first race at GPS on July 4, 1946, and the venerable half-mile track continues to attract fans nearly 70 years later.

“It just gets in your blood,” says John Cordell, who has driven in, built cars for or simply watched races at GPS for 50 of his 62 years. The speedway also got into J.B. Day’s blood, specifically on the day of that first race in 1946. Ed Samples sped to victory, but it was also a pretty good afternoon for the 13-year-old Day, who won a mule race, a bicycle race, a pole climb, and two greased pigs in preliminary events. “Best day of my life,” Day said.

There have been plenty of good days at Greenville-Pickens Speedway and quite a few good nights as well, spiced with flared tempers, bumper-to-bumper belligerence, and plenty of cheers and jeers. All are part and parcel for short-track racing in America.

Five years after the first race, on August 25, 1951, well-known Atlanta driver Bob Flock won the first NASCAR Grand National (now Sprint Cup Series) event held at GPS. The speedway continued to host NASCAR’s highest-level circuit for at least one race each season for the next 20 years (with the exception of 1952, 1953, 1954 and 1957), culminating with Richard Petty’s triumph in the Pickens 200 on June 26, 1971.

Today, GPS ranks as the second-oldest track that still runs NASCAR-sanctioned races on a weekly basis, and the track has continued to thrive although it was cut from the NASCAR Sprint Cup schedule when it was reduced from 48 to 31 races in 1972.

Over the years, GPS fans have had the opportunity to witness almost all of stock car racing's luminaries, including Richard Petty, David Pearson, Curtis Turner, Fireball Roberts, Lee Petty, Bobby Allison, Cotton Owens, Junior Johnson, Fred Lorenzen, Ned Jarrett, Darrell Waltrip, Bobby Isaac, and Buck and Buddy Baker, among others.

But, it is the local drivers who have proven the lifeblood of the speedway, such as Jeff Hawkins, Maurice "The Madman" George, Floyd Powell, Butch Lindley, Buddy Howard, Donnie Bishop, Gene Morgan, Marty Ward, and Randy Porter.

It is time for their stories to be told, too.

*One*

# THE DUST BOWL YEARS

*When it was dirt, it was better.*

—*J.B. Day*



Speedy Thompson (No. 69) and Buck Baker (No. 7) lead the field between the first and second turns during the first race ever held at Greenville-Pickens Speedway on July 4, 1946. Note the horse stables in the background, as well as several spectators who have scaled pine trees to gain a better view. The cars kicked up so much dust “you could hardly see your hand in front of your face,” recalled J.B. Day. Ed Samples, a driver from Atlanta, won the 40-lap race. (Courtesy of J.B. Day’s Riverbend Old Stock Car Racing Museum.)

SPEND YOUR JULY 4TH AT THE NEW

\$100,000.00 GREENVILLE-PICKENS

built by  
BOB  
WILLIMON

**SPEEDWAY**

BILL  
FRANCE, Mgr.

Located Four Miles West of Greenville On The New Easley Highway

FOLLOW THE ARROWS

COME EARLY AND BRING YOUR LUNCH

**Horse Races Start 10 A.M. July 4th 2:30 P.M. July 5th and 6th**

More Than Thirty Fine Horses Entered

**ANTIQUE AUTOMOBILE JUBILEE DISPLAY**

"With Elmer Snodgrass and his Radion Show Boys and Baby Ray and his Country Cousins"

**ALSO 100 LAPS OF**

**STOCK CAR AUTO RACES**

National Championship Stock Car Circuit

TIME TRIALS

1 P.M.

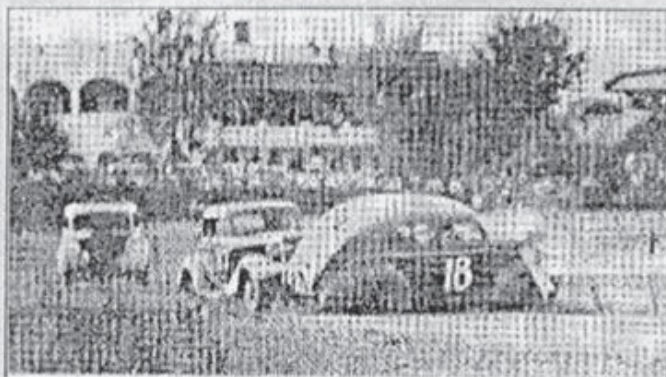
FIRST RACE

2:45 P.M.

Reserved Box  
Seats

On Sale At  
Hotel  
Greenville

With  
GRADY COLE  
of WBT Charlotte  
Master of Ceremonies



BUDDY SHUMAN AND LLOYD MOODY'S WRECK

Double Header  
Day July 4th

Children Under 12  
Free With Parents

See Both Races  
For \$1.90 Plus State  
and Fed. Tax  
\$2.50 General  
Admission

Grandstand To  
Horse Races  
July 4th Free  
In A.M.  
Grandstand

To Auto Races  
After 12 Noon \$1.25  
Including Tax

**FREE PARKING FOR 5,000 CARS**

Busses To Track Leave From Eagle Bus Line Office Starting At 9 A.M.



This poster promoting the first races at GPS advertise “more than thirty fine horses” on hand for the horse race, followed by 100 laps of stock car racing. A general admission ticket for \$2.50 gained spectators access to both events, but it was the cars that proved wildly popular, as an estimated 17,000 fans made their way to the track four miles west of Greenville. Bill France Sr., who founded NASCAR the following year, was among the promoters of the event and undoubtedly was pleased to witness such resounding support for his fledgling sport. GPS became a member of the NASCAR family in 1951 and has remained there since, making it the second-oldest NASCAR-sanctioned track still running weekly races. (Courtesy of GPS archives.)

# Greenville Pickens Speedway

GREENVILLE, S. C.

## HORSE RACES

GEN'L.

ADM.

ADM. PRICE 1.25

F. TAX .25

ADMIT ONE

TOTAL

\$1.50

004634

GLOBE TICKET COMPANY INC., ATLANTA

In event of rain or postponement,  
this check will be honored for  
GEN'L. ADMISSION on date of event.

RAIN CHECK

HORSE RACES

NO MONEY REFUNDED

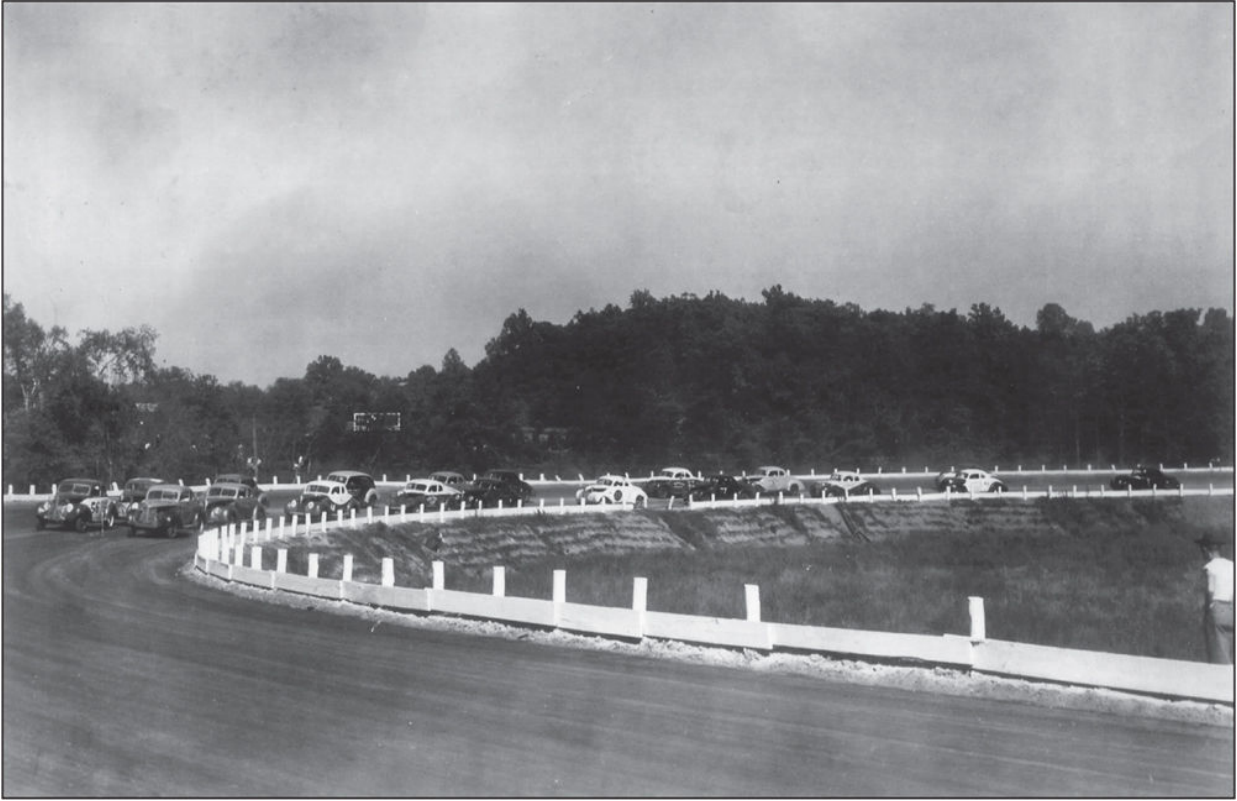
004634

GLOBE TICKET COMPANY INC., ATLANTA

Horse races were the first events held at Greenville-Pickens Speedway, but they were short-lived. The first two horse races, held on July 2 and 3, 1946, drew sparse crowds at best, so organizers were left with plenty of the \$1.50 tickets. A stable that had been constructed to house the horses behind the track's first and second turns eventually was dismantled, and the wood was used to help build the speedway's grandstands. (Courtesy of J.B. Day's Riverbend Old Stock Car Racing Museum.)

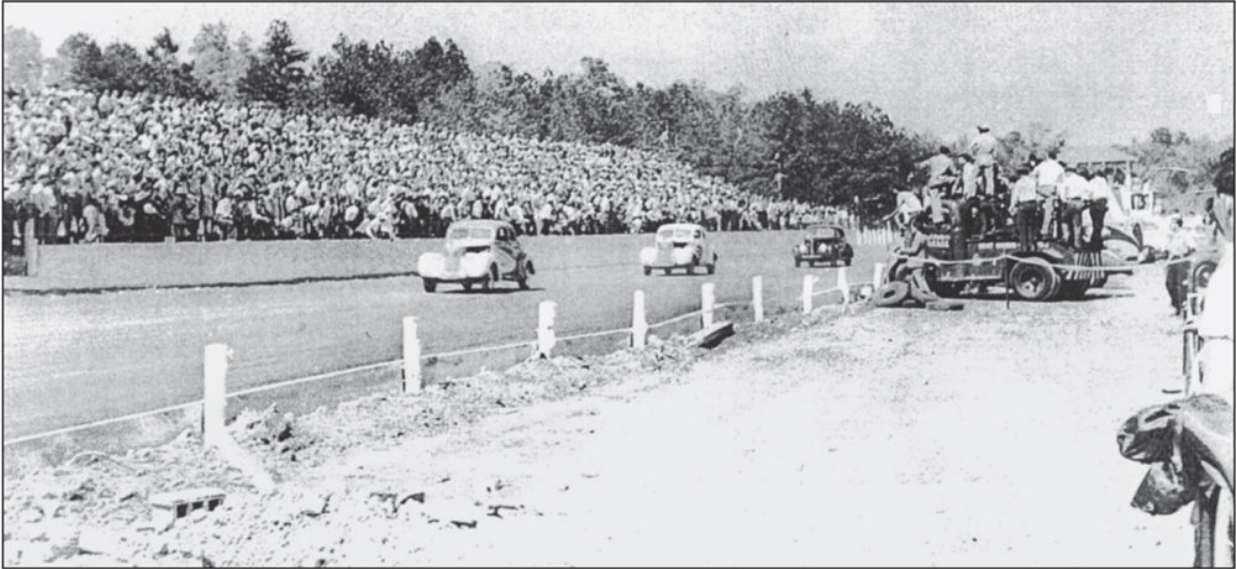


Ed Samples receives his trophy from Mrs. J.D. Gibbs after winning the inaugural race at GPS. NASCAR founder Bill France Sr., who served as the race's promoter and manager, stands next to Samples while Samples' wife, Virginia, and car owner, Bob Osieki, flank Gibbs. Samples would go on to be named the 1946 "national champion" of stock car racing, and two years later he won 10 consecutive races en route to the 1948 South Carolina Racing Association title. (Courtesy of Eddie Samples.)



A full field of 19 cars navigates the third and fourth turns during a May 11, 1947, race at Greenville-Pickens Speedway. The old adage, "Dirt's for racing, asphalt's for getting there," certainly held true in the early days of Greenville-Pickens, as dust would hang in the air despite watering efforts that would temporarily enhance the drivers' fields of vision. Constructed by Bob Willimon, a local road builder, and co-owner Buddy Davenport, the speedway retained its dirt surface for the first 24 years of its existence. (Courtesy of GPS archives.)





Fonty Flock leads the field as a capacity crowd watches a May 11, 1947, race at Greenville-Pickens Speedway. The “flathead Ford” era had begun in earnest, and the first V-8 engine continued to flourish, both on the highways and the race tracks, throughout the 1950s. At right, spectators cover a tow truck, owned by Greenville’s W.H. George, to get a better view of the action. Flock’s brother Bob won the race. (Courtesy of J.B. Day’s Riverbend Old Stock Car Racing Museum.)





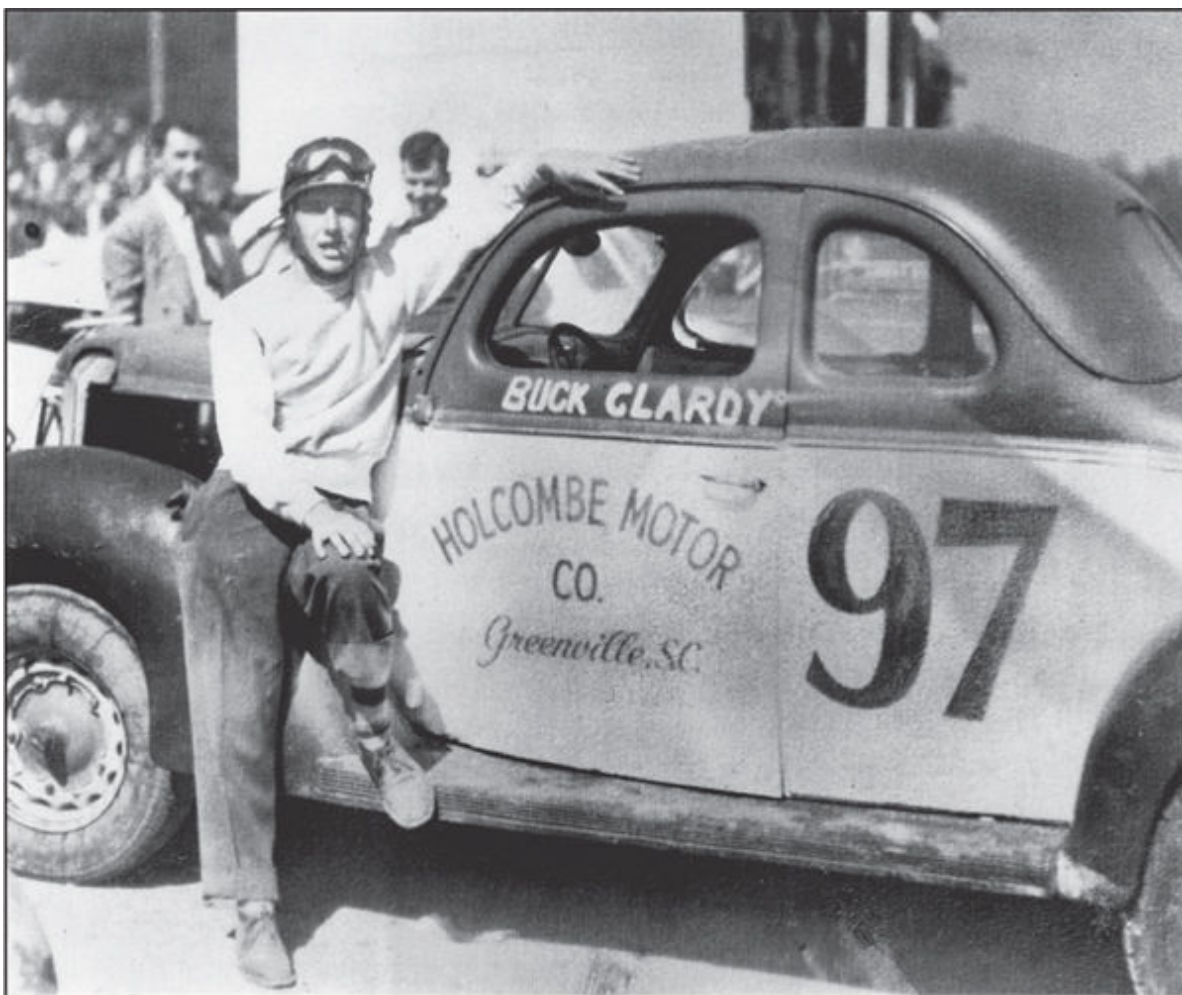
After witnessing the first race at Greenville-Pickens in 1946, Greenville's Fred Mahon (center) was convinced he needed to join in on the action. He did just that, running in the second race that year after turning his family car into a race car and gaining the sponsorship and support of Jesse Christopher (left) and his son Jake of Greenville's Victory Cab Company. He went on to race car No. 34 for the Christophers before eventually driving a new car owned by Hickey Nichols of Greenville. (Courtesy of J.B. Day's Riverbend Old Stock Car Racing Museum.)



Fred Mahon and his No. 99 “Blue Flame” were regular sights in the early days of GPS, and he quickly became one of the region’s more popular and successful drivers. But Mahon, who finished 14th in the national points standings in 1947, was not even the best-known sports personality on his street in the Brandon Mill section of Greenville; that distinction belonged to baseball legend “Shoeless Joe” Jackson. (Courtesy of J.B. Day’s Riverbend Old Stock Car Racing Museum.)



Fred Mahon (No. 99) challenges Atlanta's Fonty Flock (No. 14) for the lead in a late-1940s race at Greenville-Pickens Speedway. Trailing the leaders are several speedway regulars, including Gober Sosebee and Ed Samples of Atlanta, Georgia, Buck Clardy and Walt Crawford of Greenville, and Joe Eubanks of Spartanburg, South Carolina. (Courtesy of J.B. Day's Riverbend Old Stock Car Racing Museum.)

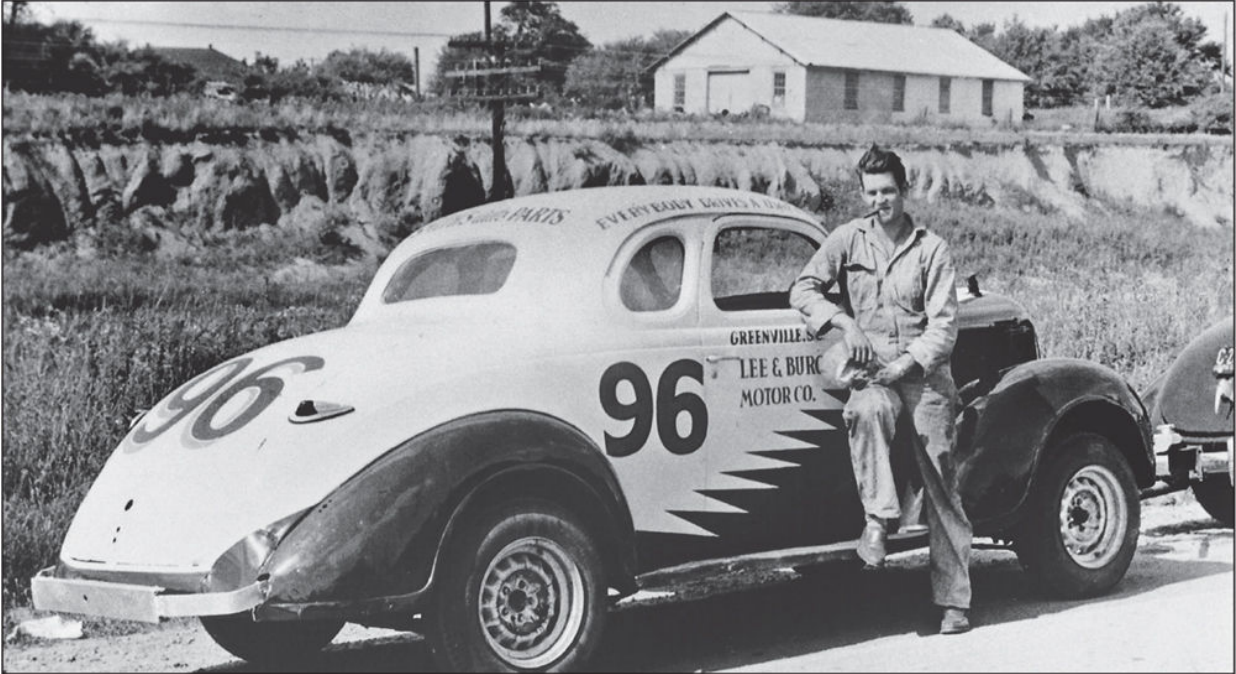


Greenville's Buck Clardy (No. 97) was one of the area's first drivers to become an officially licensed competitor on a NASCAR circuit that was still in its infancy. Clardy competed at the Daytona Beach-Road Course in 1951, starting 41st and finishing 30th, but he focused most of his efforts on competing at local tracks such as Greenville-Pickens Speedway. Clardy was a used-car dealer, and for years he ran an auto auction near Columbia, South Carolina. (Courtesy of J.B. Day's Riverbend Old Stock Car Racing Museum.)





Smith's Auto Parts, also known as Noah Smith's "junkyard," was located just a few miles from GPS and provided parts for many drivers, including "Runt" Kramer of Travelers Rest, South Carolina. Drivers and regular customers alike also appreciated that Smith lived up to his "we may doze, but never close" slogan, providing parts at all hours, night and day. On one occasion, when Smith could not locate fenders for Kramer's 1936 Ford, Smith managed to find front fenders off a 1940 model, and Kramer promptly welded them onto his No. 66 race car. (Courtesy of J.B. Day's Riverbend Old Stock Car Racing Museum.)

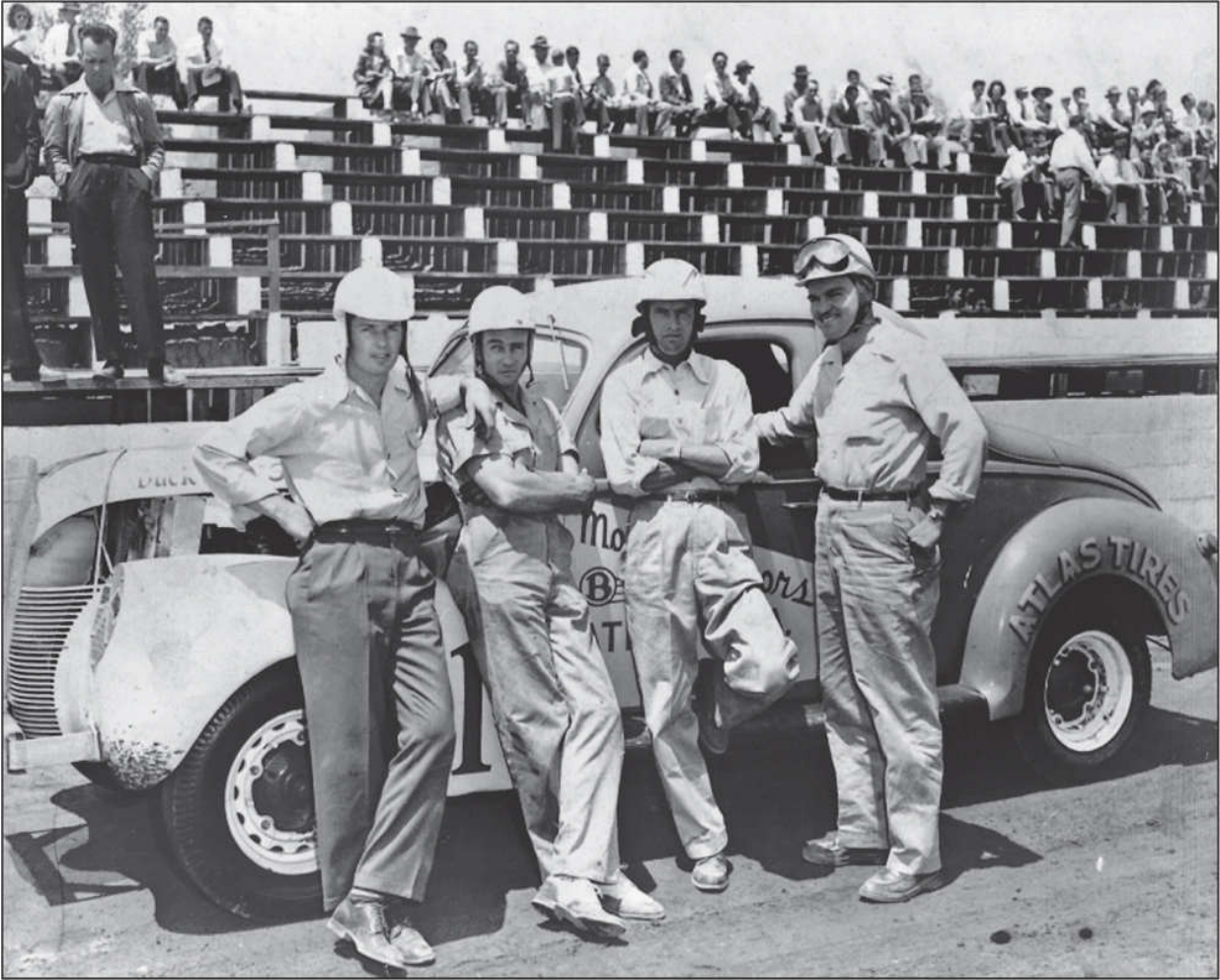


Greenville driver Doug Cox pauses across the street from Noah Smith's shop to show off the 1938 Plymouth (No. 96) that he raced regularly at Greenville-Pickens. Cox, a car salesman, drove the Wiley Babb-owned car for several years before it was eventually purchased by E.C. Ramsey, who had done much of the work under the hood for Babb. Cox did not race in the 1946 opener at GPS, but he raced in the second event with a 1935 Ford and never looked back, winning more than 150 races throughout the region before retiring from racing in 1970. (Courtesy of J.B. Day's Riverbend Old Stock Car Racing Museum.)





Fonty Flock, a Fort Payne, Alabama, native who lived in Atlanta when he raced regularly at GPS in the 1940s and 1950s, was among the more accomplished drivers ever to compete at the speedway. Flock won the National Championship Stock Car title in 1947 and was second in 1948, when he won 15 races. The car (No. 1) shown here, prior to a race at GPS, was dubbed the “Easter Egg” because of its color combination, purple and beige with red lettering. Flock’s final victory came at Charlotte, North Carolina, in 1956. (Courtesy of J.B. Day’s Riverbend Old Stock Car Racing Museum.)



Fonty Flock (far right) was part of a distinct Atlanta connection to GPS in the early days of the track. The contingent for this late 1940s race at GPS includes, from left to right, fellow Atlanta-area drivers Billy Carden, Ed Samples, and Bob Flock, Fonty's brother. A third brother, Tim Flock, also raced at GPS, as did their sister Ethel. In fact, Tim Flock's 18 NASCAR Grand National Division victories in 1955 stood as a single-season record until Richard Petty notched 27 wins in 1967. (Courtesy of J.B. Day's Riverbend Old Stock Car Racing Museum.)



Another Atlanta-area driver who was a regular at Greenville-Pickens Speedway was Jack Etheridge (No. 90). Etheridge played professional football and drove a Greyhound bus before embarking on a 20-year racing career that ended with his retirement in 1954. He was inducted posthumously into the Georgia Racing Hall of Fame in 2000. (Courtesy of J.B. Day's Riverbend Old Stock Car Racing Museum.)

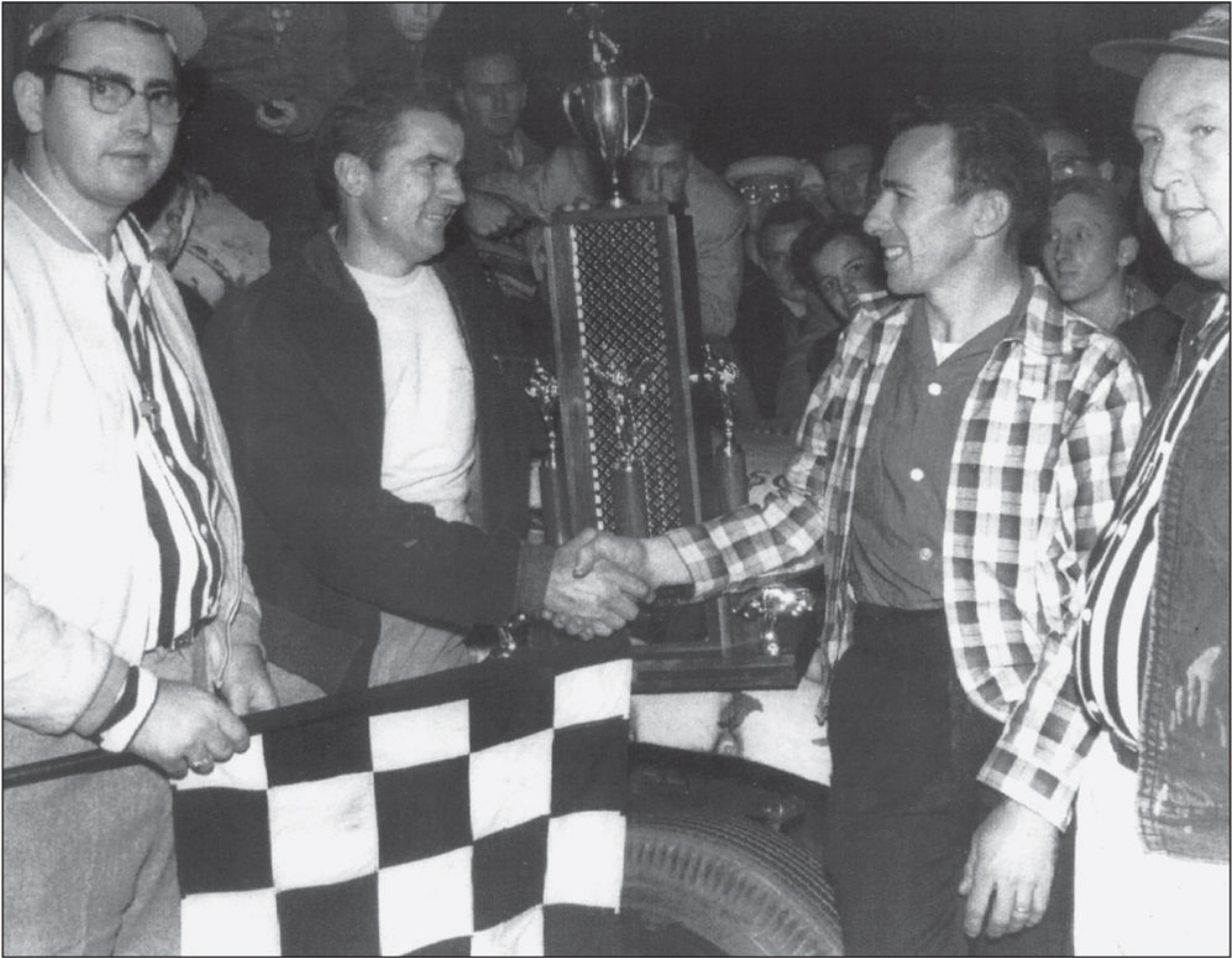




Despite numerous mishaps over the years at Greenville-Pickens Speedway, no driver has been fatally injured in 68 years of racing at the track. There have been more than a handful of wayward vehicles, however, including the

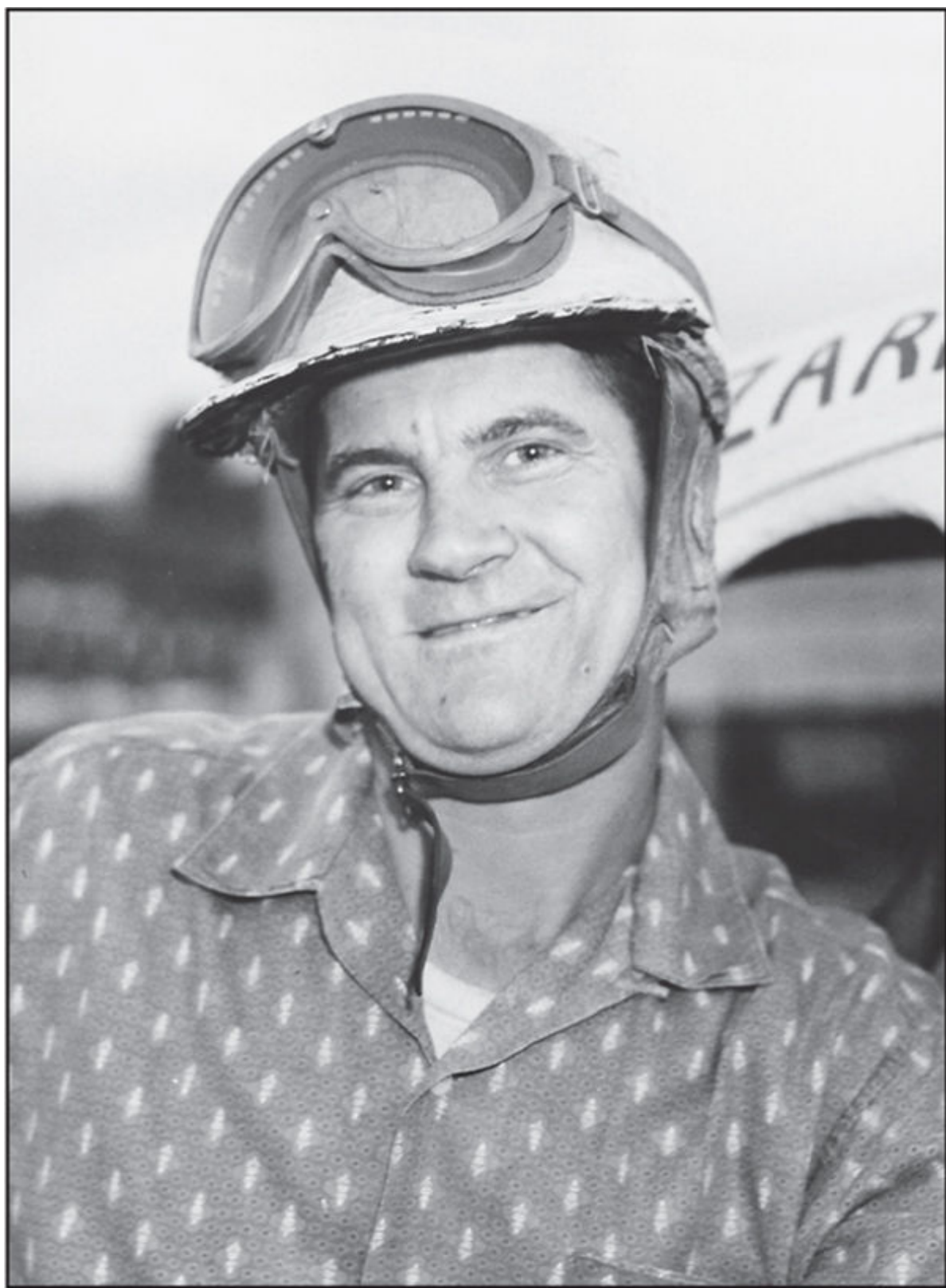
Kellett's Esso-sponsored No. 7 car, which found a resting spot atop the dirt wall with Maurice "The Madman" George behind the wheel. Below, white-uniformed brothers Buster Sexton (top of hill) and J.D. Sexton (bottom of hill) of Spartanburg discuss a strategy to extract their No. 45 car from the infield during a race in the early 1960s. (Both, courtesy of GPS archives.)





Floyd Powell (right) shakes hands with Harrison "Ozark Ike" Williams after winning the first of his three consecutive GPS track championships in 1960. Track steward Bill Blackwell (with checkered flag) and official Claude Whaley (far right) flank the drivers, who waged a close battle throughout the season. Powell and Williams entered the final race tied in the points chase, but Powell finished third, one place ahead of Williams, to claim the title by a mere two points. Powell, who had wrecked his car in a race in Spartanburg the week before, had to borrow a car from Spartanburg's Billy Joe Ivey for the final. (Courtesy of Jackie Hughes.)





“Ozark Ike” Williams was a fixture on local dirt tracks in the 1950s, 1960s and 1970s, including Greenville-Pickens. A Woodruff, South Carolina, native who frequently went fender to fender with rival Floyd Powell, Williams never won a track championship at GPS but came close on several occasions. A popular driver who was consistently in contention, Williams was runner-up for the track championship in 1959, 1960, and 1962 and was third in 1961. When David Pearson won a record 15 of 22 races in 1959, “Ozark Ike” managed to claim victory in three of the seven races Pearson did not win. (Courtesy of GPS archives.)

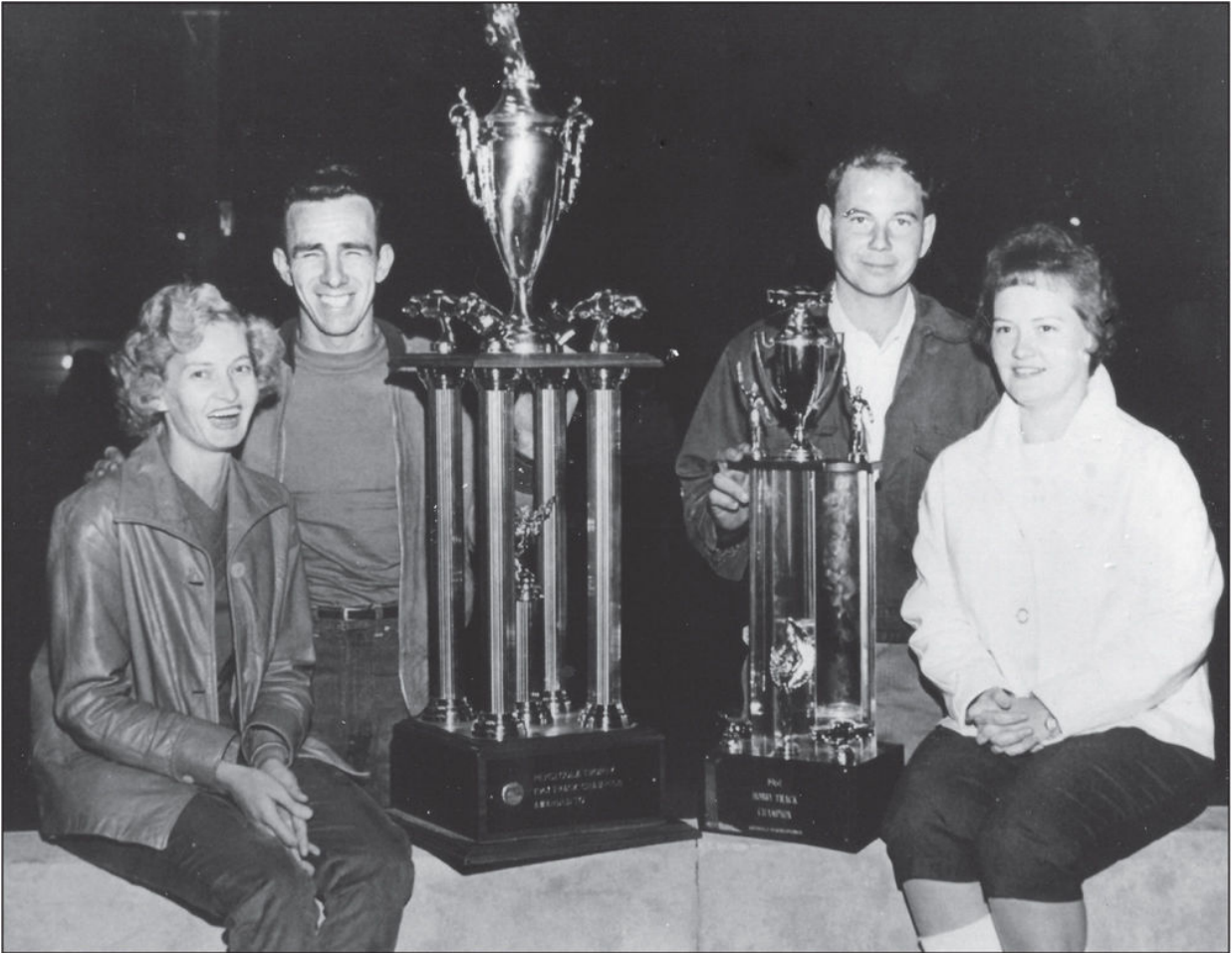
**The Greenville-Pickens Speedway  
will Open Saturday night  
MARCH 25th.**

**The purse will be as follows:**

<b>Main Event</b>	<b>1st and 2nd Heats</b>	<b>Con. Race</b>
1. \$200.00	1. 20.00	1. 25.00
2. \$150.00	2. 15.00	2. 20.00
3. \$100.00	3. 10.00	3. 15.00
4. \$70.00	4. 7.50	4. 10.00
5. \$50.00	5. 5.00	5. 5.00
6. \$30.00		
7. \$25.00		
8. \$20.00		
9. \$15.00		
10. \$10.00		

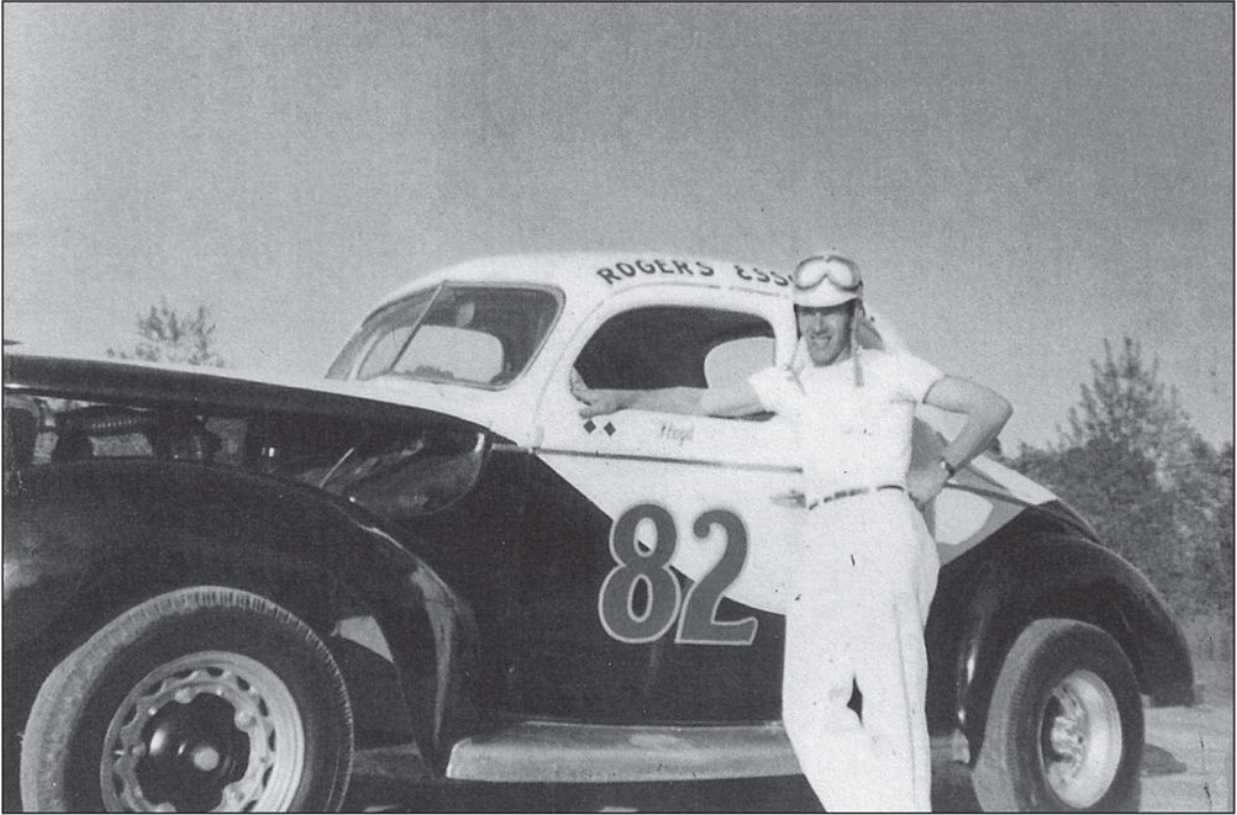


According to the official Greenville-Pickens Speedway “payout card” from 1961, driver payouts ranged from \$5 to \$200. These cards were mailed from track manager Pete Blackwell to all prospective drivers prior to each season. (Courtesy of GPS archives.)



Flanked by their wives, Gladys and Peggy, respectively, Floyd Powel (left) and Andy Mulligan receive their trophies for claiming 1961 track championships at Greenville-Pickens. Powell won the Limited Sportsman crown for a second straight year, outpointing Greenville’s Jeff Hawkins, while Mulligan was the winner in the Hobby Division. It was Mulligan’s only season of competition at GPS, and he made the most of it, starting 13 of 14 races and winning 10 times in a 1955 Chevy tweaked by Greenville’s Norris Kinion. (Courtesy of Jackie Hughes.)





Floyd Powell, who lived in the Cherokee Springs community in rural Spartanburg County, won his second and third track championships at Greenville-Pickens driving this 1937 Ford Flatback (No. 82). Powell, who competed in six NASCAR Sprint Cup events and had two top-10 finishes during a brief but productive career, died in August 1963 at age 32. He was planning to team up with Spartanburg's David Pearson for the 1964 season. (Courtesy of Jackie Hughes.)



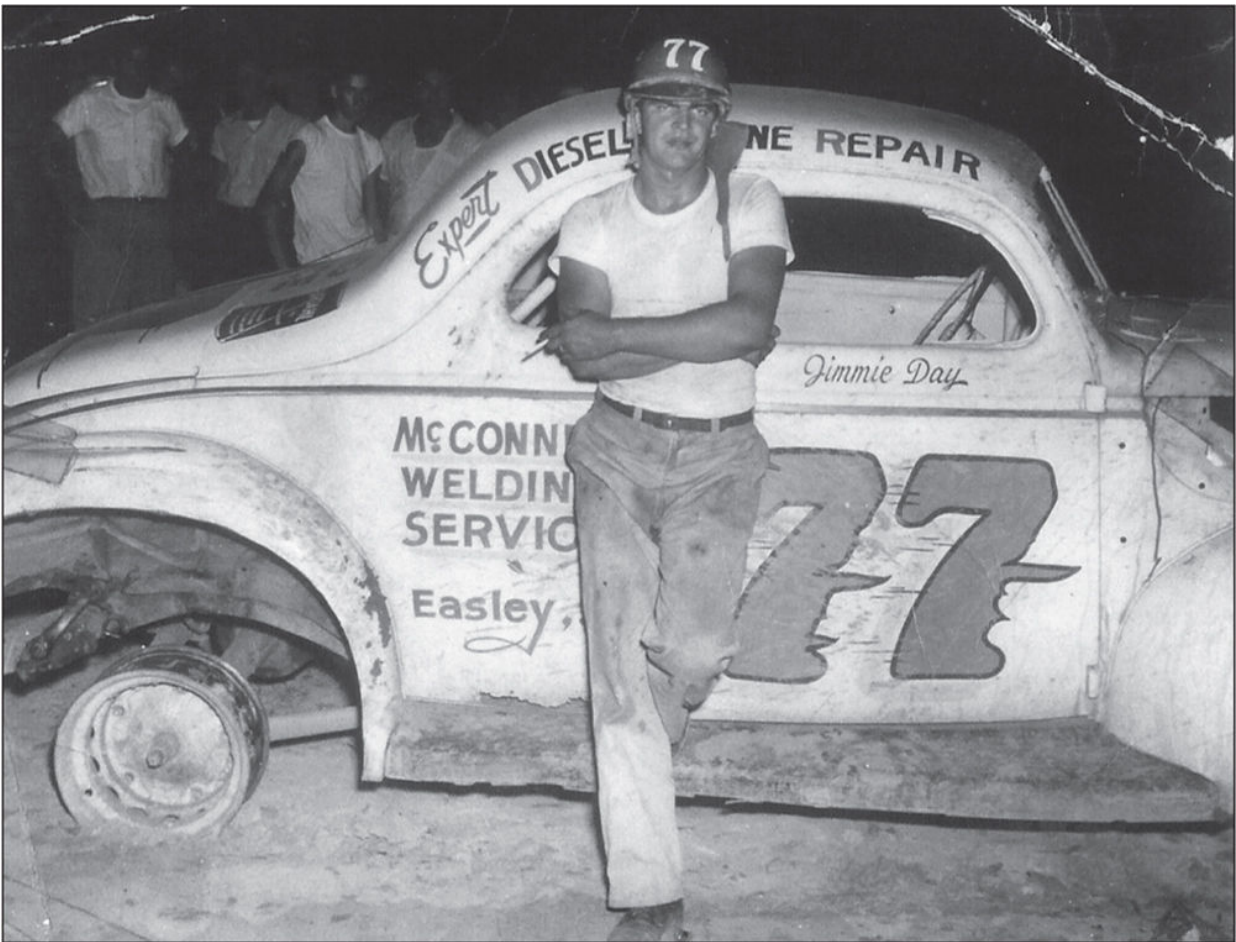
Here, Greenville-Pickens Speedway co-owner and manager Pete Blackwell (left) chats with car owner Hickey Nichols of Greenville. Nichols, a Greenville paint contractor who ran a speed shop on Easley Bridge Road, owned cars driven by local favorites Fred Mahon, Doug Cox, Maurice “The Madman” George, and Jeff Hawkins. (Courtesy of GPS archives.)



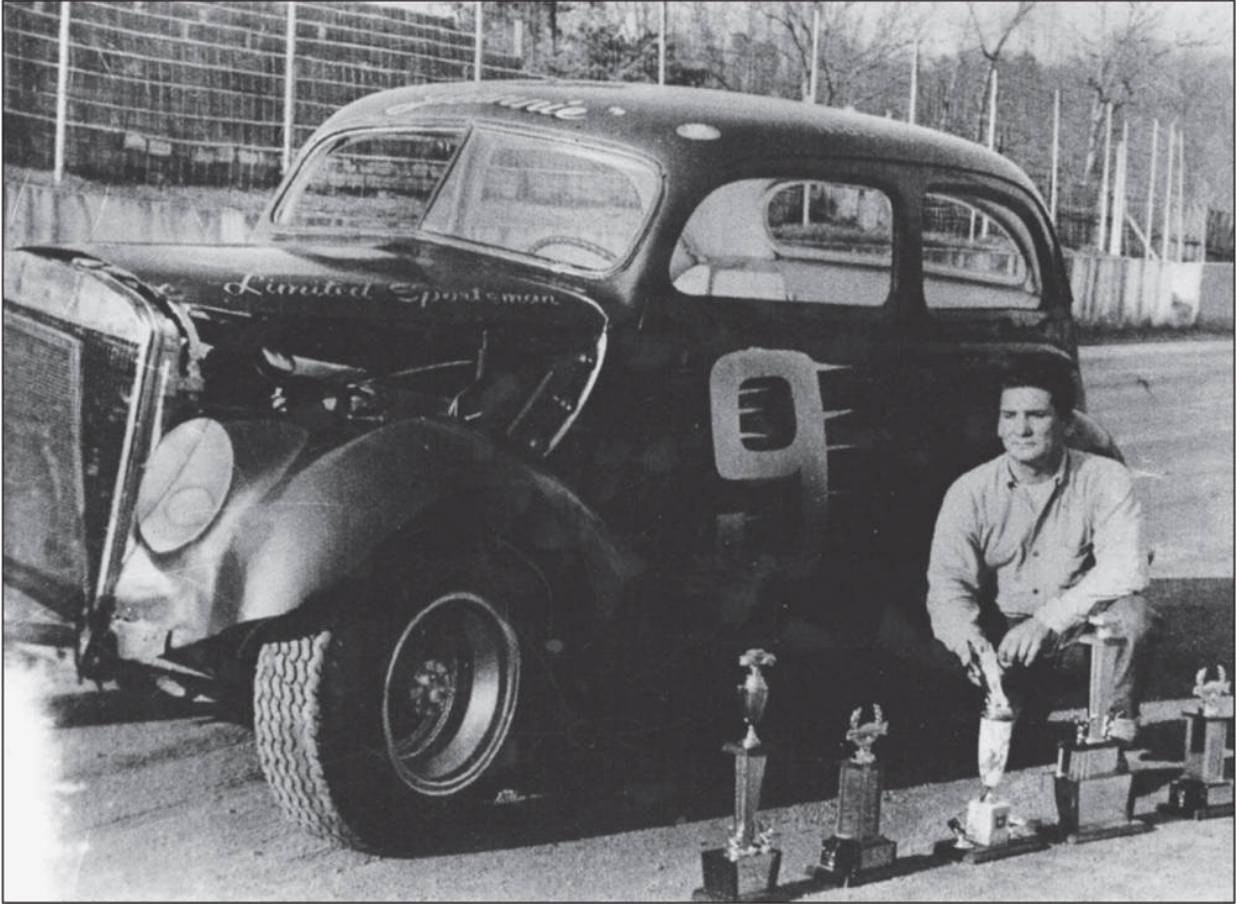


Doug Hall competed at Greenville-Pickens from the late 1950s to the early 1960s. A shop owner from Greer, South Carolina, he won several races, but never a track championship, with his best finish being a fourth place in the points standings in 1957. Hall was a good friend of both Ralph Earnhardt

and David Pearson and would overhaul Pearson's engine "every four races."  
(Courtesy of Doug Hall.)



Jimmie "J.B." Day (No. 77), of Easley, South Carolina, began racing at GPS in 1949, describing himself as "a dirty boy with a pretty car." Day remained a fixture at the speedway for decades and today operates the Riverbend Old Stock Car Racing Museum, which is located close enough to the track to hear the engines on summer Saturday nights. (Courtesy of J.B. Day's Riverbend Old Stock Car Racing Museum.)



Few Greenville-Pickens regulars were as popular as Maurice “The Madman” George (No. 9). George, of Greenville, finished in the top 10 in the points standings for the track championship for seven consecutive years (1957–1963) but never finished higher than third. His best season came in 1963 when he won eight races, but George also won a big race on July 4, 1961, beating Floyd Powell to the finish line to snap Powell’s seven-race winning streak. (Courtesy of GPS archives.)





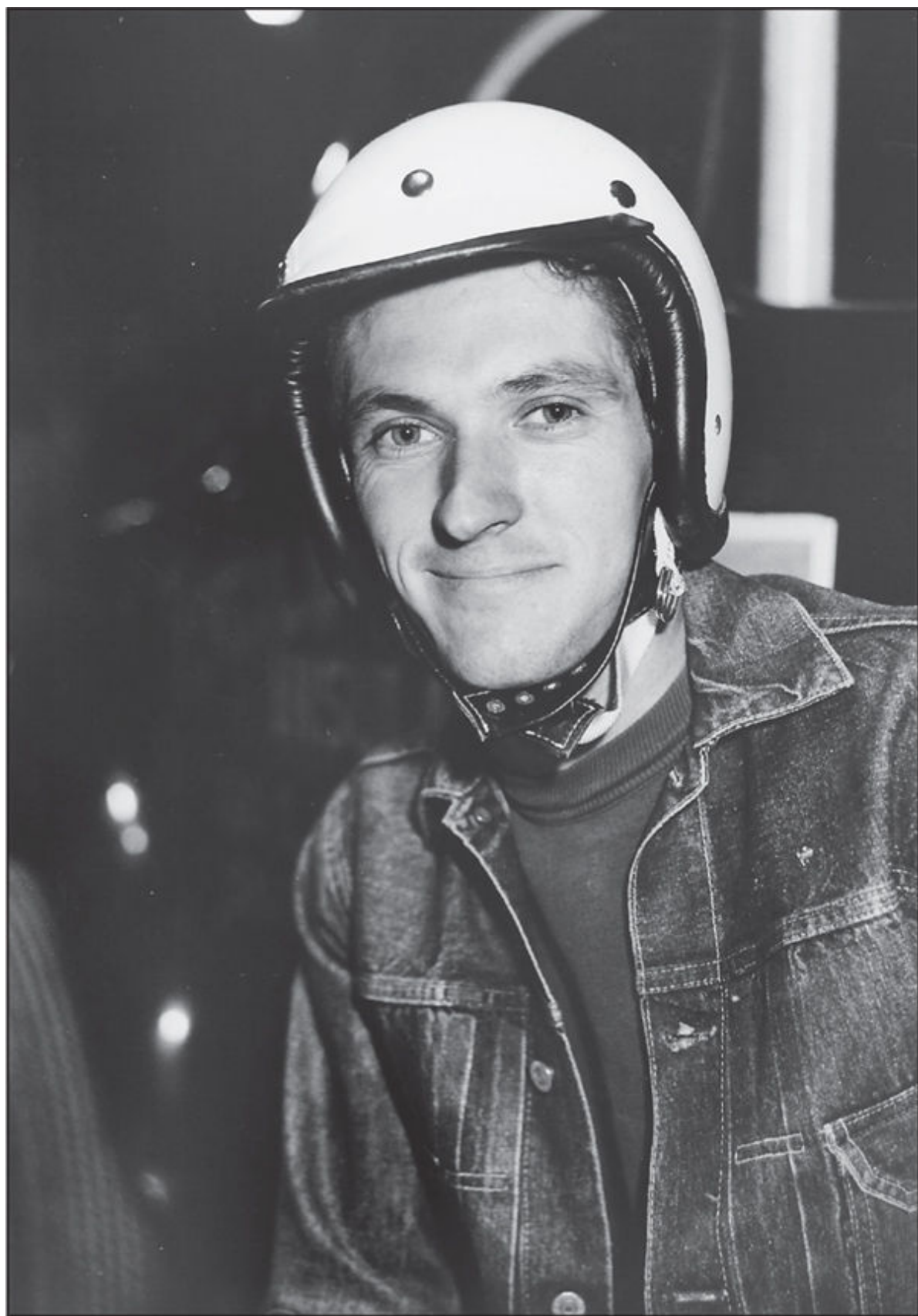
Dub Nelson (left), of Laurens, South Carolina, drove his No. 27 Ford to the Greenville-Pickens track championship in 1963. A mechanic who also placed third in points in 1964, he began his racing career at Woodruff in 1954 and was a frequent competitor at all Upstate race tracks. Jim Taylor (right) of Owings joined Nelson in Victory Lane on October 12, 1963, receiving his trophy for wrapping up the championship in the Hobby Division. (Courtesy of GPS archives.)



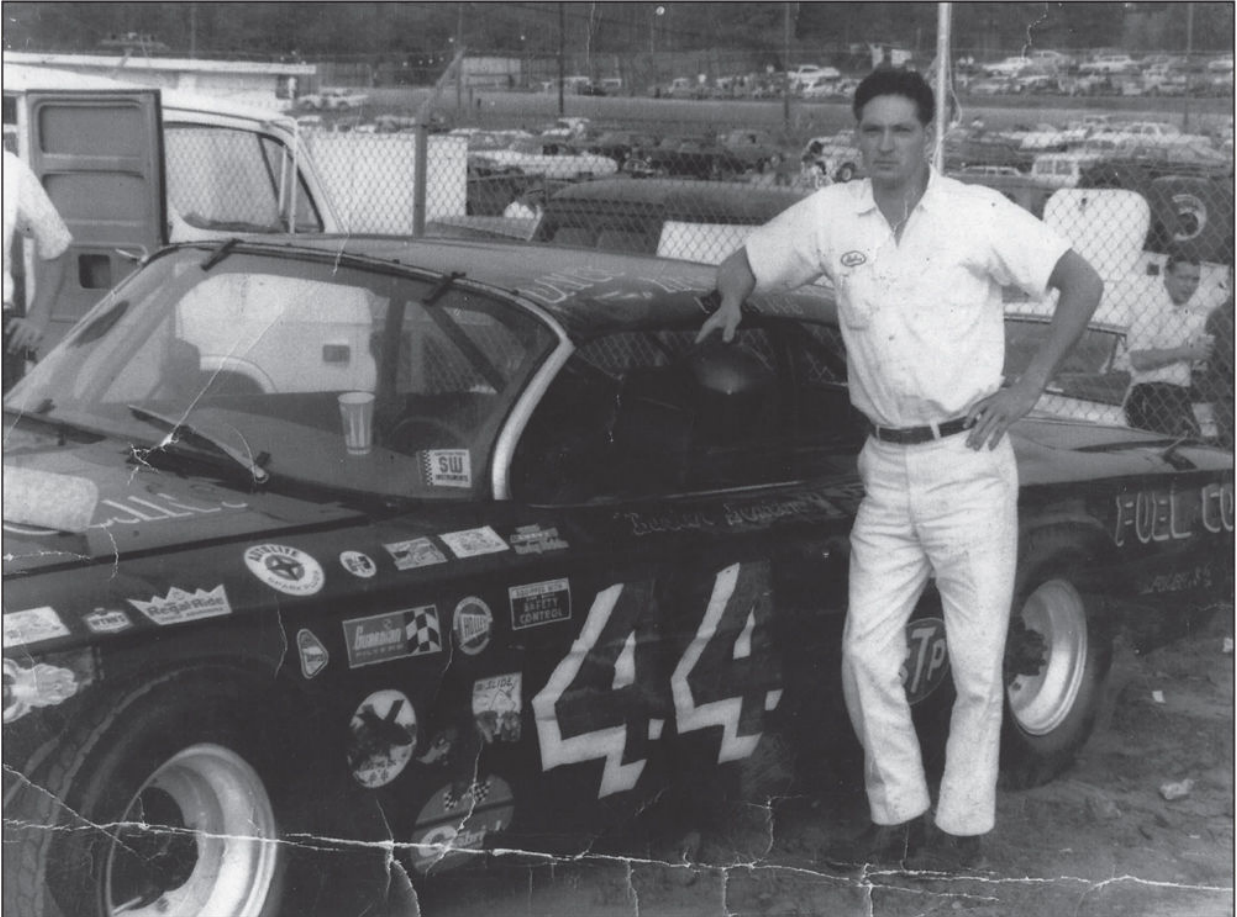


Jeff Hawkins was one of the most accomplished drivers in Greenville-Pickens Speedway history. Hawkins, of Travelers Rest, began racing at GPS in 1956 and was leading the points race in 1957 when he was called into the Army. He placed second that season and missed the 1958 and 1959 seasons entirely. But, he returned to racing with a vengeance in 1960, finishing in the top five in points for 11 consecutive years and winning five track championships, including four in a row from 1967 to 1970. Hawkins drove a 1939 No. 47 Ford (below) early in his career but later became known for his No. 99 car, a 1962 Ford Fairlane. (Both, courtesy of GPS archives.)





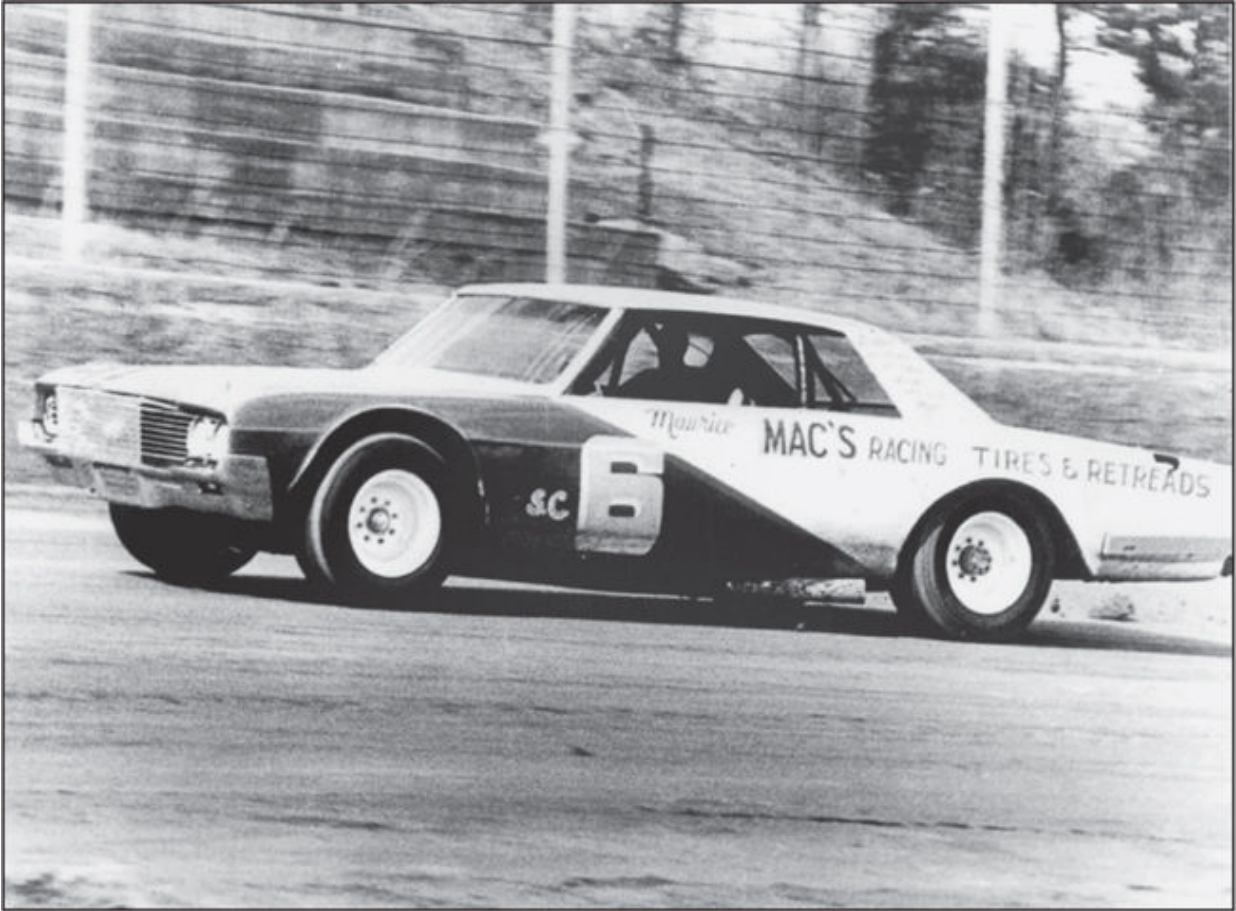
Buster Sexton (at left and below) of Fairforest, South Carolina, began racing at Greenville-Pickens in 1959, debuting in a 1939 Ford Coupe. A decade later, in 1969, he had five top-10 finishes while driving a 1961 Chevrolet Impala (No. 44). Sexton, who worked for the South Carolina State Education Finance Commission, received plenty of early help from his brother J.D., who owned their early cars. (At left, courtesy of GPS archives; below, Ronnie Nodine.)





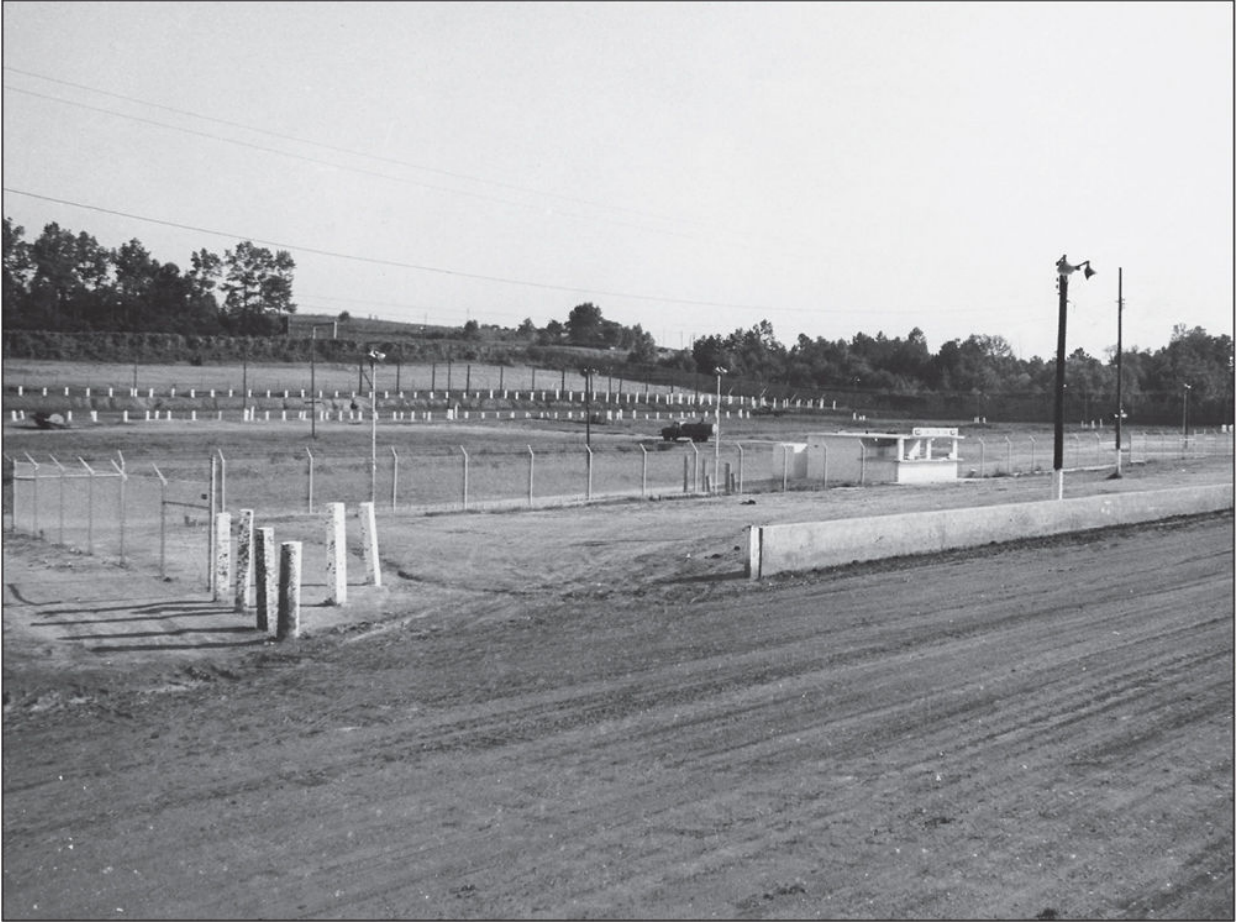
Regular rivals Doug Cox (No. 30) and Harold Painter (No. 29) battle between the first and second turns during a late-1960s race at Greenville-Pickens Speedway. Although neither ever claimed a track championship, they were both consistent contenders in the NASCAR Late Model Sportsman Division. Cox, who never got behind the wheel without his trademark cigar in his mouth, is a Greenville native who began competing at GPS in 1947. Driving a car owned by Lester Hunter, he finished second in points to Ralph Earnhardt in both 1965 and 1966, winning seven races during the 1965 season. Painter, of Woodruff, ranked in the top 10 in points nine times, including a second-place finish in 1963 while driving a Larry Gilstrap-owned car. (Courtesy of GPS archives.)





Maurice “The Madman” George (No. 6) was known for a daredevil style that helped to make him a crowd favorite at GPS. The Greenville driver also was known for debuting the first car ever at Greenville-Pickens with an automatic transmission, a 1964 Buick Skylark that was owned and maintained by J.P. Stegall, a local transmission shop owner. (Courtesy of John Cordell.)





Greenville-Pickens Speedway was about to lose its “dirt appeal” when this shot was snapped prior to the 1970 racing season. The track was paved in April of that year, changing the half-mile oval forever. The speedway had featured a dirt surface since opening in 1946. Taken from the fourth turn, the photograph shows the entrance to the speedway’s pit area. (Courtesy of GPS archives.)



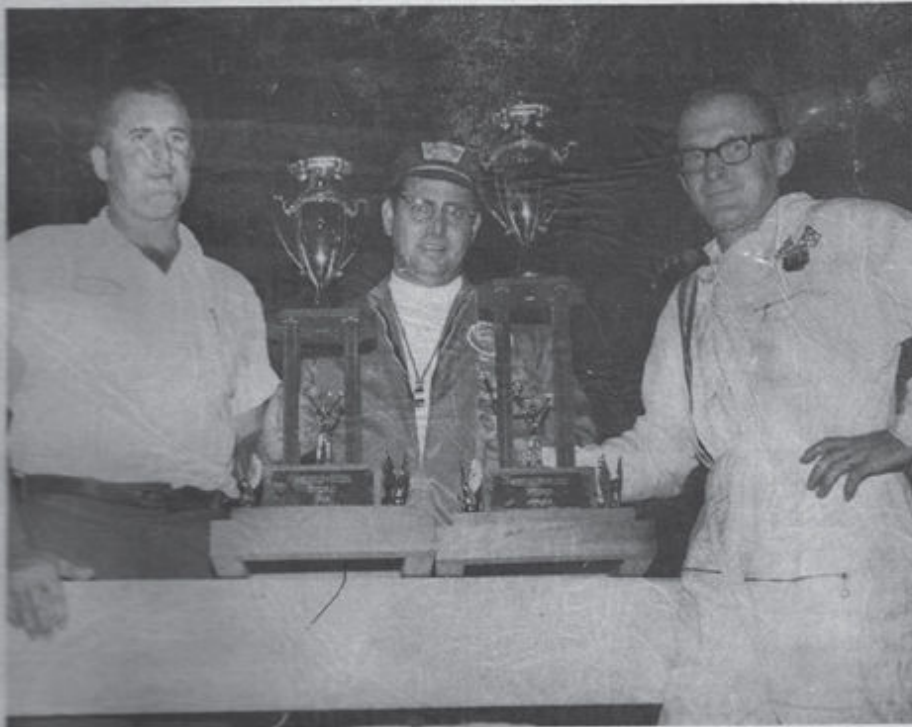
1970 SEASON

\*\*\*\*\*



# GREENVILLE-PICKENS SPEEDWAY

SOUVENIR PROGRAM and MAGAZINE



\$1.00



This program previewed the 1970 season, which ushered in a new era at Greenville-Pickens Speedway, namely, one that involved asphalt. The track

was converted from dirt to a low-banked asphalt track in April 1970, providing a new look and new challenges for drivers. (Courtesy of GPS archives.)

*Two*

## THE TRACK CHAMPIONS

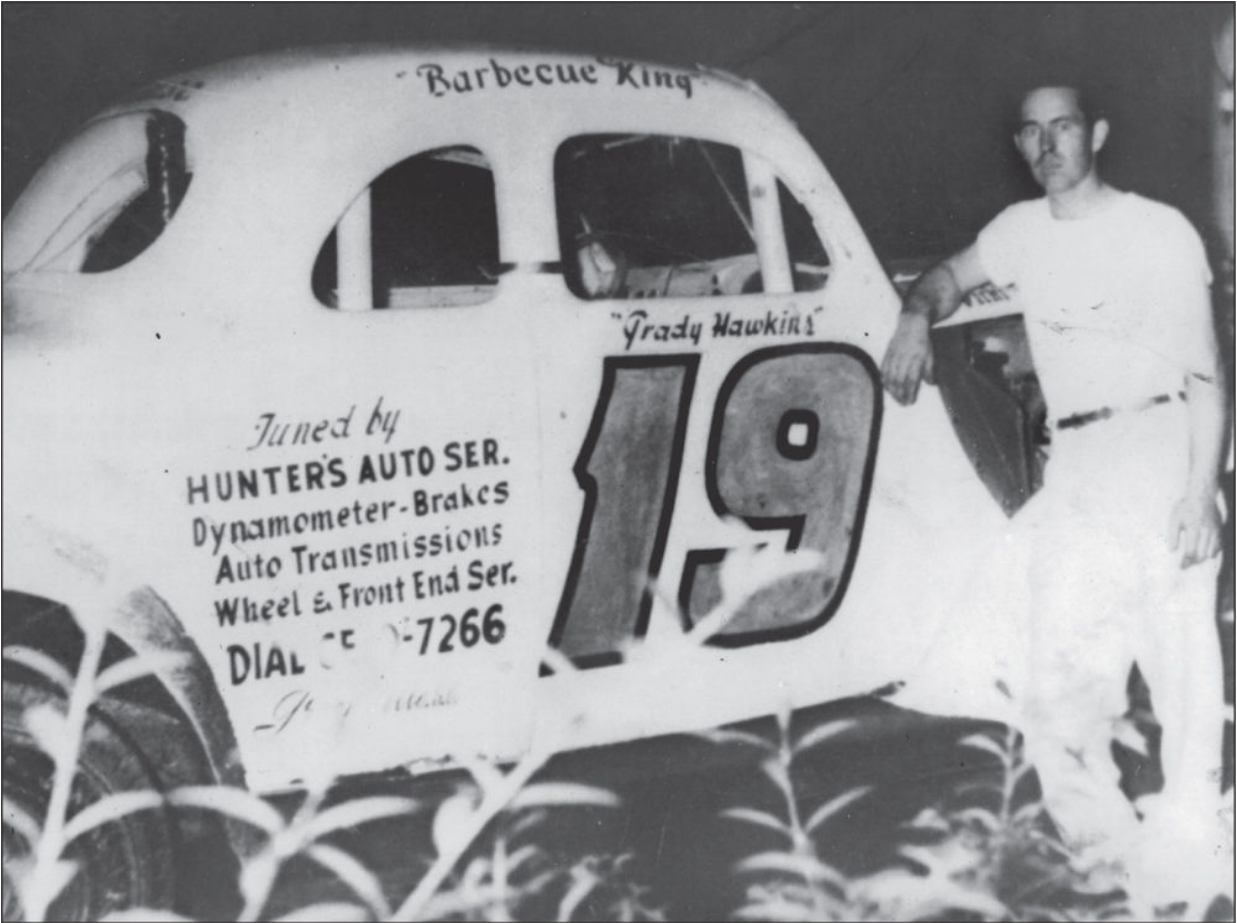
*The boys that are racing today are always talking about someday getting their name on that wall. I guess it really gives them something to shoot for.*

*—Pete Blackwell*



The outside wall at Greenville-Pickens Speedway features the names of each of the track's 32 champions in the Late Model Stock Division, including 2009 winner Roger Powell (No. 21), seen here. The Blackwell brothers began the unique tradition of having winners' names painted on the retaining wall in 1975, and the Wall of Champions is popular with fans and drivers alike. Donnie Bishop and Marty Ward have commanded the most paint, with each having won six track titles. (Courtesy of Richard Shiro.)





Greenville's Grady Hawkins (No. 19) holds the distinction of being the first track champion at Greenville-Pickens Speedway, and he did so in 1957 without winning a single race. His racing career began at Woodruff in 1954, but GPS became his racing "home" when it began holding weekly races in 1956. Hawkins's best year was 1958, when he won eight races, and he continued to compete at the track until 1965. (Courtesy of GPS archives.)



Elmo Henderson, the 1958 track champion, began a run of three straight track champions (spanning five years) from Spartanburg. Known as

“Leadfoot,” Henderson had a relatively short racing career but later thrived in the auto-parts business. Henderson competed in 21 NASCAR Sprint Cup Series events and amassed four top-10 finishes. (Courtesy of Ronnie Nodine.)



David Pearson launched his NASCAR Hall of Fame career on the short tracks, and none were as near and dear to him as Greenville-Pickens. Pearson won 15 of a possible 22 races at GPS en route to the track

championship in 1959; the next year, he was the Sunoco Rookie of the Year in NASCAR's premier series. The Spartanburg resident went on to win three NASCAR Sprint Cup championships and amassed 105 victories, ranking second all time behind only Richard Petty. He also ranks as all-time leading pole winner on superspeedways with 64, including at least one for 20 consecutive years (1963–1982). Pearson drove for the legendary Everett "Cotton" Owens for during that time in the 1960s, and they teamed up for 27 victories in six seasons. (Courtesy of GPS archives.)





Floyd Powell was the first driver to win multiple Limited Sportsman track championships at Greenville-Pickens, speeding to three consecutive crowns from 1960 to 1962. Powell also won 15 races—more than half of the number he entered—during the 1961 season and was the South Carolina Limited Sportsman state champion in 1961 and 1962. He was third in the standings in 1963 when he was tragically shot and killed. (Courtesy of Jackie Hughes.)



Laurens's Dub Nelson claimed the 1963 track championship, teaming with car owner Harley Hill, engine builder Dean Brown, and mechanic Bill Dillard. Fellow driver Doug Hall, of Greenville, said Nelson used to run something in his gas that smelled like shoe polish. "He said he'd tell me what it was one day," Hall said. "But he never did. He was a good driver." (Courtesy of GPS archives.)



Jeff Hawkins is the only driver to win track championships both on dirt and asphalt at Greenville-Pickens Speedway. Hawkins, of Greenville, won his



first championship in 1964 before proceeding to win four in a row from 1967 to 1970. Hawkins, who would go on to compete in NASCAR's top divisions, was one of the most consistent drivers ever at GPS, finishing in the top five in the points standings each year he raced. (Courtesy of GPS archives.)

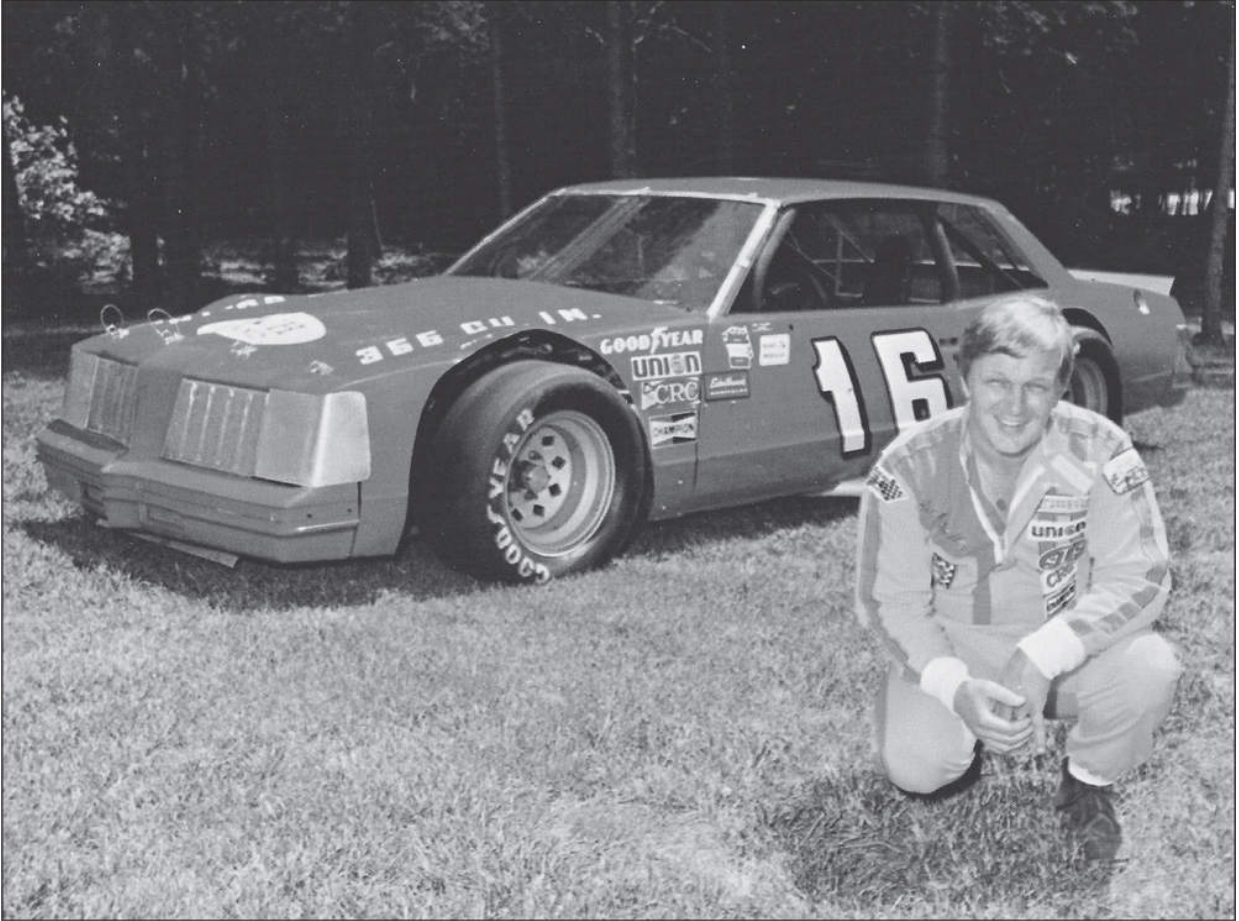


Ralph Earnhardt (No. 8), the patriarch of the Earnhardt racing clan, was a regular at GPS in the 1960s, winning back-to-back track championships in 1965 and 1966 and finishing second to local favorite Jeff Hawkins in 1967

and 1968. A Kannapolis, North Carolina, native and father of NASCAR Hall of Fame driver Dale Earnhardt, Ralph was such a good driver on dirt that he often would be allowed to warm up by himself, delighting the crowd with his power slide. (Courtesy of GPS archives.)



Greenville's Johnny Allen enjoyed a successful and big-time racing career before he ever claimed the 1971 track championship at GPS. Allen finished third in the 1959 Daytona Firecracker 250 and, two years later, was first in the inaugural race at Bristol Motor Speedway but did not get full credit for the triumph since he was driving in relief of Jack Smith; Allen did drive the final 210 of 500 laps. He retired from active NASCAR racing in 1967.



After starting his Greenville-Pickens racing career in 1969, Greenville's Clyde "Butch" Lindley quickly began building a reputation as one of the best short-track drivers ever. Lindley won the 1972 track championship to earn his spot on the Wall of Champions, but he still would have achieved legendary status without that achievement. Lindley was the NASCAR Late Model Sportsman Division champion in 1977 and 1978 and was voted the circuit's Most Popular Late Model Sportsman driver in 1979. He is shown here with his 1980 (No. 16) Pontiac Grand Am. (Courtesy of GPS archives.)





Don Miller certainly put in the miles to win back-to-back track points championships at GPS in 1973 and 1974. Miller made near-weekly trips

from his home in Winston-Salem, North Carolina, to compete at the speedway in his green No. 69 car, a 1969 Chevelle. (Courtesy of GPS archives.)



When he was not pulling teeth or filling cavities, Greenville dentist Bob Jarvis was busy racing. He had much success in 1975, winning seven races

en route to his first and only track championship. (Courtesy of GPS archives.)

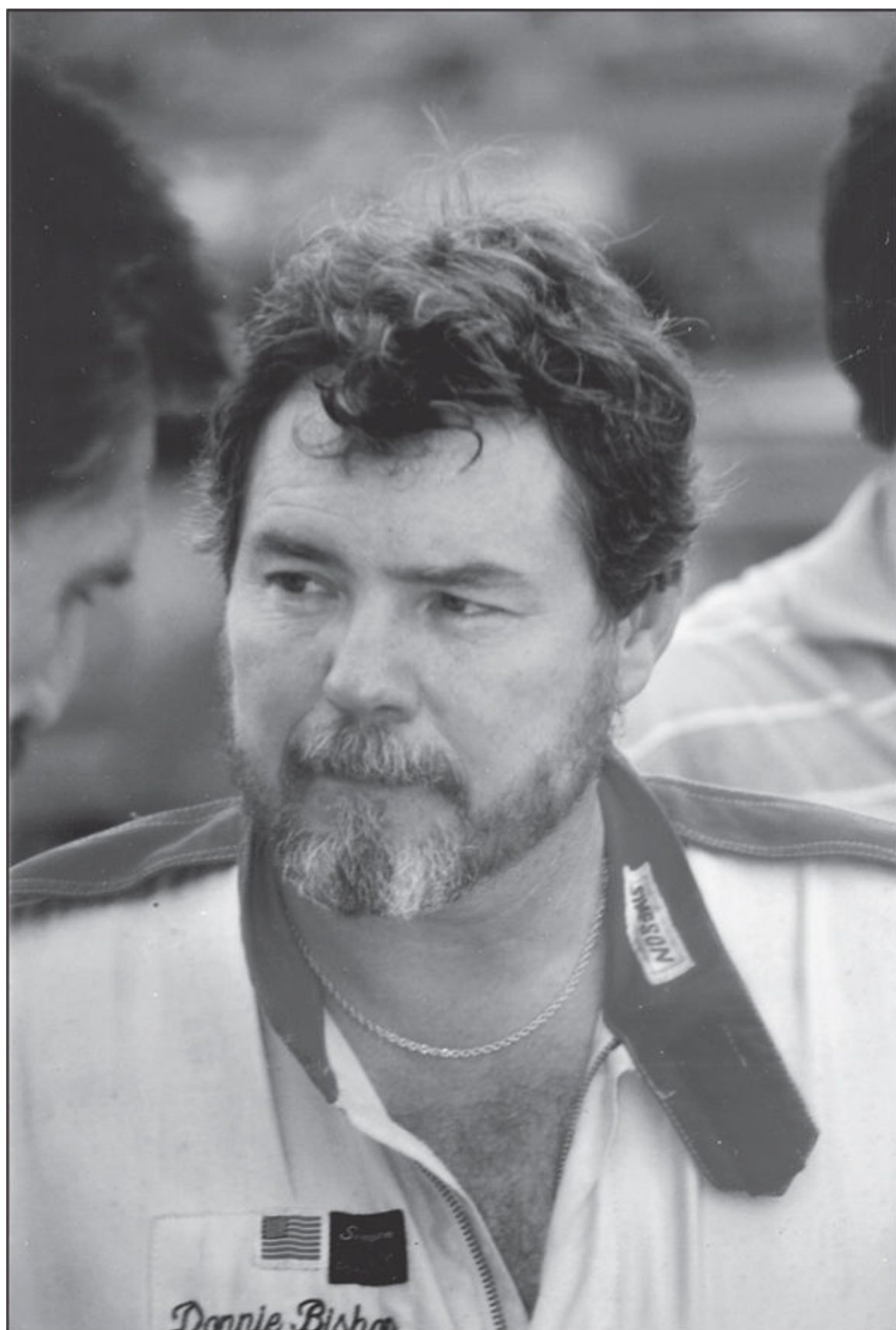




Don Sprouse won the GPS track championship in 1976, propelling the Greenville driver to higher levels of competition, including six NASCAR Sprint Cup races in 1980–1981 and a win in the All-Pro Super Series in 1982. In October 1981, Sprouse competed in the Nashville All-American 400, a highly anticipated short-track race that pitted the stars from the North against the stars from the South; Sprouse placed fifth in the race behind winner and fellow GPS standout Butch Lindley, Mark Martin, Dick Trickle, and Joe Shear. (Courtesy of GPS archives.)



It took Greenville's Buddy Howard a few years to win his first feature race after purchasing his first stock car and debuting at GPS in 1967, but he finally broke through in a big way in the late 1970s, winning four consecutive track championships from 1977 to 1980. He joined Jeff Hawkins as the only drivers in track history to win four titles in a row. (Courtesy of GPS archives.)





Donnie Bishop has been a dominant Late Model force at Greenville-Pickens for three decades, but it all began in 1981 when he claimed the first of his six track championships. The Greenville driver won again in 1983, 1984, 1986, 1992, and 1994, making him the first driver to claim six track titles. (Courtesy of GPS archives.)



Gene Morgan (left) and Butch Lindley receive their spoils after winning track titles in 1972. Morgan, of Travelers Rest, is another driver with a long history at Greenville-Pickens. He won his first track championship in 1982 before adding a second 18 years later. He almost added a third in 2002, finishing just 26 points behind Marty Ward. (Courtesy of GPS archives.)





**ROY CHATHAM**

Roy Chatham, the 1985 track champion at GPS, enjoyed a racing career that saw him compete in three decades, from the 1970s to 1990s. Chatham, of Waynesville, North Carolina, also won track titles at New Asheville Speedway in Asheville, North Carolina, in 1973 and 1974. (Courtesy of GPS archives.)



Larry Hines edged Roger Gentry for the 1987 track championship despite not winning a single race. The key to Hines's success was consistency: he finished in the top six in every race and was runner-up on several occasions. A plumber from Easley, South Carolina, Hines began his career racing Street Stock in 1981 and then competed in the Hobby Division in 1984–1985 before moving to Late Model in mid-1986. (Courtesy of Larry Hines.)

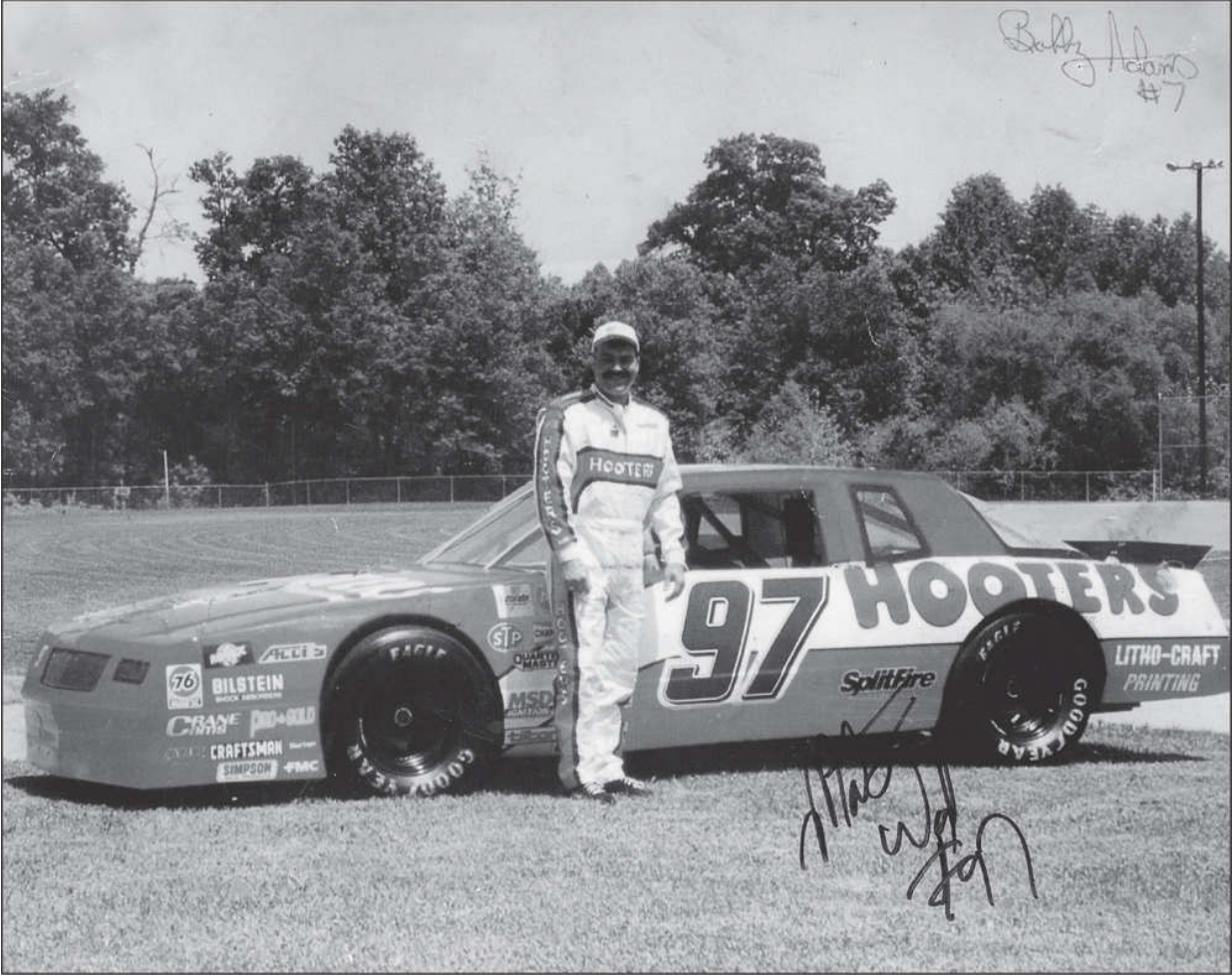


In 1988, Robert Pressley made a habit of driving down from Asheville, North Carolina, to compete regularly at Greenville-Pickens Speedway. He made it worthwhile, adding his name to the Wall of Champions that year. Pressley, whose father, Bob, also raced at GPS, has since competed in the NASCAR Sprint Cup, NASCAR Busch (now Nationwide), and NASCAR Craftsman (now Camping World) Truck Series. He took over for the retired Harry Gant in 1995 and had one top-10 finish and finished second to Ricky Craven for Rookie of the Year. Pressley now runs Kingsport Speedway in Tennessee. (Courtesy of GPS archives.)



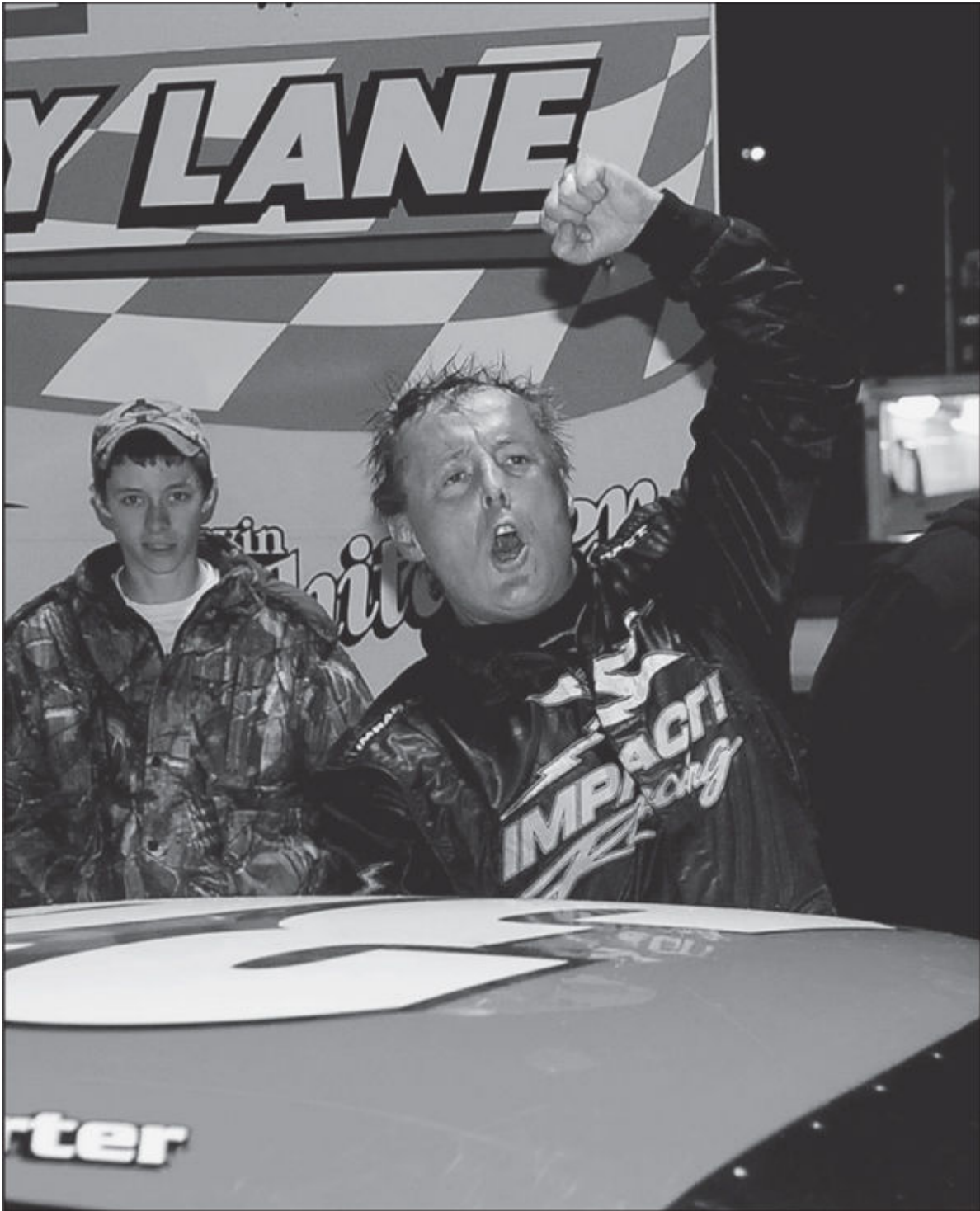
Larry Ogle's track championship in 1989 gave North Carolina drivers three track championships in four years. Ogle, of Swannanoa, North Carolina, also finished second in points at both GPS and the New Asheville Speedway in 1991. (Courtesy of GPS archives.)





Marty Ward (No. 97) is in select company, as he and Donnie Bishop share the GPS track championships record with six apiece. Ward's first title came in 1990, and he followed that up with wins in 1991, 2002, 2003, 2008, and 2010. The Marietta, South Carolina, resident continues to gun for a record seventh championship as he remains a Saturday night fixture at the track. (Courtesy of Christy Kelley.)





Another longtime fixture at GPS is Easley's Randy Porter, who has been a consistent contender since the late 1980s. He claimed his first track championship in 1993 and then showed his longevity by winning titles again in 2006 and 2011. (Courtesy of Richard Shiro.)



Mardy Lindley of Greenville followed in the footsteps of his late father, Butch, by winning the GPS track championship in 1995. Mardy's victory made them the first father-son team to claim track titles at GPS. The younger Lindley has gone onto a career as a crew member for Roush Fenway Racing. (Courtesy of GPS archives.)



Steven Howard was just 22 years old when he won his track championship in 1996. The Greer resident raced go-karts from age 15 to 19 and then upgraded his transportation and competition. Howard was more than up to the task; of the 21 races he started in 1996, he posted a remarkable 19 top-five finishes. (Courtesy of GPS archives.)



Dexter Canipe enjoyed quite a year in 1997. Canipe, of Claremont, North Carolina, not only won the track title at Greenville-Pickens, winning 17 of the 22 races that he entered, but he also claimed the NASCAR Whelen All-American Series national championship. In 1998, Canipe capped his



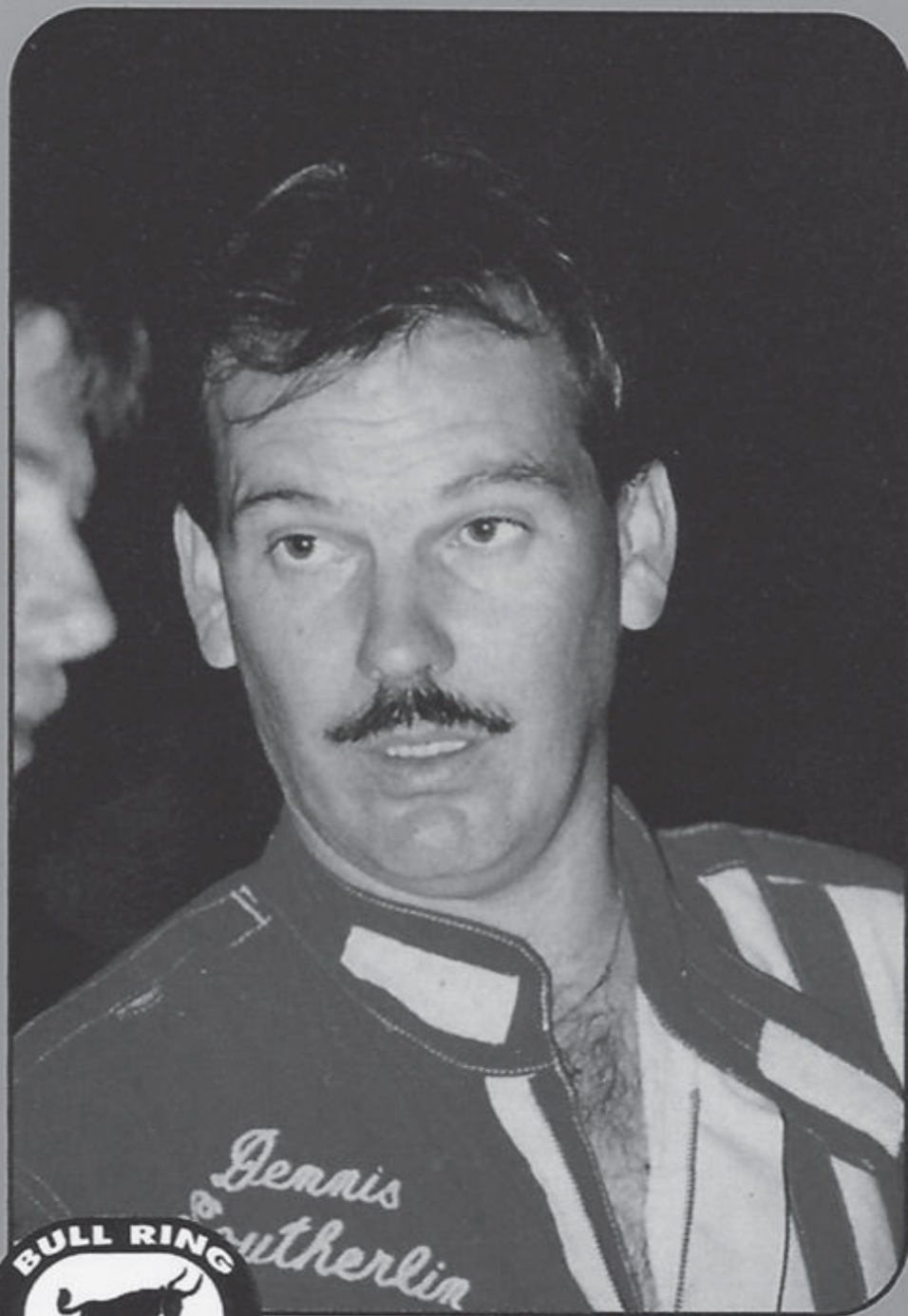
impressive run by winning the Taco Bell 300 at Martinsville Speedway. (Courtesy of GPS archives.)



Pete Silva is a Waterville, Maine, native but had settled in North Carolina by the time he began competing at GPS in 1998. Silva won the track championship that year and again in 2001. (Courtesy of GPS archives.)



## MID ATLANTIC REGION

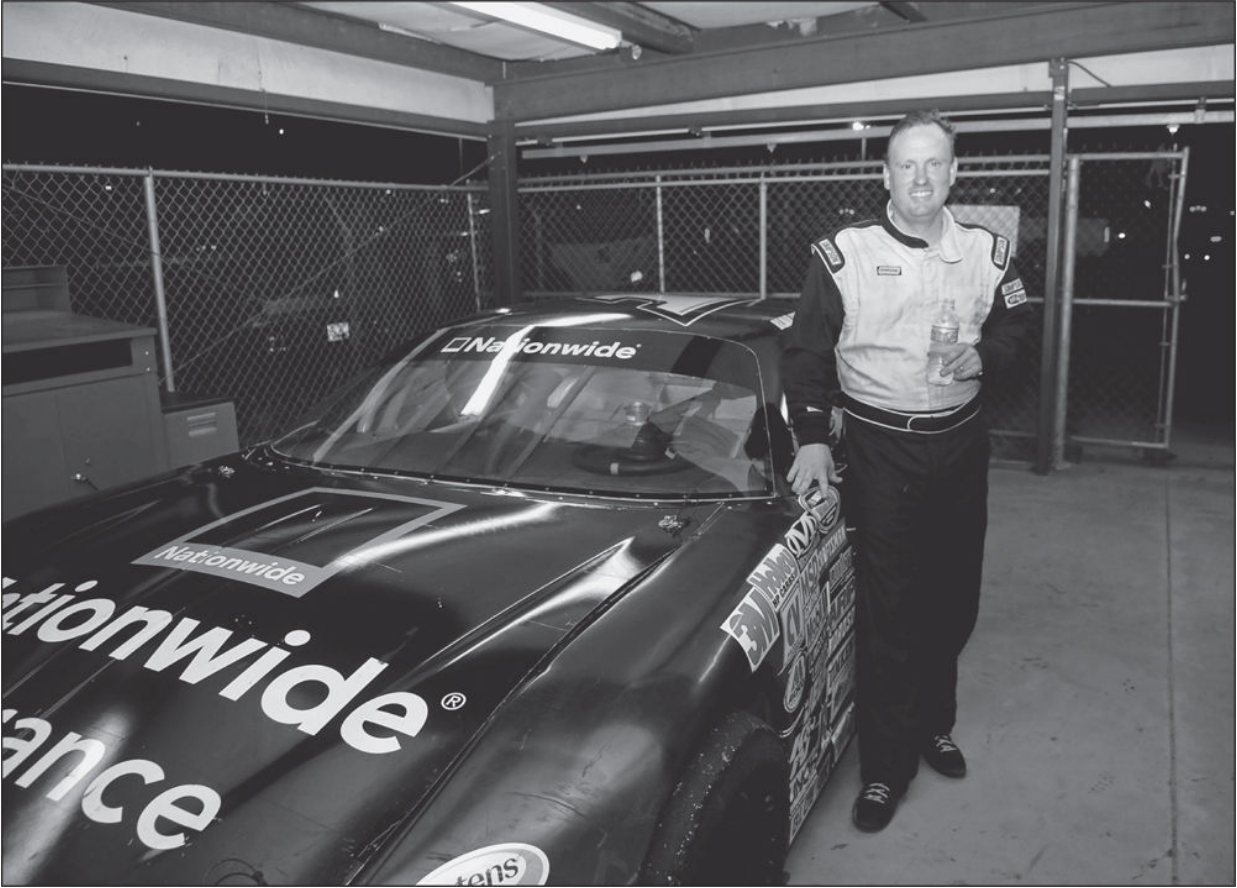


DENNIS SOUTHERLIN

Dennis Southerlin, the 1999 track champion, began racing in 1985 in the Super Late Model Division and earned his first victory that year. The Taylors, South Carolina, resident drove the No. 98 car owned by Charles Collins. (Courtesy of GPS archives.)



Kenneth Headen (No. 99) won four times en route to the track championship in 2004. Headen, of Piedmont, South Carolina, always has had a knack for going fast, dating back to his days racing go-karts at age nine. He began racing at GPS in 1999 and has been a regular contender since, finishing second in points as recently as 2011. Headen also has been active on the Southeastern Super Trucks Series and won the 2012 championship. (Courtesy of Kenneth Headen.)

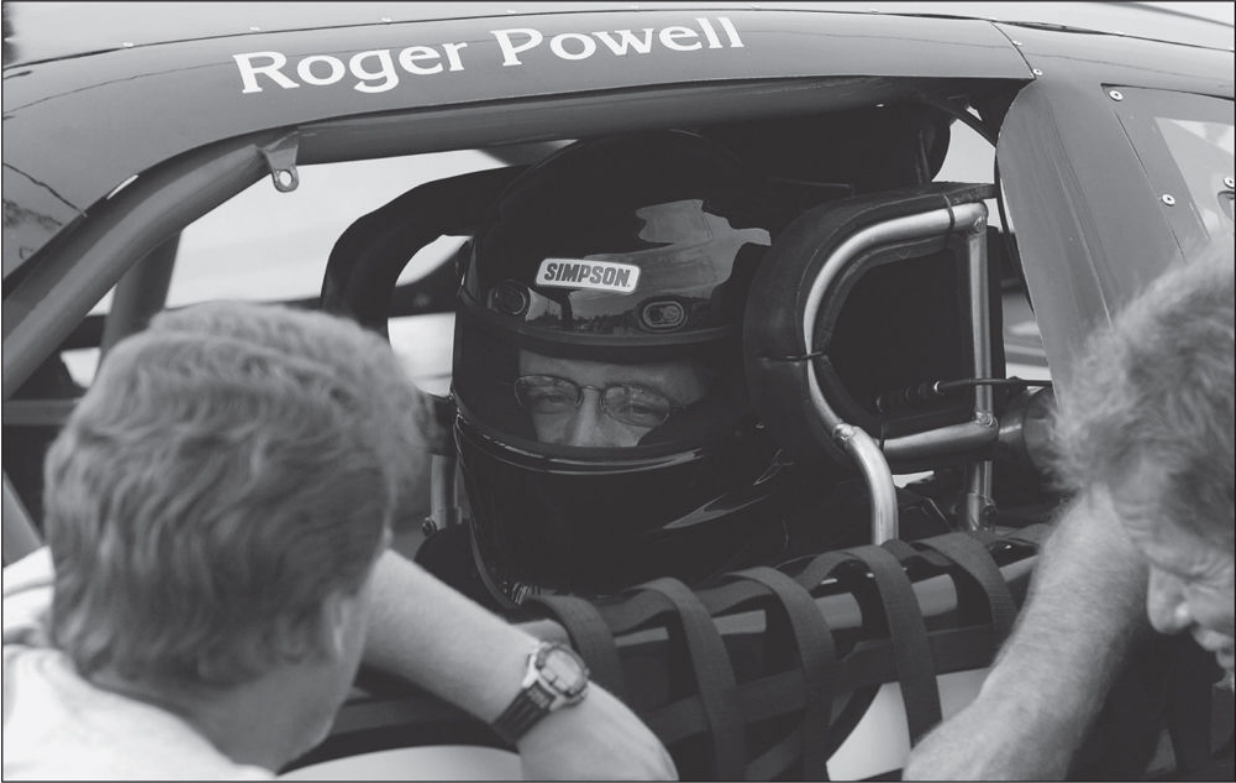


Blair Addis of Greenville amassed six victories on his way to the 2005 track championship. Addis has since decreased his own racing schedule but is a team owner for Michael Cherry, a former NASCAR Whelen All-American Series driver who was the first NASCAR Drive for Diversity race car driver at Greenville-Pickens Speedway. (Courtesy of Richard Shiro.)





David Roberts, of Simpsonville, South Carolina, drove to the track title in 2007, the crowning achievement of a racing career that began at Golden Strip Speedway in Fountain Inn, South Carolina. Roberts's first victory came there in 1982, but he went on to success at GPS as well, claiming the first of many triumphs at the speedway in 2001. (Courtesy of Richard Shiro.)



Roger Powell, of Asheville, North Carolina, became the seventh driver from the Tar Heel State to steal away from GPS with a track championship. He won five times en route to the championship in 2009. (Courtesy of Richard Shiro.)





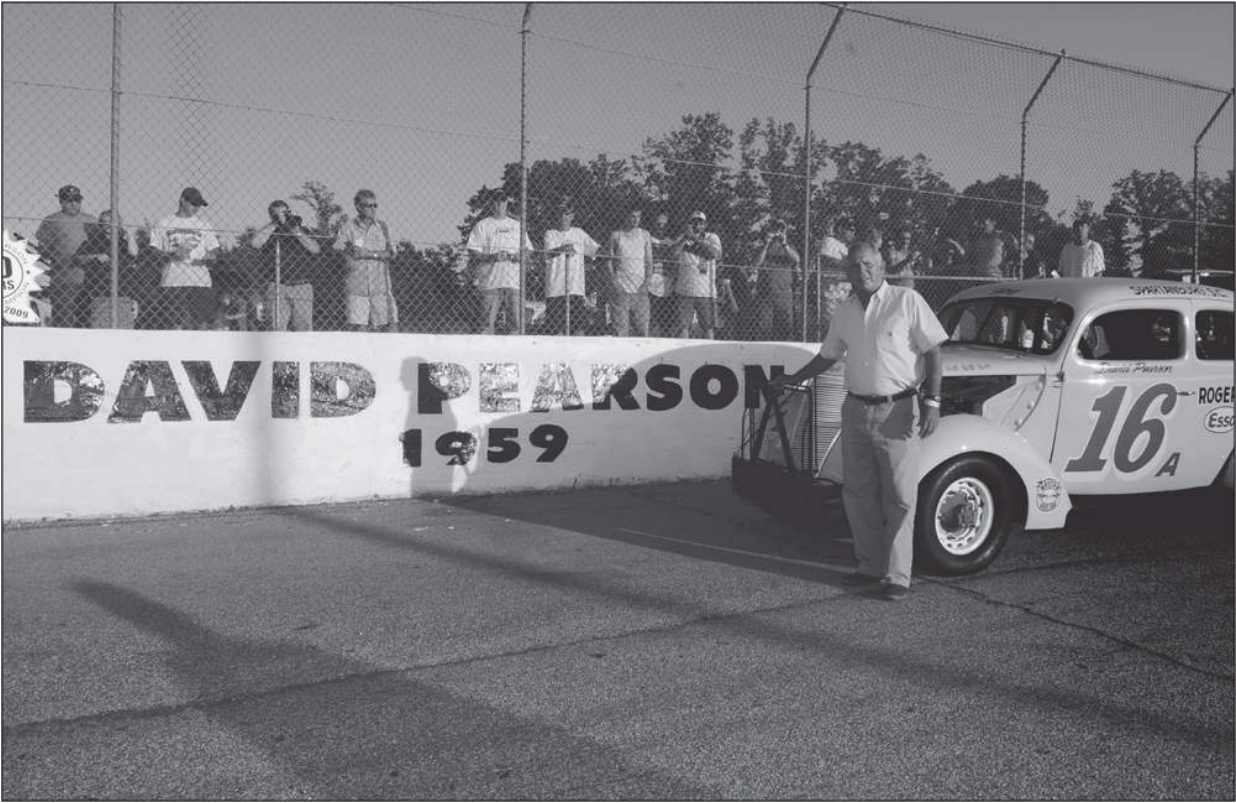
It was no surprise when Toby Porter became the 31st track champion at Greenville-Pickens in 2012. Following in the footsteps of his father, Greg, a longtime driver at GPS, Porter had been racing at the track since he was a teenager. He won 13 races in 2012 on his way to the title. (Courtesy of Richard Shiro.)

*Three*

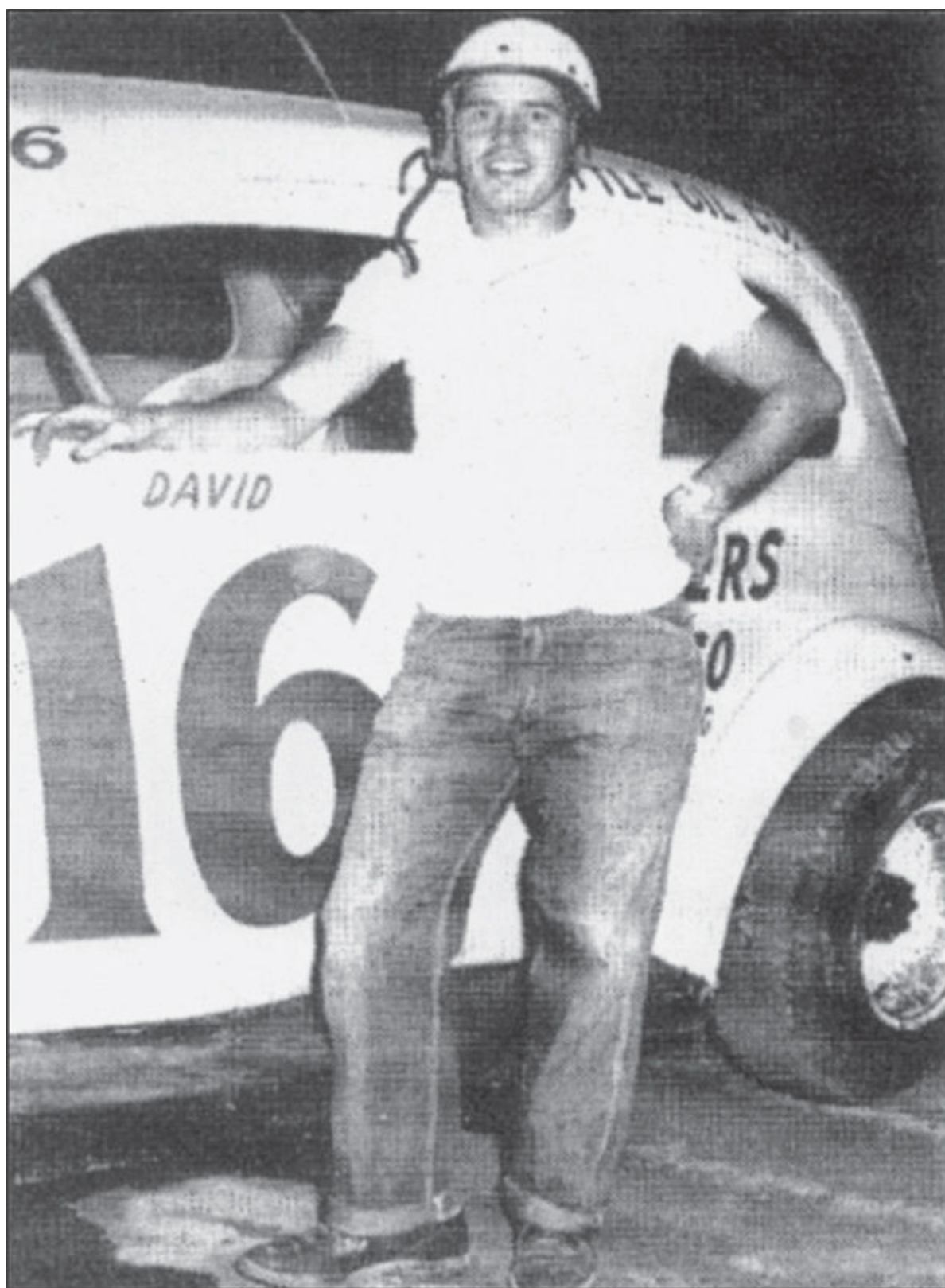
## THE SILVER FOX

*A lot of people say David Pearson was the best. And I'm one of them.*

—Russell Branham, Public Relations Director Talladega  
Superspeedway

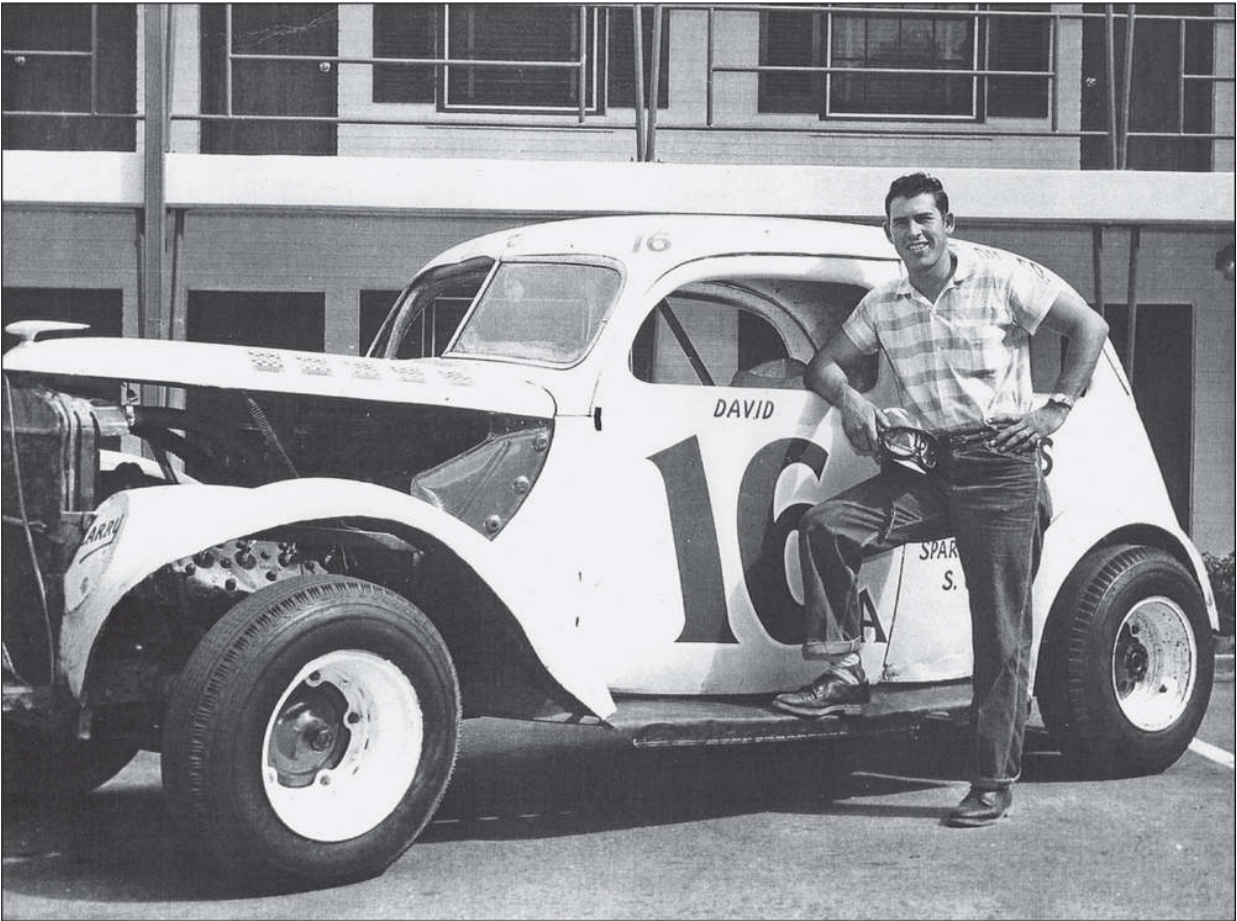


David Pearson of nearby Spartanburg remains one of the most iconic figures in the long history of Greenville-Pickens Speedway. In this photograph from May 30, 2009, which was designated David Pearson Day at the speedway, Pearson pauses near his name on the track's Wall of Champions after taking a lap in a replica of his original No. 16 Ford built by J.B. Day and John Cordell. (Courtesy of Richard Shiro.)

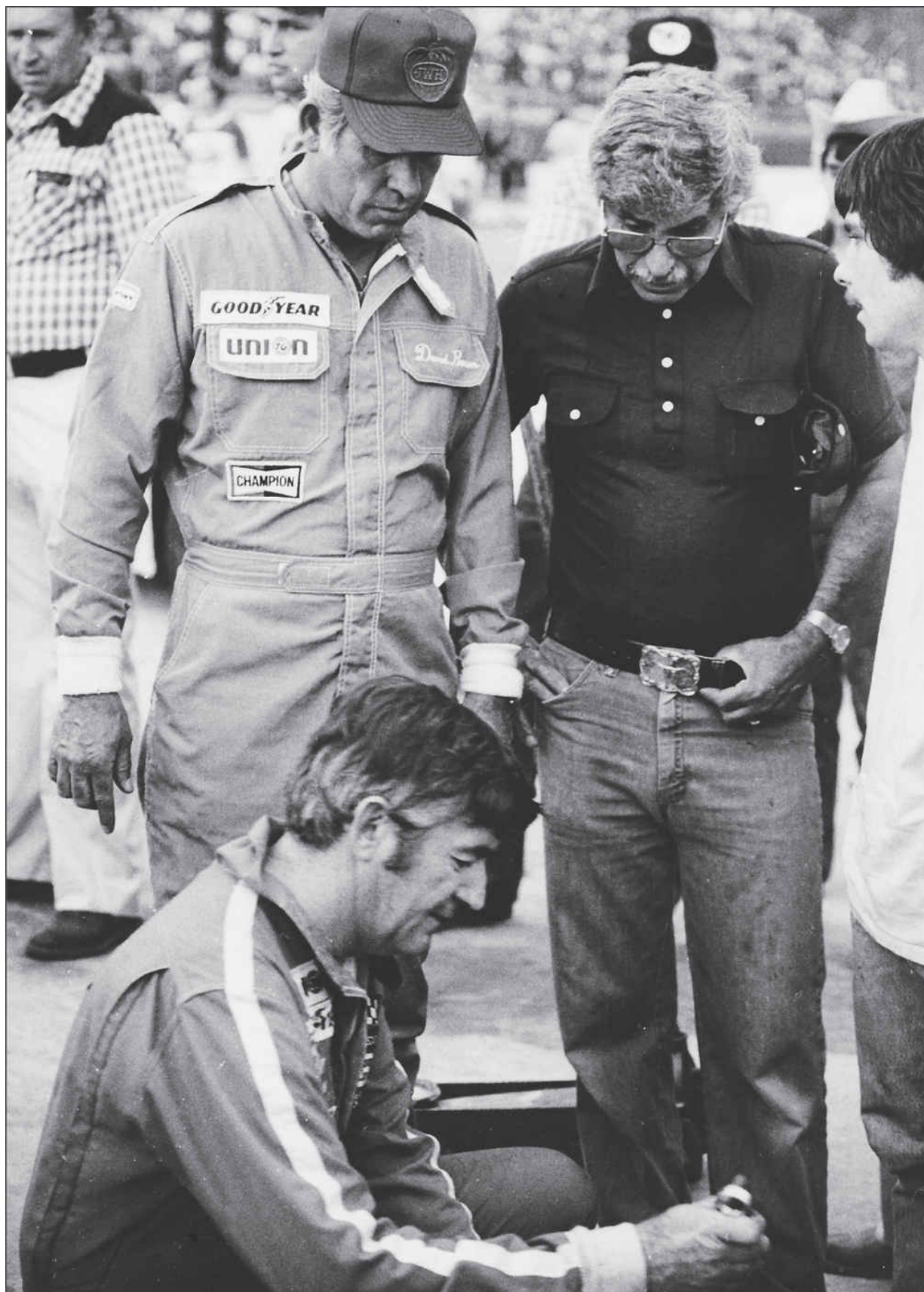




Pearson (No. 16) cut his racing teeth on the dirt of Greenville-Pickens and pushed his career into overdrive by winning the track championship in 1959. A young Pearson, just 24 years old, won 15 races that year and could have won more. "They didn't like anybody to win five in a row because they thought fans would quit coming," Pearson said. "So, I'd win four, take a week off, then come back and win four more." (Courtesy of John Cordell.)



Pearson (No. 16) may have jump-started his career at Greenville-Pickens, but he would go on to greatness at the superspeedways as well, winning more poles (61) on big circuits than any other driver. Daytona was a particularly productive track for Pearson, who won eight times in 54 career starts at Daytona. (Courtesy of John Cordell.)



Pearson and his brother Bill look on as Bobby Allison works on his carburetor prior to the 1970 Greenville 200 at Greenville-Pickens Speedway. Allison was leading the points race at the time, but after an accident the previous week was forced to borrow son Davey's car for the race. Bobby went on to finish second in the event, which was won by Bobby Isaac. (Courtesy of GPS archives.)





David Pearson signs autographs while wading through a throng of fans after winning the 100-mile NASCAR Late Model Sportsman Division race at



GPS on August 12, 1972. Pearson, who was from nearby Spartanburg, was always a crowd favorite in Greenville. (Courtesy of GPS archives.)



David Pearson (left) and good friend Butch Lindley of Greenville are regarded as two of the top drivers ever to climb behind the wheel at Greenville-Pickens Speedway. Here, they share a lighthearted moment prior to a late-1970s race at GPS. Pearson and Lindley developed a close relationship, fueled by years of head-to-head competition and mutual respect. (Courtesy of GPS archives.)



The familiar No. 21 Purolator Mercury provided Pearson with some of his most memorable victories. In fact, between 1972 and 1978, Pearson drove the Wood Brothers car to Victory Lane 43 times. (Courtesy of Christy Kelley.)



**SATURDAY NIGHT • 8:15**

**10-lap match race**

**Sponsored by COCA-COLA**



**David Pearson**



**Butch Lindley**

**—PLUS—**

**WINSTON 100 SPORTSMAN  
STOCK CAR RACE**

**ALSO HOBBY — STREET CARS**

**Admission \$5.00 adults**

**Children under 12 with a paid adult free.**

**GREENVILLE-PICKENS**

**★ SPEEDWAY ★**

**HIGHWAY 123 SOUTH • GREENVILLE, S. C.**



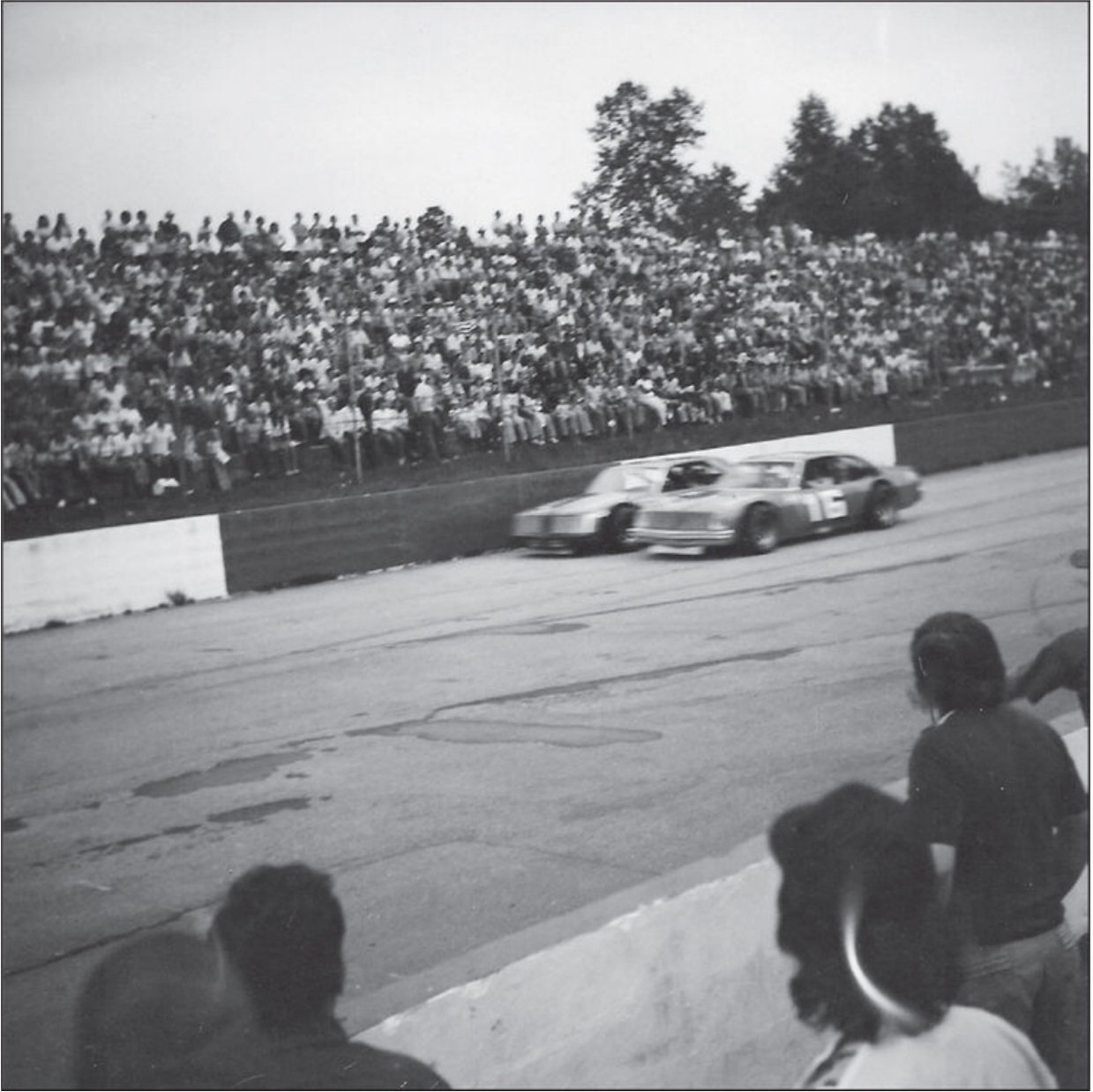
Greenville-Pickens Speedway co-owners Tom and Pete Blackwell came up with the idea for a 10-lap “match race” between local favorites David Pearson and Butch Lindley on May 12, 1979, and the two drivers were quick to oblige. (Courtesy of GPS archives.)



Lindley brought both of his identical No. 16 cars to the speedway for the match race against Pearson, who immediately (and jokingly) accused Lindley of cheating since he assumed Lindley would know which car was “better.” To call his bluff, Lindley insisted they draw for cars. (Courtesy of GPS archives.)



Pearson (No. 16) and Lindley climb into their cars and get strapped in for their 1979 match race at Greenville-Pickens. There was no money at stake, only bragging rights, but the event and a subsequent 100-lap Sportsman's race drew a near-capacity crowd to the track. (Courtesy of GPS archives.)



After completing all 10 laps of their match race, Pearson and Lindley managed to cross the finish line simultaneously—two No. 16s, side by side in a finish too close to call. It seemed appropriate for two of the best short-track drivers of all time, but Lindley was officially awarded victory “by half an inch,” according to track officials. (Courtesy of GPS archives.)



Less than two years after their match race, Pearson and Lindley tied again, this time in qualifying for the Coca-Cola 200 on April 18, 1981. Pearson and Lindley were both credited with a qualifying time of 19.69 seconds, which was a record lap time at GPS. Lindley (No. 16) wound up qualifying for the pole position, while Pearson, who was driving Jack Ingram's No. 11 car for the event, shared the front row. Both drivers are flanked by Donnie Bishop (No. 71). (Courtesy of GPS archives.)

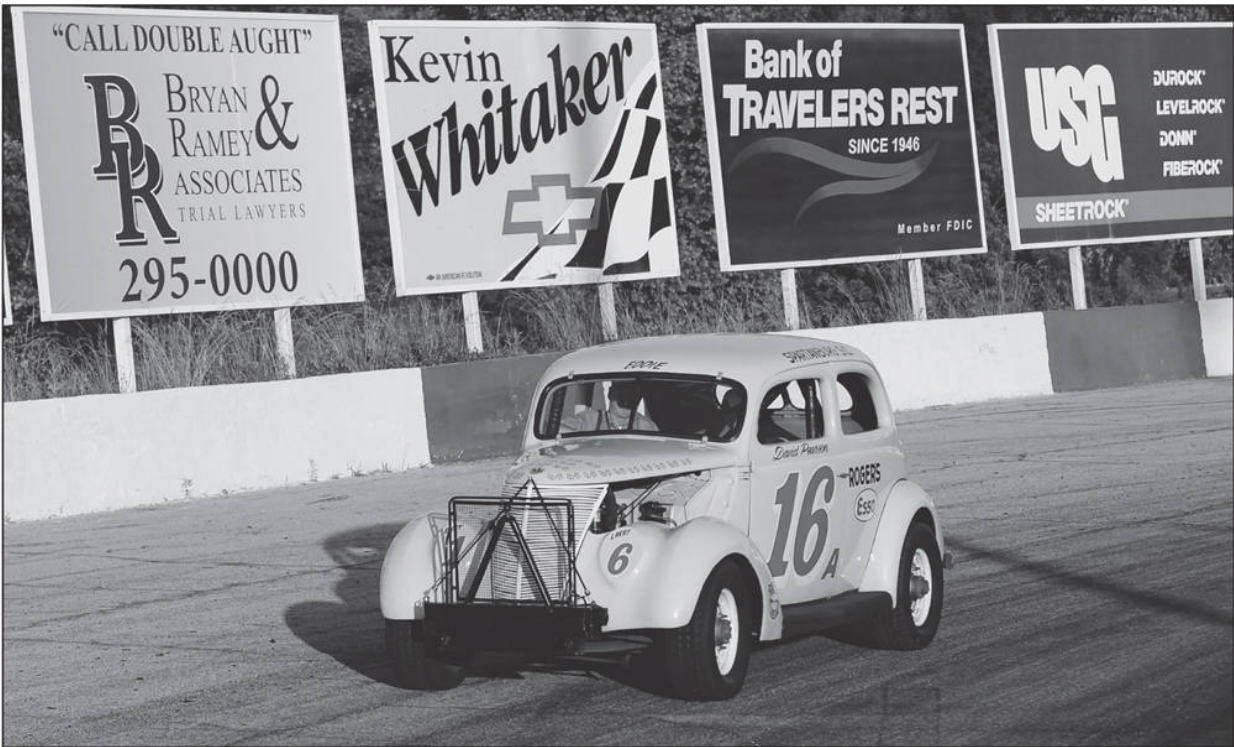




David Pearson greets fans, including driver Michael Cherry, during David Pearson Day festivities on May 30, 2009. Track owner Tom Blackwell is on the right. Pearson made numerous appearances at GPS over the years, which only enhanced his status among local race fans. (Courtesy of Richard Shiro.)



David Pearson (no. 16) acknowledges fans, and local attorney Bryan Ramey shows his casual side during the David Pearson Day celebration in 2009 at Greenville-Pickens Speedway. Ramey, an avid supporter of local stock car racing, took a spin in Pearson's copy of his original race car, a 1937 Ford Flatback. (Courtesy of Richard Shiro.)



Legendary driver David Pearson takes a replica of his car (No. 16) for a spin, navigating the second turn at Greenville-Pickens Speedway on David Pearson Day. It was on the same track 50 years earlier that Pearson won 15 races en route to the track championship. (Courtesy of Richard Shiro.)



Pearson waves to the crowd as the David Pearson Day celebration winds down at Greenville-Pickens Speedway in 2009. Thousands of fans converged on the track to get autographs or at least a close-up look at the driver who is second only to Richard Petty in the number of career victories with 105. (Courtesy of Richard Shiro.)



*Four*

## THE EARNHARDT CONNECTION

*One week Ralph Earnhardt broke his leg in a crash at the Spartanburg Fairgrounds, but the next Saturday he was at Greenville-Pickens with his leg in a cast, ready to go. That tells you how much he loved to race.*

—Doug Hall



Members of the Earnhardt family gather in front of Ralph Earnhardt's name on the Wall of Champions at Greenville-Pickens Speedway. The family was attending the Ralph Earnhardt Grandstand Dedication on July 18, 2009. (Courtesy of Richard Shiro.)



Ralph Earnhardt (No. 8) trails Greenville's Maurice "The Madman" George (No. 29) coming out of the second turn during a 1965 race at Greenville-Pickens Speedway. GPS was one of Earnhardt's favorite destinations, and he sped to track championships at the half-mile track in 1965 and 1966, earning plenty of loyal followers with his smooth driving style and professional demeanor. (Courtesy of GPS archives.)



Ralph Earnhardt's legendary No. 8 Chevelle arrives prior to a 1966 race at GPS. Earnhardt preferred to race closer to home, so he frequented the smaller dirt tracks in both Carolinas on a regular basis. By the end of his 23 years of competition, Earnhardt had accumulated more than 350 victories. (Courtesy of GPS archives.)





Ralph Earnhardt was known for showing up at a track ready to race. He worked diligently in his backyard shop at his Kannapolis, North Carolina, home to have his cars prepared and in top condition and was notorious for not having to work on his car at the track. (Courtesy of GPS archives.)



Ralph Earnhardt (right) is joined by fellow drivers Dink Widenhouse (left) and Ned Jarrett following a night of racing at Greenville-Pickens. Earnhardt,

who was a popular figure wherever he competed among fans and drivers alike, is recognized as the first driver/car builder to understand and use tire stagger. (Courtesy of John Cordell.)



Ralph Earnhardt (third from left) receives the spoils from winning the 1965 track championship at GPS. He was joined by the winners in the other divisions, including, from left to right, Gordon Byrd, Billy Scott, Doug Cox, Raymond Brown, and Lemuel Bradshaw. During that 1965 season, Ralph often was accompanied by his son Dale, who would play around in the track's infield and on more than one occasion incurred his father's wrath for muddying himself from head to toe thanks to a small creek that ran through the infield. (Courtesy of John Cordell.)



# DOUBLE POINT CHAMPIONSHIP STOCK CAR RACES

Late Model - Street Stock - Charger

**Two 25 Lap  
Late Model  
Stock Races**



**In Person  
DALE EARNHARDT  
Autograph Session  
ONLY**

**6 - 8 PM**

Sponsored by

**WESC**

## MONDAY NIGHT

**Sept. 3**

**8:00 P.M.**

**NASCAR**

**Admission—Adult \$8.00  
Children Under 12 FREE**



## GREENVILLE - PICKENS

**Highway 123 South ★ SPEEDWAY ★ Greenville, SC**

Although Dale Earnhardt never raced at Greenville-Pickens in one of NASCAR's national series, he was a regular visitor to the speedway. Here, an ad promotes a 1990 Labor Day autograph appearance by Earnhardt, who was at the peak of his popularity and career. The future NASCAR Hall of Famer wrapped up his fourth NASCAR Sprint Cup Series championship later that year. (Courtesy of GPS archives).





Dale Earnhardt made many lasting friendships in Greenville and always seemed to make time to accommodate the Blackwells and many local fans seeking autographs or a handshake. Earnhardt made appearances for 14 consecutive years at the Upper South Carolina State Fair. (Courtesy of GPS archives.)



This shot was taken during Dale Earnhardt's final appearance at Greenville-Pickens Speedway and the Upper South Carolina State Fair. During his 26-year career, "The Intimidator" won 76 NASCAR Sprint Cup Series races and seven championships, matching Richard Petty for the most all time. (Courtesy of John Cordell.)

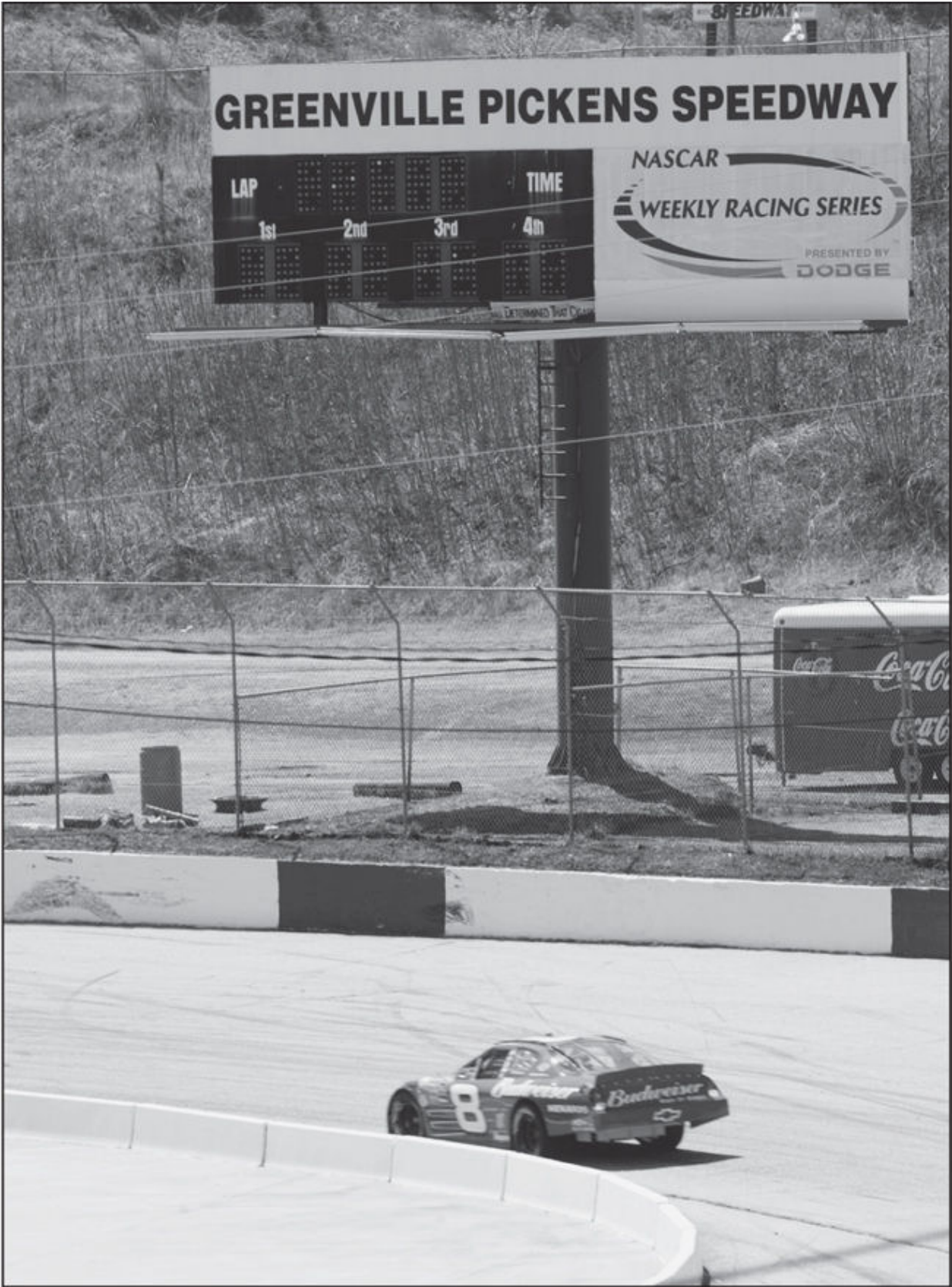




Although Dale Earnhardt Jr. (No. 8) has never competed in a race at Greenville-Pickens, he has continued the family's ties to the speedway by turning testing laps at the track on multiple occasions. Here, "Junior" chats with current track owner Kevin Whitaker (left) and former co-owner Tom Blackwell prior to a testing session. (Courtesy GPS archives.)



Above, Dale Earnhardt Jr. (No. 8) takes a spin at GPS during a testing session in 2006. At left, he passes under the Greenville-Pickens sign in turn no. 2 during a testing session. Fans often show up at his sessions, which is a testament to his enduring popularity. The 2004 Daytona 500 champion, Earnhardt Jr. has won NASCAR's Most Popular Driver Award for 10 consecutive years (2003–2012). (Both, courtesy of GPS archives.)







Here, Junior takes a break (a nap) from testing in his transporter. Many drivers favor testing at GPS because of its close proximity to many racing teams' headquarters in the Charlotte area and the fact that it mimics what they will be facing at many short-track races. (Courtesy of GPS archives.)



The matriarch of the Earnhardt family is spunky Martha Earnhardt, shown here holding a plaque honoring her late husband, Ralph, during a Greenville-Pickens grandstand dedication ceremony in his honor in 2009. (Courtesy of Richard Shiro.)



The Earnhardt family has ties with Greenville-Pickens Speedway that date back more than half a century. Here, the family gathers in Victory Lane following a 2009 ceremony honoring Ralph Earnhardt, who won back-to-back track championships in the mid-1960s at the speedway. Family members include, from left to right, Rene Earnhardt, Mike Watkins, Cathy Earnhardt Watkins, Taylor Earnhardt Putnam, Austin Lunsford, Martha Earnhardt, Kristi Brawley, Stacy Lunsford, Brandon Putnam, and Kerry Earnhardt. (Courtesy of Richard Shiro.)

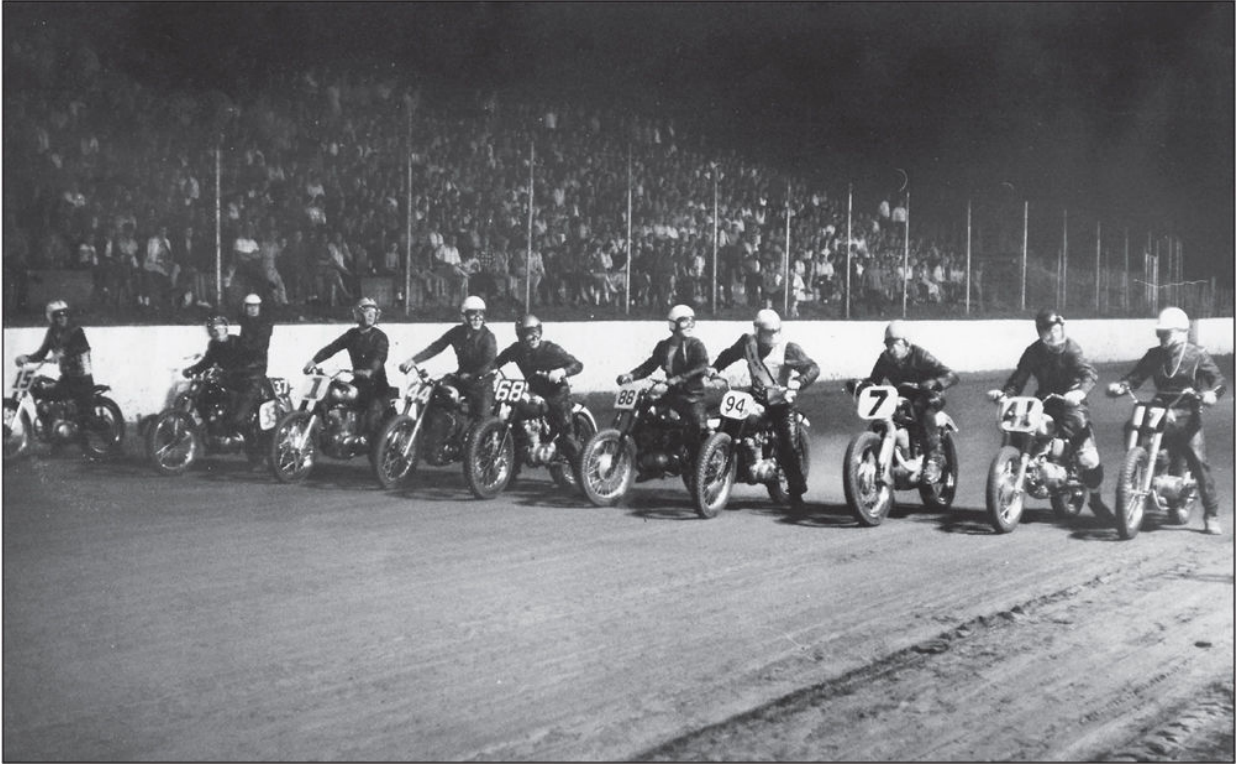
*Five*

THE TV RACE AND OTHER  
MEMORABLE MOMENTS

*I could go around this track blindfolded.*

—Donnie Bishop





Greenville-Pickens Speedway co-owners Tom and Pete Blackwell were forever in pursuit of any type of race that might attract and entertain fans, including motorcycle races. Such events proved quite popular, and the speedway hosted motorcycle races two or three times a year in the early 1960s. (Courtesy of GPS archives.)



# NASCAR INVITATIONAL Official Entry Blank

GRAND  
NATIONAL

## GREENVILLE "200"

**NOTE:** This race may be cancelled if Atlanta is postponed on April 4, 1971.

TRACK: Greenville-Pickens Speedway (1/2 Mile Paved)

LOCATION: Greenville, S.C.

DIVISION: Grand National Circuit

DISTANCE: 200 Laps (100 Miles)

PROMOTER: Greenville Auto Racing, Inc.

POSTED AWARDS: \$20,600 (Including \$600 Point Fund)

RACE DATE: Saturday, April 10, 1971. Starting time 5 p.m.

TIME TRIALS: Saturday, April 10, 2 to 4 p.m.

PRACTICE: Saturday, April 10, 11 a.m. to 1 p.m. Registration: 9 a.m.

**NOTE:** Two consecutive qualifying laps. Faster lap determines qualifying position. Cars which do not qualify will line up behind qualified cars in order in which they signed in.

### DISTRIBUTION

1st-\$1,430 2nd-\$1,030 3rd-\$830 4th-\$780 5th-\$755 6th-\$730 7th-\$705 8th-\$700 9th-\$695 10th-\$690 11th-\$685

12th-\$680 13th-\$675 14th-\$670 15th-\$665 16th-\$655 17th-\$650 18th-\$645 19th-\$640 20th-\$635 21st-\$630 22nd thru 26th-\$625 each. (Field limited to 26 fastest qualifiers).

### TELEVISION MONEY

Under the division of the NASCAR television program, \$250 per \$1,000 of the gross television receipts is received for driver entries and is to be paid as a part of the race day purse if a special retirement point fund has not been announced prior to the distribution of the official entry blank. Therefore, the drivers' share of the Greenville "200" television receipts is \$11,125 and has been distributed among the 26 positions of the racing purse on this official entry blank as follows: \$430 each to 1st thru 15th places, \$425 each to 16th thru 26th places. No NASCAR championship point fund money will be paid on the television money.

\$200 to Grand National Champion Bobby Isaac if he enters before entry deadline and competes.

\$1,100 STP Keep Kool Radiator Treatment awards, divided—(Drivers): 1st-\$500 2nd-\$300 3rd-\$100.

(Chief Mechanics): First place car \$100, Second & Third place cars \$50 each.

Payment of awards contingent on use of product, signing of driver and owner release and display of regulation STP decal on both sides of car.

Tear off both coupons and mail as indicated below

G-31571

**EVENT:** Greenville "200" Grand National Race

**TRACK:** Greenville-Pickens (S.C.) Speedway

**PROMOTER:** Greenville Auto Racing, Inc. (Attn: Pete Blackwell, P.O. Box 5206, Greenville, S.C. 29606)

### MAIL TO PROMOTER BY APRIL 3, 1971, ENTRY DEADLINE.

THIS PORTION MUST BE COMPLETED AND MAILED TO PROMOTER WHOSE NAME AND ADDRESS APPEARS ABOVE

### OTHER ENTRY COUPON AT BOTTOM MUST BE MAILED TO NASCAR AS INSTRUCTED

To Qualify Entrant for Driver, Race Multiple and/or Car Owner NASCAR Championship Points but any entrant who performs an act or participates in actions deemed by NASCAR Officials as detrimental to the sport or to NASCAR, or fails to abide by the provisions set forth in this entry blank, shall be subject to loss of all NASCAR championship points.

**ENTRY AND ADVERTISING RELEASE**—In consideration of the foregoing awards, Car Owner and Driver agree to permit NASCAR and its assigns the use of their names and pictures and pictures of the car for publicity, advertising, and endorsements (including newspapers, magazines, motion pictures, tape recordings, radio and television) both before and after the events and do hereby relinquish all rights to any photos taken in connection with the events and give their permission to publish or sell or otherwise dispose of said photographs as NASCAR or above track or above promoter so desire. All advertising rights reserved by NASCAR. (GREENVILLE "200"—GN 28—4/10/71)

This entry will not be accepted unless approved by above promoter and NASCAR. The driver and car owner will be notified if accepted. \$10 entry fee for all cars when signing in at above track. Entries postmarked after April 3, 1971, must pay \$20 entry fee.

**GOOD FAITH TO THE PUBLIC PLEDGE AS TO DRIVER AND CAR OWNER**—In signing this entry blank, the driver (or drivers) and car owner recognize their obligation to the public and above promoter, which posts the prize money and conducts the event, and agree to compete in the above event and qualifying events if humanly possible unless the event is postponed, cancelled or if the described car fails to qualify or fails to be assigned a starting position by the appropriate NASCAR official.

**AS TO CAR OWNER**—In consideration of the approval and acceptance by NASCAR and above promoter of this entry and entry fee for the above event, and in consideration of the promises made by above promoter with respect to, among other things, awards and promotion, the undersigned car owner of the described car further agrees with NASCAR and the above promoter (1) to start the described car in the above event and qualifying events provided the described car qualifies or the appropriate NASCAR officials assign it a starting position, and (2) to utilize, if necessary, a substitute driver for the described car if the driver executing this entry blank is for any reason unable or unwilling to drive said car in the above event and qualifying events, and (3) not to withdraw the described car from the above event and qualifying events without the consent of the NASCAR Competition Director.

DRIVER'S NAME (Print) \_\_\_\_\_ NASCAR NO. \_\_\_\_\_

DRIVER'S SIGNATURE \_\_\_\_\_ STREET \_\_\_\_\_ PHONE \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

CAR OWNER'S NAME (Print) \_\_\_\_\_ NASCAR CAR No. \_\_\_\_\_

CAR OWNER'S SIGNATURE \_\_\_\_\_ STREET \_\_\_\_\_ PHONE \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

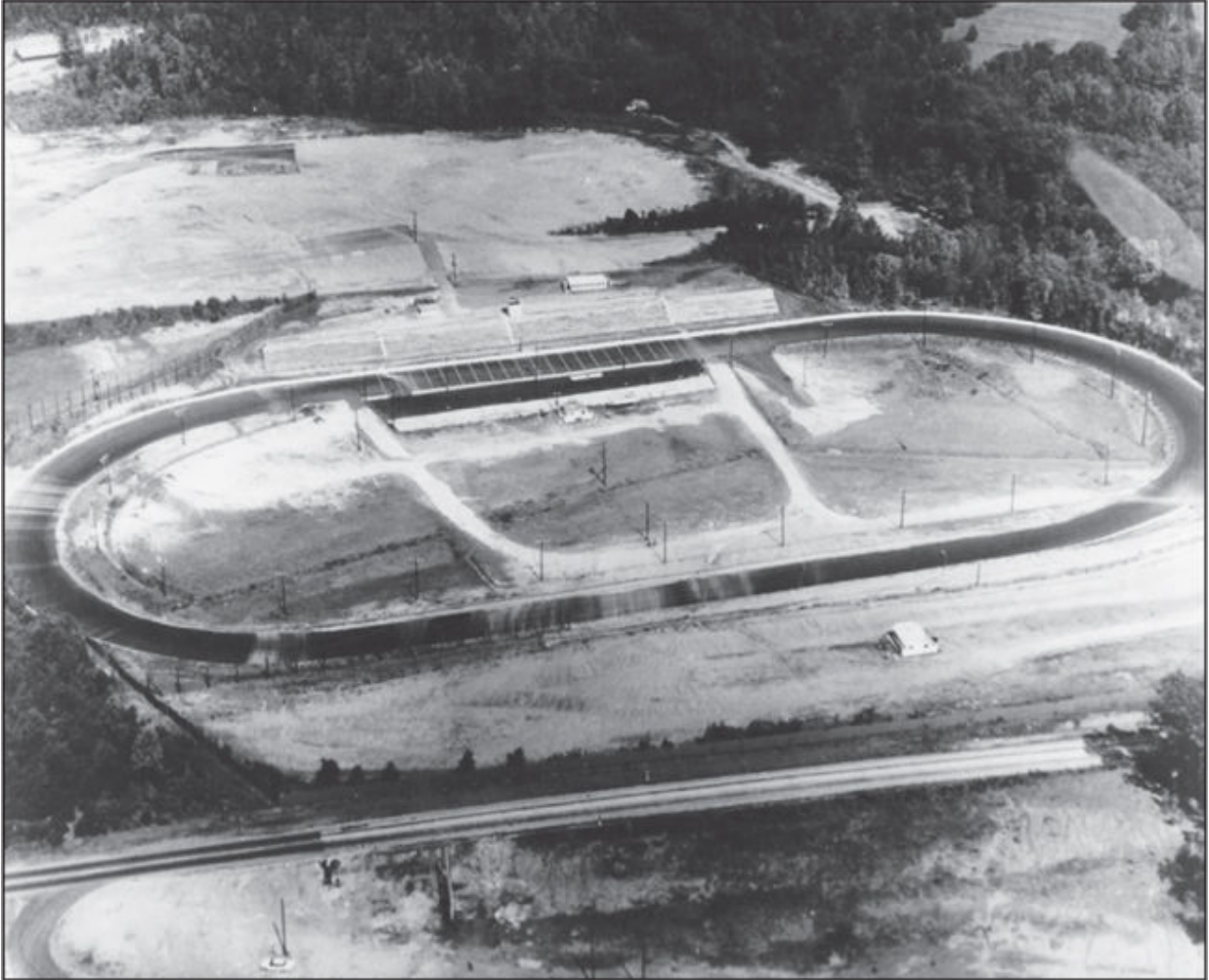
MAKE OF CAR \_\_\_\_\_ YEAR \_\_\_\_\_ CAR SPONSOR'S NAME (Print) \_\_\_\_\_

DATE: \_\_\_\_\_ Driver and Car Owner must abide by all NASCAR rules, regulations and decisions, as well as the stipulations in the entry blank. Print or type required information and sign where indicated. Entry will not be considered for acceptance unless this Entry Coupon contains all requested information including the required signatures.

TEAR OFF ENTRY COUPON BELOW AND MAIL TO NASCAR

Many of NASCAR's biggest names filled out an entry form for the Greenville 200 race held on April 10, 1971, at GPS, including Richard Petty, David Pearson, Bobby Isaac, Benny Parsons, and Bobby Allison. Often simply referred to as "the TV race," the event exposed the speedway to the

masses as ABC's *Wide World of Sports* came to town and made the Greenville 200 the first NASCAR race ever to be televised live, flag to flag. (Courtesy of GPS archives.)



This is one of the first aerial views of Greenville-Pickens Speedway after the half-mile oval was paved in April of 1970. Less than a year later, the speedway was hosting “the TV race,” but the transition from dirt to asphalt was not popular with all drivers. “I went there ‘til it was asphalt,” longtime driver Doug Hall said. “Then, I was gone.” (Courtesy of GPS archives.)



Pole winner David Pearson (right) and second qualifier Bobby Isaac lead a 26-car field toward the start of the Greenville 200 on April 10, 1971. Third-place qualifier Benny Parson trails Pearson, while the fourth qualifier Richard Petty flanks Isaac. The field was limited to only 26 entries, and some of the top drivers of the era failed to qualify, including Tiny Lund and LeeRoy and Cale Yarborough. ABC wanted a smaller field to help ensure that the race would be completed in its mandated 1.5-hour time limit; it took just 1 hour, 16 minutes, and 46 seconds, leaving plenty of time for post-race interviews. (Courtesy of GPS archives.)



# NASCAR national association for stock cars NEWS BULLETIN



1801 International Speedway Blvd.  
(P. O. Box K)

NASCAR NEWS BUREAU  
Daytona Beach, Fla. 32015

PHONE: (904) 253-061

XV.

NASCAR GRAND NATIONAL CHAMPIONSHIP CIRCUIT RACE NO. 12 - 1971 SEASON  
GREENVILLE "200", Greenville-Pickens Speedway, Greenville, S.C.  
April 10, 1971 - 1/2 Mi Pvd - 100 Miles- PURSE: \$ 20,600

Fin. Pos.	Start Pos.	Car No.	Driver	Car	Pts. Won	Purse Won	Laps Run	Reason Out Of Race
1.	2	71	Bobby Isaac	71 Dodge	PE	\$1,430	200	Running
2.	1	17	David Pearson	70 Ford	49	1,030	198	"
3.	9	22	Dick Brooks	70 Dodge	48	830	198	"
4.	12	2	Dave Marcis	69 Dodge	47	780	198	"
5.	3	72	Benny Parsons	70 Ford	46	755	198	"
6.	14	48	James Hylton	71 Ford	45	730	196	"
7.	4	43	Richard Petty	71 Plym	44	705	196	"
8.	21	39	Friday Hassler	69 Chev	43	700	195	"
9.	8	06	Neil Castles	70 Dodge	42	695	195	"
10.	24	20	Elmo Langley	70 Merc	41	690	193	"
11.	13	30	Walter Ballard	71 Ford	40	685	191	"
12.	7	24	Cecil Gordon	69 Merc	39	680	190	"
13.	22	10	Bill Champion	69 Ford	38	675	184	"
14.	19	25	Jabe Thomas	69 Plym	37	670	182	"
15.	25	76	Ben Arnold	69 Ford	36	665	178	"
16.	26	68	Larry Baumel	69 Ford	35	655	177	"
17.	23	49	Ed Negre	69 Plym	34	650	103	Vibration
18.	15	38	Charlie Glotabach	69 Dodge	PE	645	85	Overheating
19.	18	45	Bill Seifert	71 Ford	32	640	60	Broken Valve
20.	5	12	Bobby Allison	69 Dodge	31	635	56	Oil Leak
21.	20	34	Wendell Scott	69 Ford	30	620	56	Oil Leak
22.	16	46	Roy Mayne	69 Chev	29	625	26	No Oil Pressur
23.	17	88	Frank Warren	69 Dodge	28	625	25	Overheating
24.	6	90	Bill Dennis	69 Merc	27	625	11	Overheating
25.	10	32	Marv Acton	70 Plym	PE	625	7	Oil Leak
26.	11	47	Ray Williams	70 Ford	25	625	4	RR Tire Rubbin Frame

TIME OF RACE: 1 Hour 16 Minutes 46 Seconds

AVERAGE SPEED: 78.159 MPH (Record)

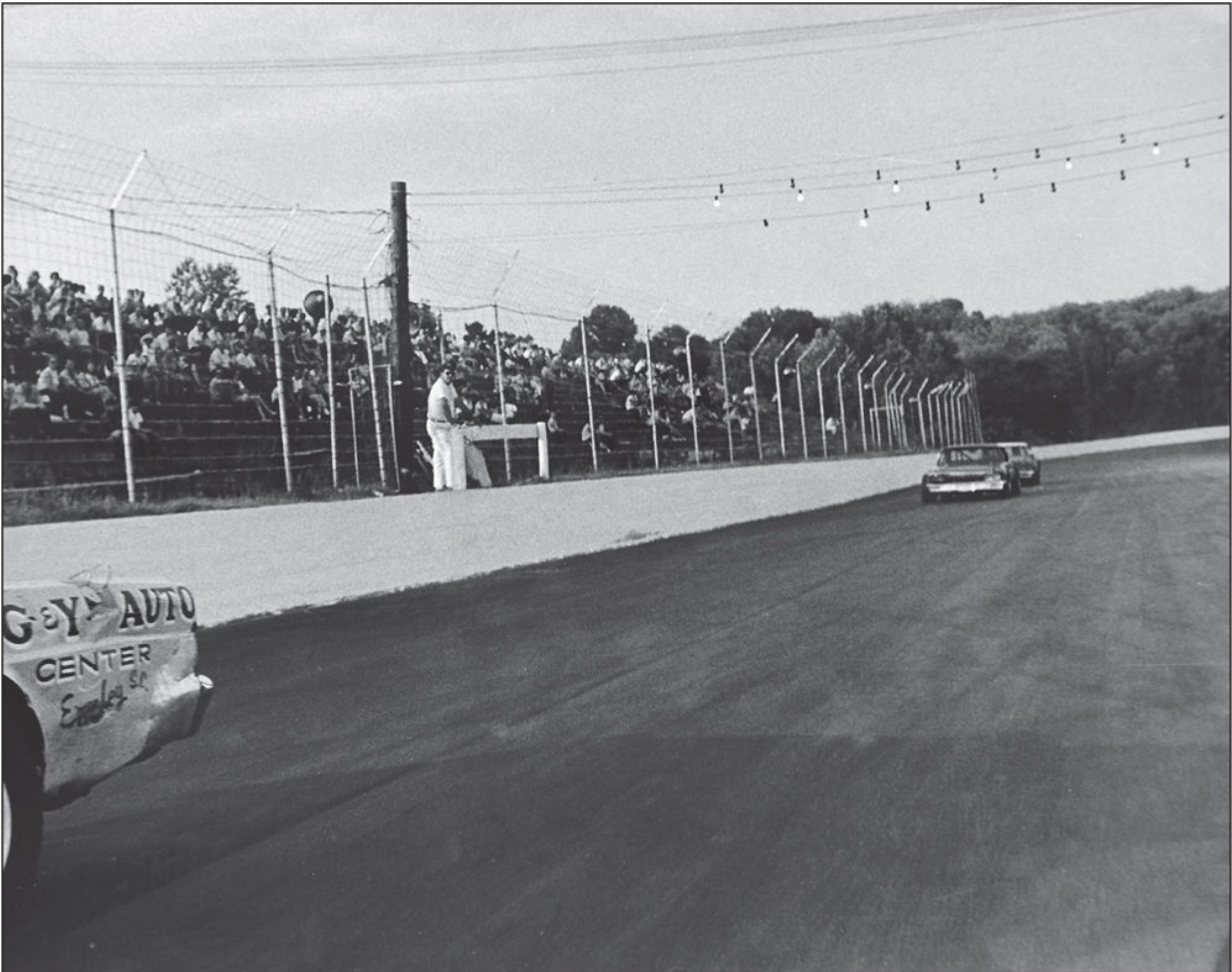
FASTEST QUALIFIER: David Pearson, 1970 Ford, 82.557 MPH (21.803 Seconds) (Record)

CAUTION FLAGS: 1 for 5 laps.

LAP LEADERS: David Pearson 1-19, Bobby Isaac 20-200.

The official NASCAR results sheet from the 1971 Greenville 200 shows that Bobby Isaac received no points for winning the race. Isaac had cancelled the Monday before the race but was urged to run by his sponsor; he ran but was awarded no points as penalty for the cancellation. Polesitter and local favorite David Pearson of Spartanburg led the first 19 laps, but Isaac led for the final 179. Legendary sportscasters Jim McKay and Chris Economaki

called the race, which was interrupted by just one caution. (Courtesy of GPS archives.)



Drivers take practice laps during the early days of Greenville-Pickens's paved surface. Of particular note are the caution lights, strung across the track like Christmas lights, and the flagstand nestled comfortably directly atop the frontstretch wall. The flagstand was soon after relocated to a loftier—and safer—position. (Courtesy of GPS archives.)



Greenville's Jeff Hawkins (No. 99), who won his first four track championships on dirt, made the transition from dirt to asphalt with no problems whatsoever. In 1970, Hawkins christened the new paved path by speeding to his then-record fifth track title, in the process becoming the first and only driver to win GPS track championships on both surfaces. (Courtesy of GPS archives.)





Billy Scott (No. 2) of Union, South Carolina, was a familiar face at GPS, racing there from 1962 through 1976. He never won a track championship at GPS but he won quite a few elsewhere. During a remarkable 1967 season, Scott captured track championships at three different tracks in three different



states: South Carolina, North Carolina, and Georgia. Scott won more than 600 races in his career, which was capped by him being selected to the National Dirt Late Model Hall of Fame in 2010. (Courtesy of GPS archives.)



Jack Cochran (No. 28), a used-car dealer from Greenville, also could wheel and deal on a race track. Cochran began competing at Greenville-Pickens in 1964, when he won six events en route to the Hobby Division championship. He moved up to the Sportsman Class the following year and went on to

claim 16 victories before ending his racing career in 1975. (Courtesy of GPS archives.)



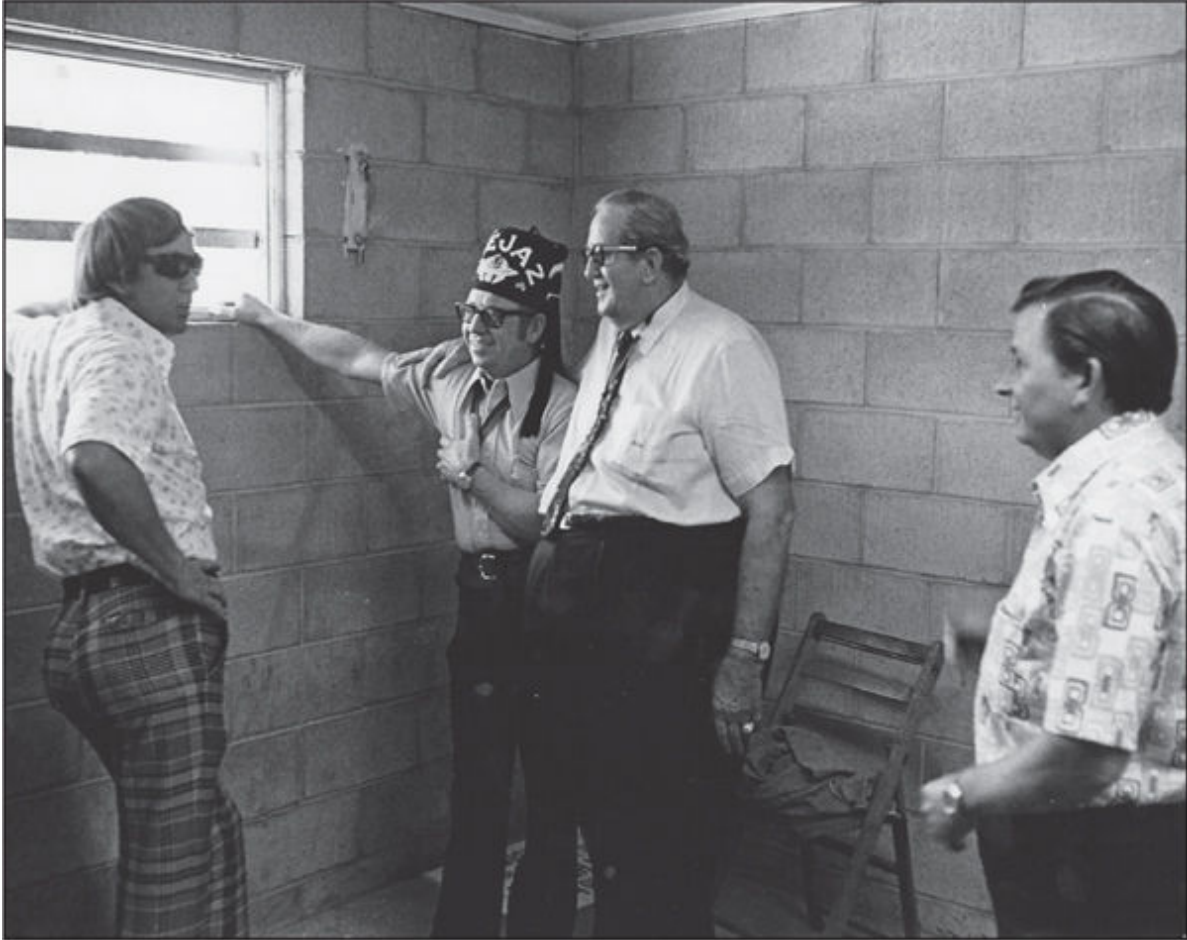
Red Farmer celebrated victory in a 100-mile special-event race at Greenville-Pickens in August of 1971. Farmer, of Hueytown, Alabama, won his third consecutive NASCAR Late Model Sportsman Division



championship in 1971 and finished fourth in the NASCAR premier series Talladega 500 at Talladega Superspeedway the following year. A member of the International Motorsports Hall of Fame, Farmer later became crew chief for Davey Allison in the NASCAR Busch (now Nationwide) Series. (Courtesy of GPS archives.)



Greenville-Pickens earned “special place” status in the eyes of Neil “Soapy” Castles on April 1, 1972, when after 14 years and 458 starts the Charlotte, North Carolina, driver finally won a Grand National East Series race. With a large GPS crowd standing and cheering, Castles edged polesitter Elmo Langley in a photo finish. David Pearson ran third and LeeRoy Yarbrough fourth. “That’s the last time I was there,” said Castles, shown here driving his No. 06 Dodge at another speedway. Castles appeared as a driver in several movies, including *Thunder in Carolina* , and did stunt driving and furnished cars for several other films, including *Greased Lightning* , *Six Pack* , and *Thunder Road* . (Courtesy of Neil Castles.)



Bobby Isaac (far left) winner of 37 NASCAR Sprint Cup Series races, meets with, from left to right, future NASCAR Hall of Famer Cotton Owens, race sponsor R.G. "Bob" Wilson, and GPS manager Pete Blackwell prior to an annual Shrine Race in the early 1970s. The Shrine Race was one of the most highly anticipated events of the year, and proceeds from the race were awarded to the Greenville Shriners Hospital. (Courtesy of GPS archives.)



Many fan-favorite cars emerged in divisions other than Late Model over the years at Greenville-Pickens, including the “Law Dog.” The police car (No. 54) lookalike, driven by Ken Bagwell of Greenville, was one of the first cars in the Street Stock Division in the mid-1970s. (Courtesy of John Cordell.)



Greenville's Buddy Howard was a consistent contender at Greenville-Pickens, regardless of what car he was driving. His 1958 Ford gave way to a No. 98 Ford Fairlane that was eventually replaced by the No. 29 Mustang. Howard won track championships in both cars. (Courtesy of John Cordell.)





Brothers Donnie (left, No. 1) and Bobby Allison (below, No. 22), the first two members of the famed “Alabama Gang,” both raced at Greenville-Pickens, although Bobby made more appearances than Donnie. They were both on hand, however, for the 25-lap “Match Race of the Superstars” on April 3, 1983. Local favorite David Pearson led until the final lap, when he blew a piston and was unable to finish. Darrell Waltrip won the race, followed by Bobby Allison in second and Donnie Allison in third. The four competing drivers drew for cars and starting positions and drove Camaros set up by Greenville’s Butch Lindley. Lindley was scheduled to compete but had to leave for another race after the match race was delayed a day by rain. (Both, courtesy of GPS archives.)





With trophy in hand and a young fan following close by, Greenville driver Greg Porter leaves Victory Lane after pulling an upset victory in the NASCAR Grand American Division Coca-Cola 200 on April 18, 1981. Porter bested a star-studded field that included Butch Lindley, David Pearson, and Bobby Allison. Bob Jarvis, a Greenville dentist and the 1975 track champion, finished second. (Courtesy of Greg Porter.)



After winning two Street Stock races and 32 Hobby Division races over a three-year period from 1976 to 1978, Greg Porter began competing in the Late Model Division in 1979 and experienced immediate success. Porter set a track lap record of 20.29 seconds during a qualifying run that year and then won seven races while driving the No. 71 Camaro for Eddie Porter in 1980. Greg's son Toby, shown here at age five, would become a formidable driver in his own right, winning his first Late Model race at GPS at age 15 and in 2012 claiming the track championship that evaded his father 32 years earlier. (Courtesy of Greg Porter.)



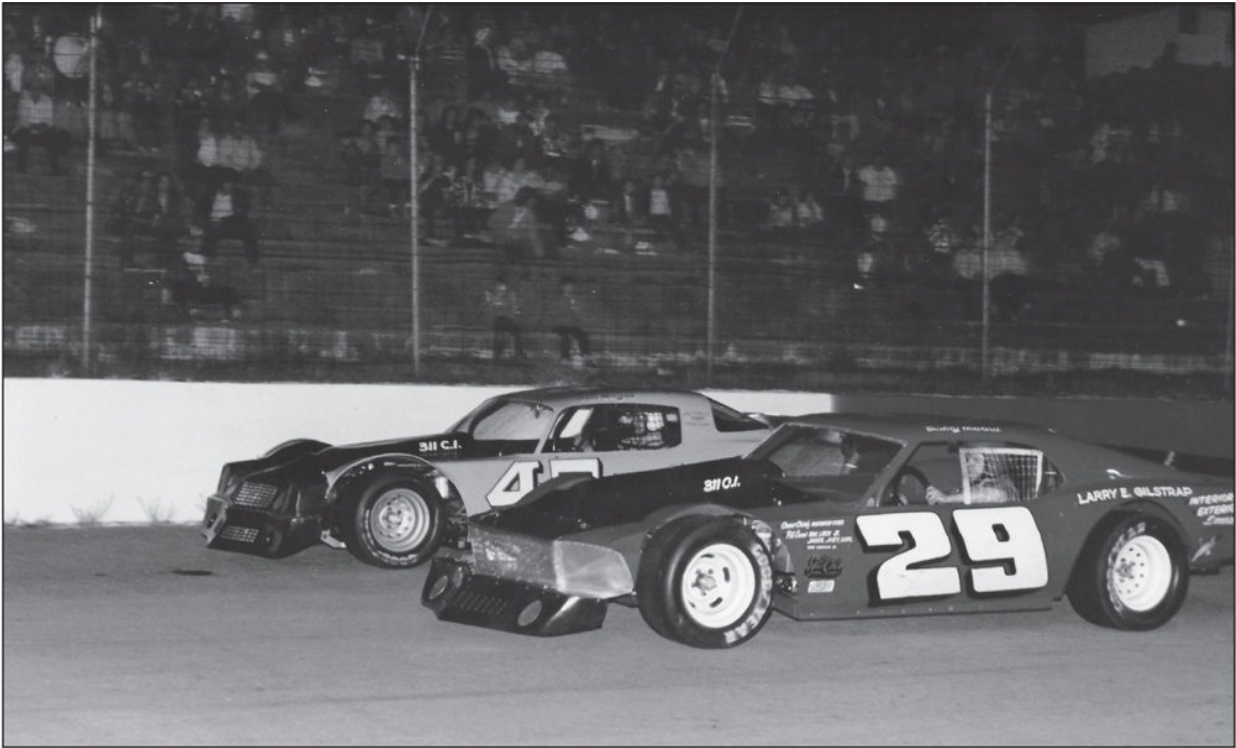


Greenville's Lee McCallister (No. 22) began racing go-karts in 1964 at age 17, and within five years he was driving a 1963 Ford Fairlane in Late Model events at Greenville-Pickens. He won every 100-lap race held at GPS in 1976 and went on to success at every level, competing in the NASCAR Busch (now Nationwide) Series and serving as a crew chief in All-Pro and Trucks Series, winning more than 450 races along the way. (Courtesy of Lee McCallister.)



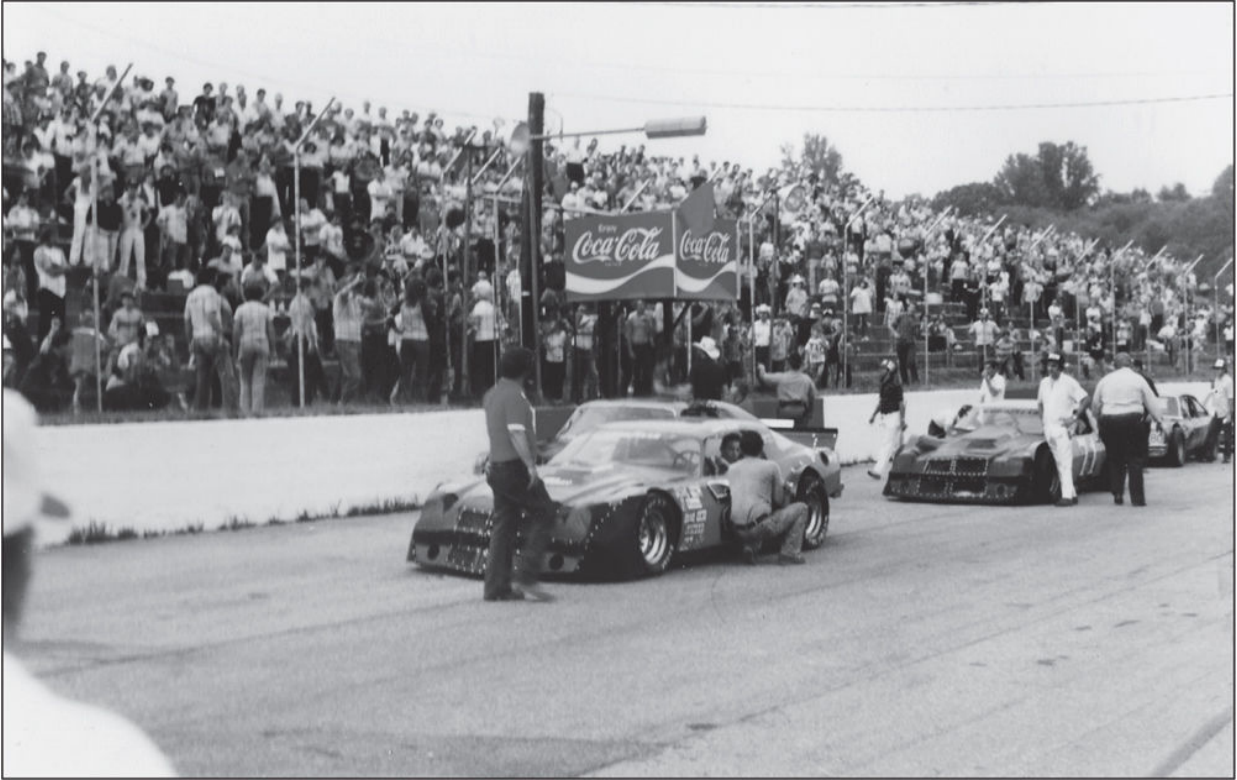
As the NASCAR technician at Greenville-Pickens, Bill Smith was one of the best-known personalities at the track. Smith worked at the speedway for

more than 25 years, earning the respect of drivers from Ralph Earnhardt to Donnie Bishop. (Courtesy of GPS archives.)



Pole winner Buddy Howard (No. 29) of Greenville and Gene Morgan (No. 45) of Travelers Rest line up for a Late Model Sportsman race on April 26, 1980, at Greenville-Pickens. Morgan was known for often being the last to arrive—but the first to cross the finish line. “If he comes in late, he’ll win the race,” was the oft-repeated consensus among Morgan’s fellow drivers. Morgan never won a track Late Model championship but won more than 30 races. (Courtesy of GPS archives.)





Johnny Allen lines up for a Labor Day Super 35 race at Greenville-Pickens, with Donnie Bishop (No. 71) positioned directly behind. As evidenced by the crowd, the Labor Day races always have been popular, often drawing spectators who plan to spend a day at the Upper State Fair as well. (Courtesy of GPS archives.)

**CRAFTSMAN**

MOTORSPORTS™

**SATURDAY NIGHT 8:00 PM**

# **STOCK CAR RACES**

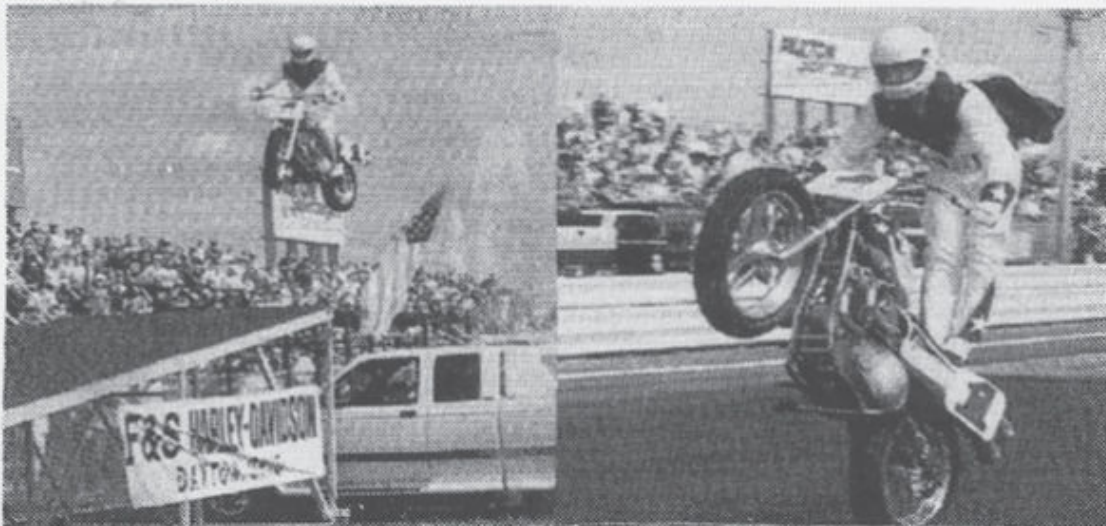
Late Model - Super Stock - Street Stock - Charger



Admission - Adults \$10.00  
Children Under 12 FREE

PLUS

**BUBBA BLACKWELL**



R02068-111

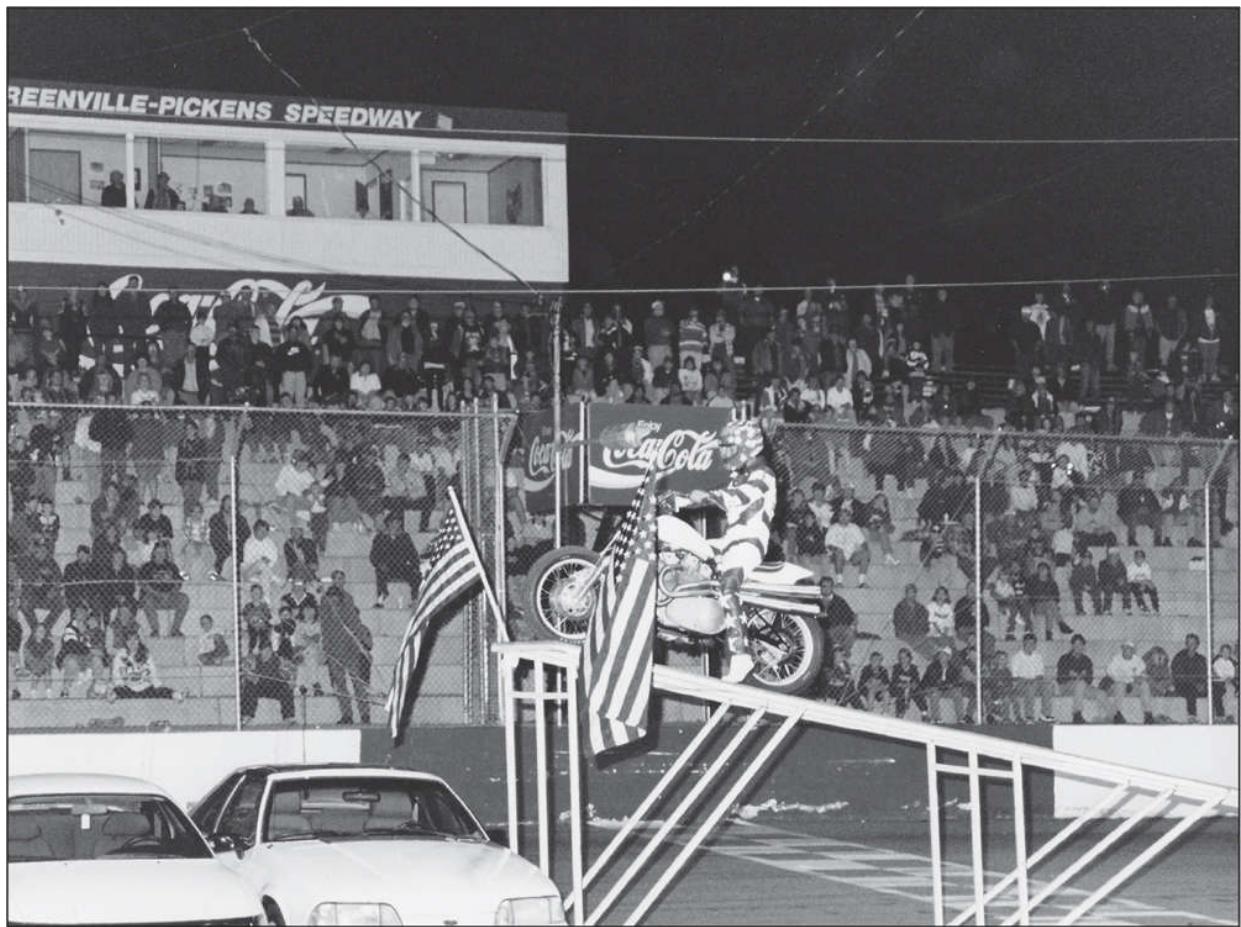
ATTEMPTS TO JUMP 14 CARS RIDING A HARLEY-DAVIDSON

**GREENVILLE - PICKENS**

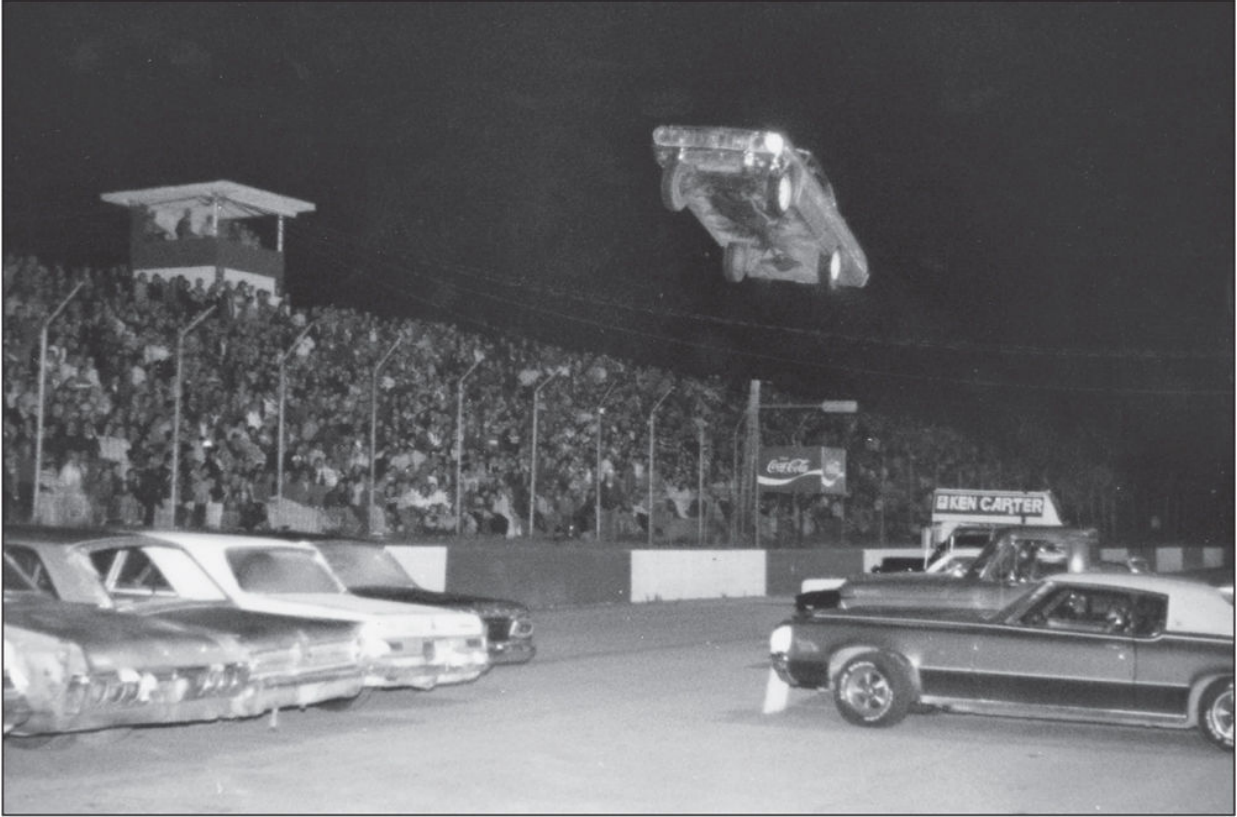
★ **SPEEDWAY** ★

Noted stunt motorcyclist Bubba Blackwell entertained fans at Greenville-Pickens in the late 1990s. He is noted for breaking Evel Knievel's record by jumping 20 cars with a Harley-Davidson XR-750 track race motorcycle. Blackwell matched Knievel's record by jumping 19 cars at Greenville-

Pickens and returned the following year to stage an attempt at clearing 20 cars but failed. (Both, courtesy of GPS archives.)

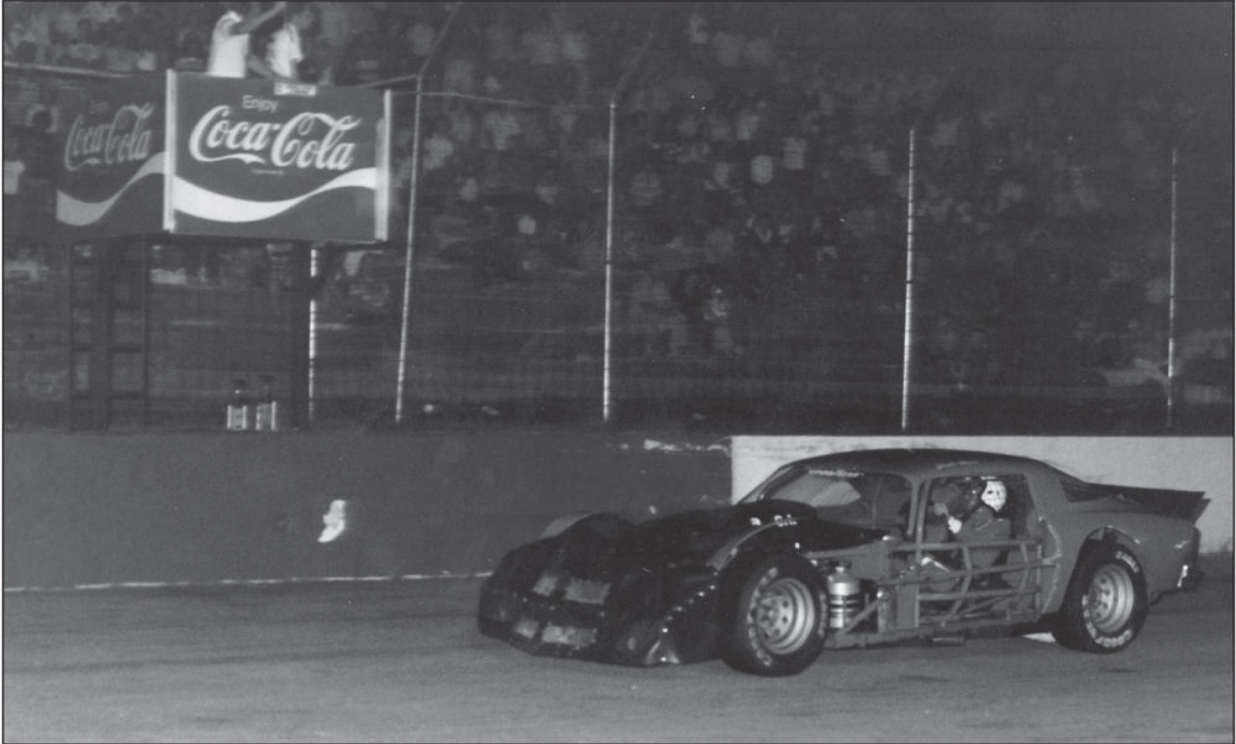






Another crowd-pleasing stunt was performed by car jumper Kenny Powers on April 28, 1979. Powers once failed in an attempt to jump New York's St. Lawrence River in a rocket-powered Lincoln; however, he had been considerably more successful on his visit to Greenville-Pickens five months earlier, easily clearing 20 cars. (Courtesy of GPS archives.)





Driver Jimbo Mann of Greenville found himself instantly air-conditioned during a Late Model race on June 19, 1982. Fellow driver Rodney Howard knocked Mann's door off early in the race, but Mann just kept on driving, eventually finishing second behind Johnny Allen in the 50-lap event. (Courtesy of GPS archives.)



Bobby Jones (No. 29) and his crew are seen working on his 1964 Ford Fairlane in the pits at Greenville-Pickens. Wearing a white racing suit, Jones (at the rear of the car) watches as Tommy Pitts (seated) works on the back end and car owner Bobby Gilstrap examines the right front tire. Jones, of Greenville, was a GPS regular who raced at Talladega and Daytona, but his biggest win was a 100-mile race at Atlanta's Lakewood Speedway in 1969. (Courtesy of Bobby Jones.)

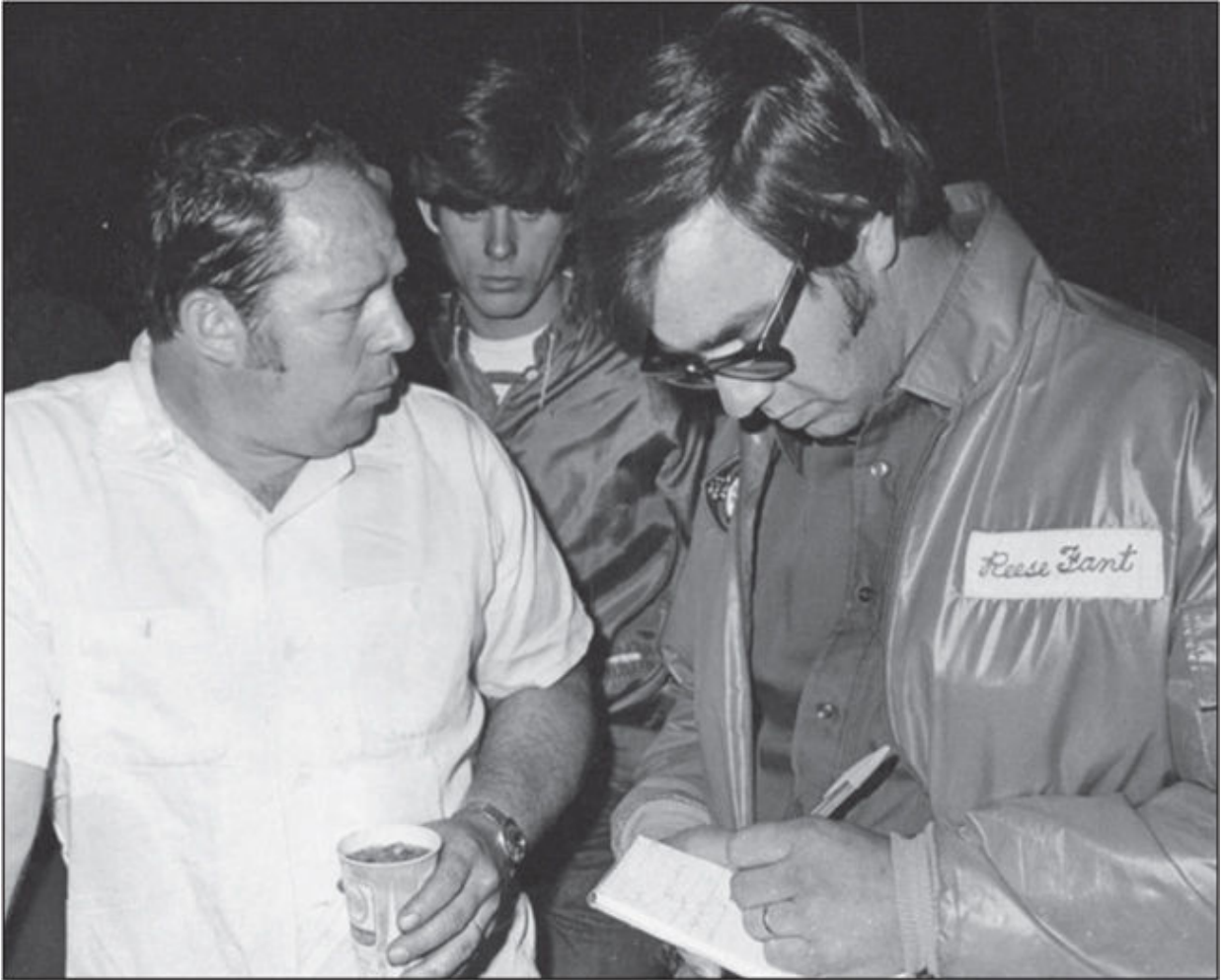


Greenville's Donnie Bishop (No. 71) makes a pit stop during the Pizza Hut 200 on August 8, 1981. Bishop, driving for car owner Jimmy Phillips, went on to win the first of his record six track championships in 1981. (Courtesy of GPS archives.)

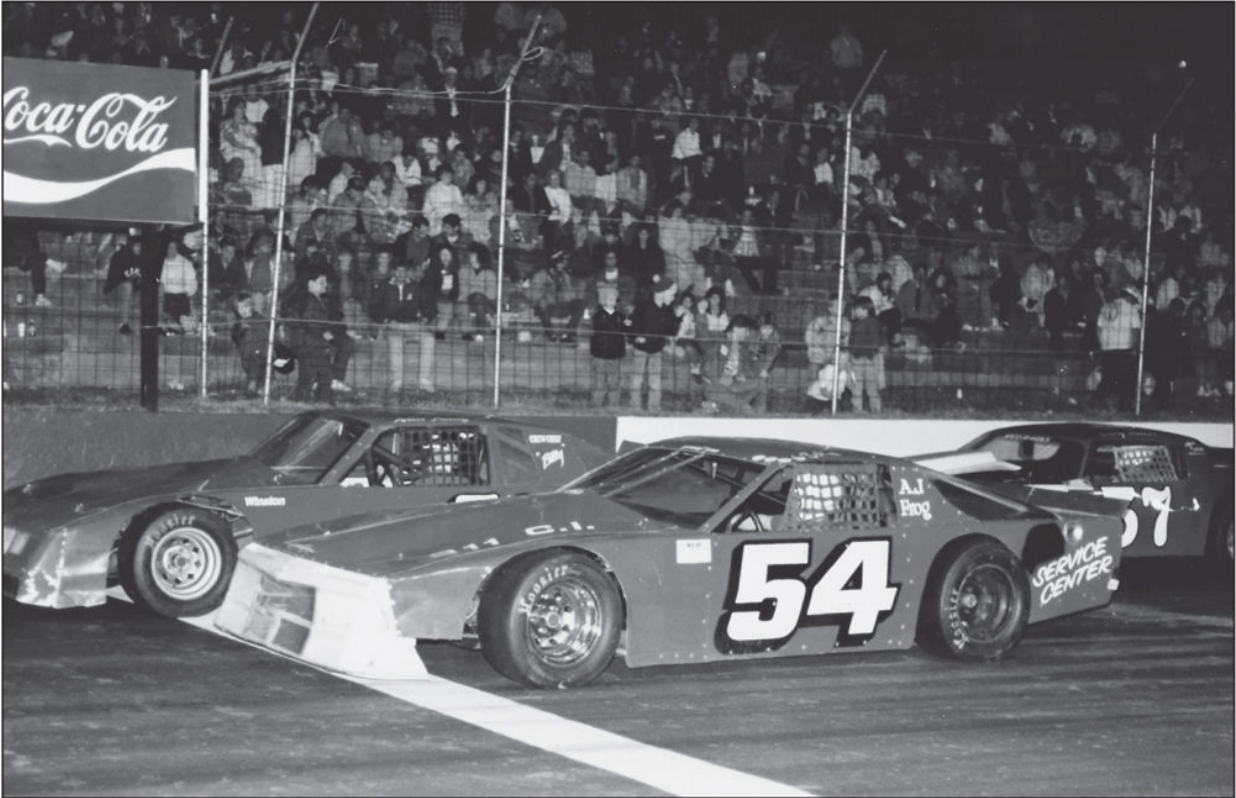


Jack Ingram (No. 11) of Asheville, North Carolina, won many races at Greenville-Pickens, including the 1983 Coca-Cola 200 in which he outpaced Butch Lindley, Dale Jarrett, Morgan Shephard, and Rick Mast in a 26-car field. Known as the “Iron Man,” Ingram won 31 races while competing for 10 seasons in the NASCAR Busch (now Nationwide) Series and claimed series championships in 1982 and 1985. He was inducted into the International Motorsports Hall of Fame in 2007. (Courtesy of GPS archives.)





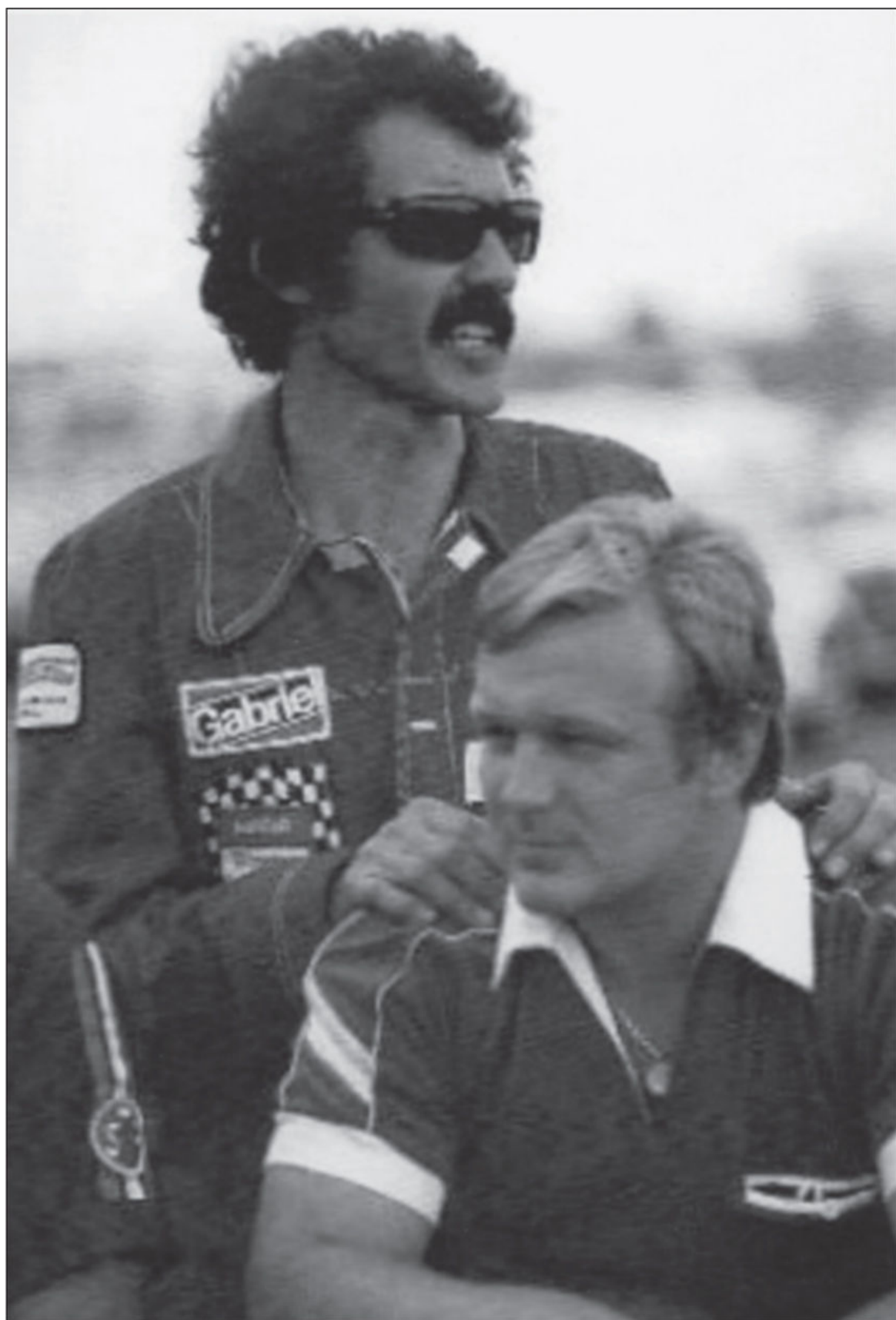
Local racing writer Reese Fant interviews Jack Ingram following a victory at Greenville-Pickens Speedway. Much like Fant, who remains a fixture at GPS, Ingram was a regular sight for years at the track, where he won the Coca-Cola 200 in 1983, edging Butch Lindley and Dale Jarrett. (Courtesy of Reese Fant.)



There have been several father-son combinations compete at Greenville-Pickens, including Bob Pressley and his son Robert. The Pressleys, of Asheville, North Carolina, found the speedway to their liking, and Robert won the track championship in 1988. That season, they even went head to head, as evidenced by the lineup for a Saturday night main event with father Bob (No. 54) on the pole and son Robert on the outside. (Courtesy of GPS archives.)



This 1987 Enduro race attracted more than 100 cars in what is regarded as the largest race ever at Greenville-Pickens Speedway. Gary Satterfield (No. 24) of Greenville started in the 74th position in his 1971 Monte Carlo and, despite being two laps down at one point, ended up winning the race. (Courtesy of Joe Satterfield.)

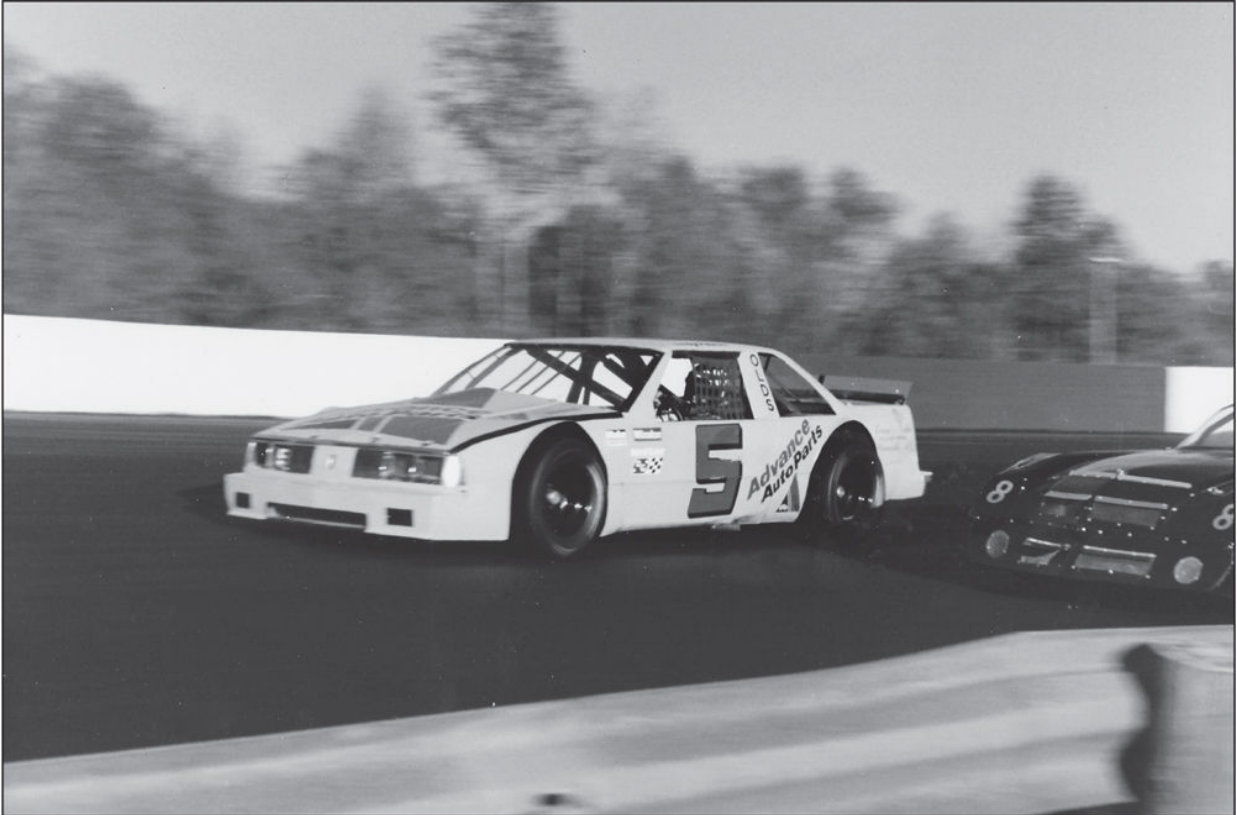




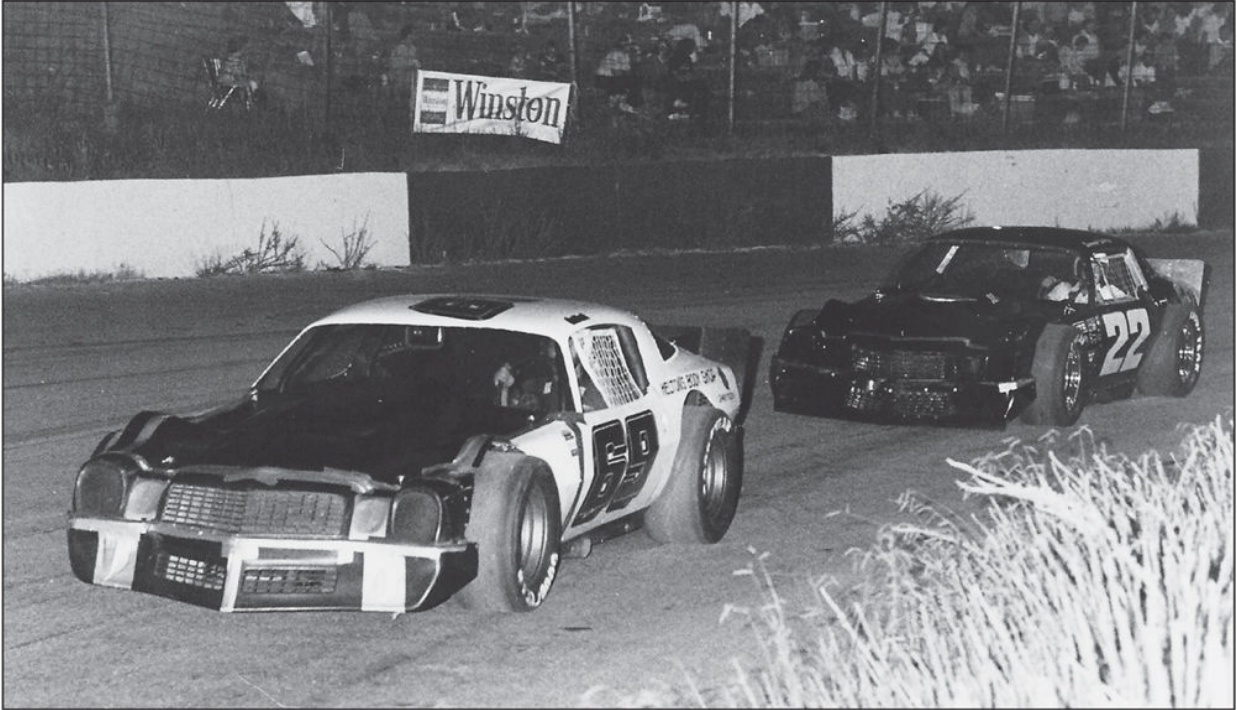
Richard Petty (left) and Butch Lindley were close friends and regular competitors at Greenville-Pickens Speedway. Petty won a record 200 NASCAR Sprint Cup Series races during his career, and six of those triumphs came at GPS between 1962 and 1971. His victory at GPS on June 24, 1967, was the 26th of his record 27 victories that year. Lindley, the late short-track specialist from Greenville, won more than 500 races at various speedways during his career.



Jody Ridley raced at Greenville-Pickens frequently in the 1980s and 1990s after a stint in the NASCAR Sprint Cup Series. He celebrated a victory in the Kent Gault Mobile Home Sales 200 on May 1, 1993, after driving his No. 98 Ford to a triumph over Scot Walters and Mike Cope, among others. (Courtesy of GPS archives.)



Andy Petree (No. 5) has run the gamut in NASCAR circles. The Hickory, North Carolina, native has been a car owner, a driver, a crew chief for Dale Earnhardt, and most recently a commentator for ESPN's NASCAR broadcasts. But, in 1998, he was all about driving, and he made Greenville-Pickens a regular stop. Petree won a race and often battled local legend Donnie Bishop in feature events. (Courtesy of GPS archives.)

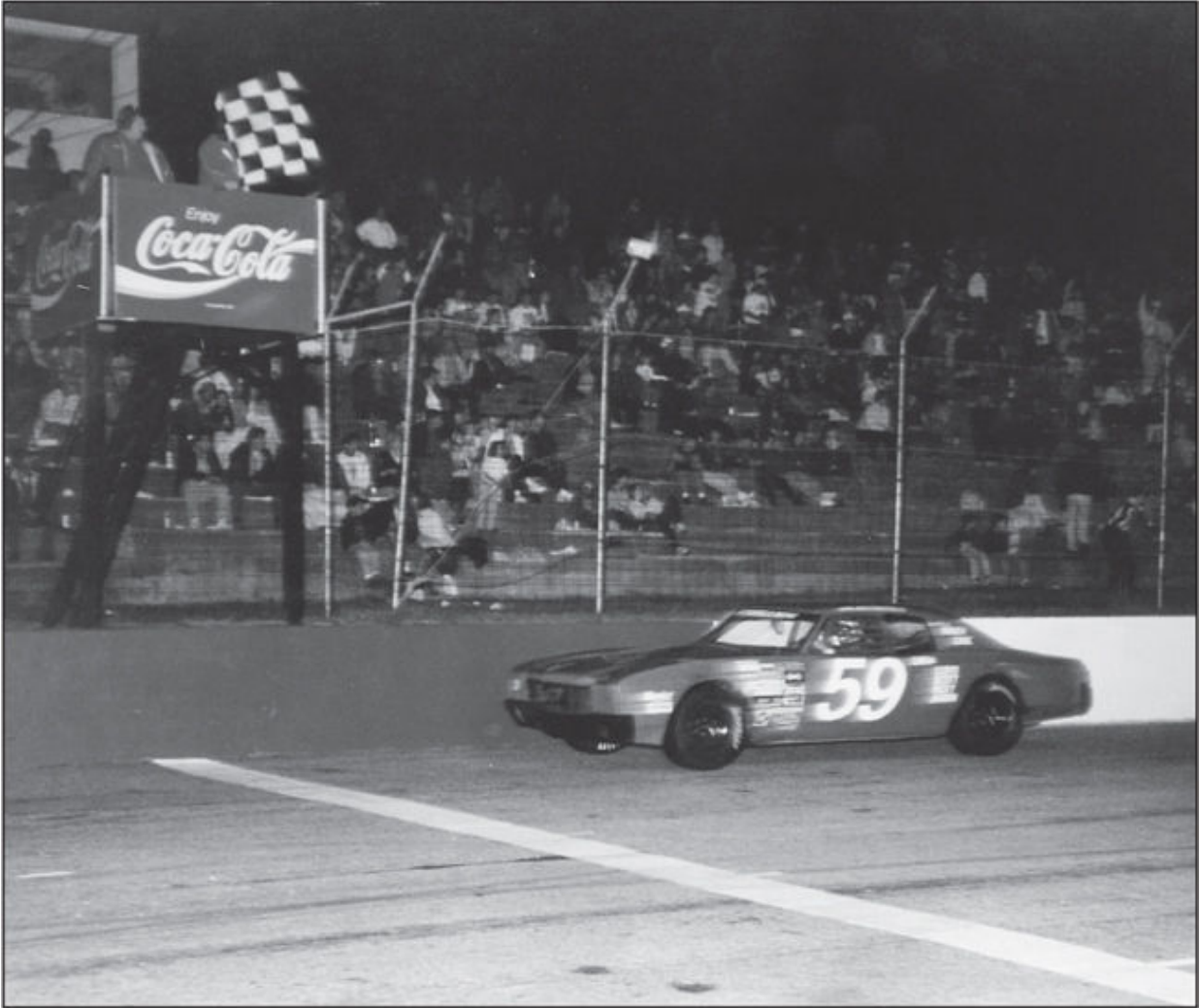


Greenville driver Arthur Pace (No. 69) leads Donnie Bishop (No. 22) during the September 25, 1980, Shrine Race at Greenville-Pickens Speedway. Pace was a longtime favorite at the track and cracked the top-10 point leaders on several occasions in a career that spanned both the dirt and asphalt eras of the speedway. (Courtesy of GPS archives.)





Donnie Bishop (right) celebrates in victory lane after winning the 1980 Shrine Race at GPS. Bishop, one of just two drivers to win six track championships at GPS, is the winningest all-time driver at the track with more than 50 career victories. (Courtesy of GPS archives.)



Greenville's Joe Satterfield takes the checkered flag to win a Super Stock race in 1997, his second year of competing in that division. Satterfield has been a mainstay at Greenville-Pickens for more than 25 years and owns victories in Street Stock, Chargers, and Sportsman Divisions. (Courtesy of Joe Satterfield.)

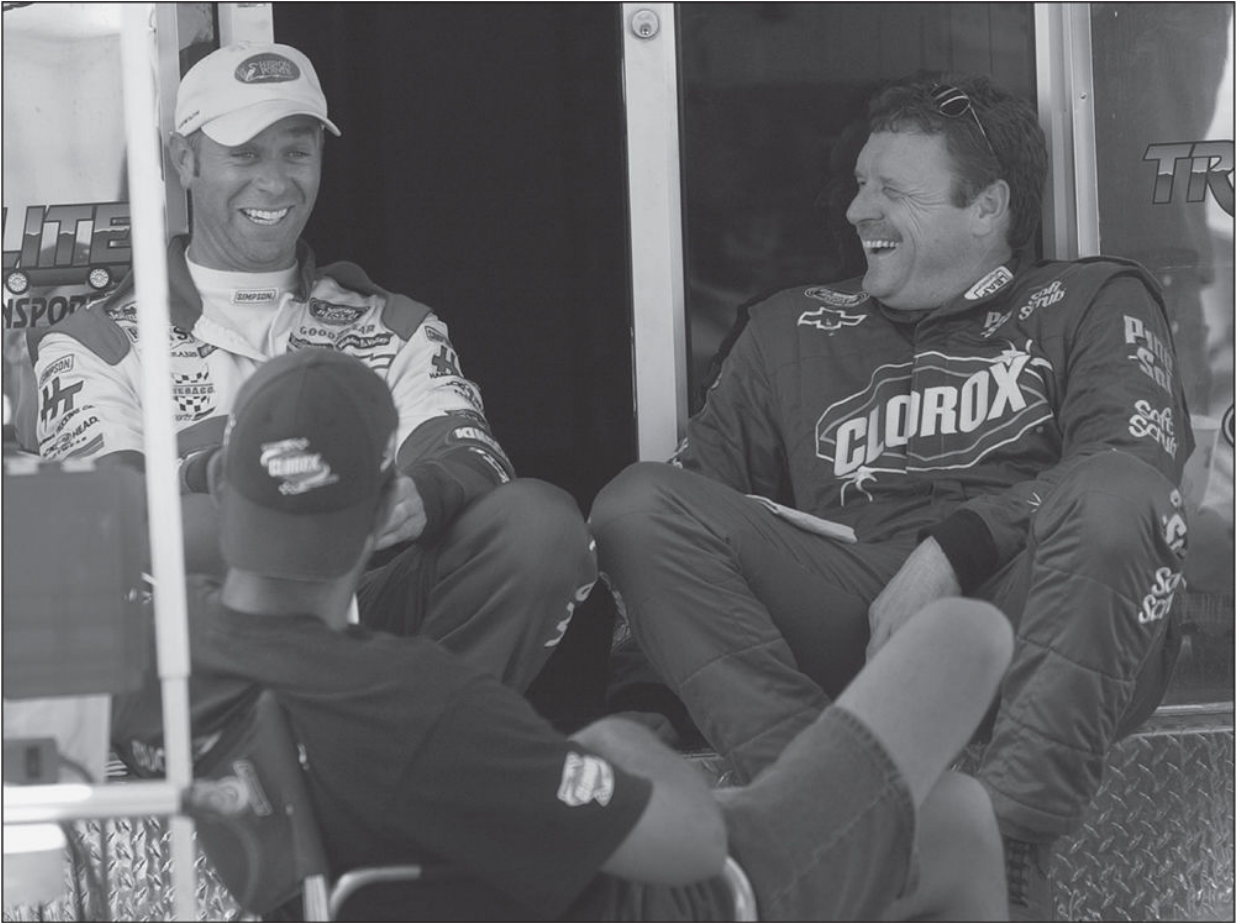


Mike Laughlin Jr., of Simpsonville, and his father, Mike Sr., celebrate the younger McLaughlin's victory in the All-Pro Road to Charlotte race at GPS in 1997. Looking on (back left) is the late John Moose, the longtime head of marketing for Charlotte Motor Speedway. (Courtesy of GPS archives.)



Asheville, North Carolina, driver Robert Pressley, who won the track championship at Greenville-Pickens in 1988, broke into the NASCAR Sprint Cup Series in 1994 but continued to come back to one of his favorite short tracks for testing. (Courtesy of Richard Shiro.)





Robert Pressley (right) and fellow driver Steve Compton (left) take a break during testing laps at Greenville-Pickens Speedway in 1997. Pressley's son Coleman has continued the family's three-generation tradition at GPS, as he races periodically at the Upstate track. (Courtesy of Richard Shiro.)



Greenville's Greg Porter dabbled in trucks in the late 1990s and fared well. He won this race in 1998 at Greenville-Pickens despite missing qualifying and starting at the rear of the 30-car field. (Courtesy of GPS archives.)

*Six*

LADIES ,  
START YOUR ENGINES

*Nobody wanted us out there. They didn't think we belonged.*

—Louise Smith



Brandi Davis (No. 96) wears her sentiments on her sleeve—or at least across the back of her race car. Davis, of Pumpkintown, South Carolina, is one of several female drivers who have raced at Greenville-Pickens Speedway in recent years. (Courtesy of Richard Shiro.)



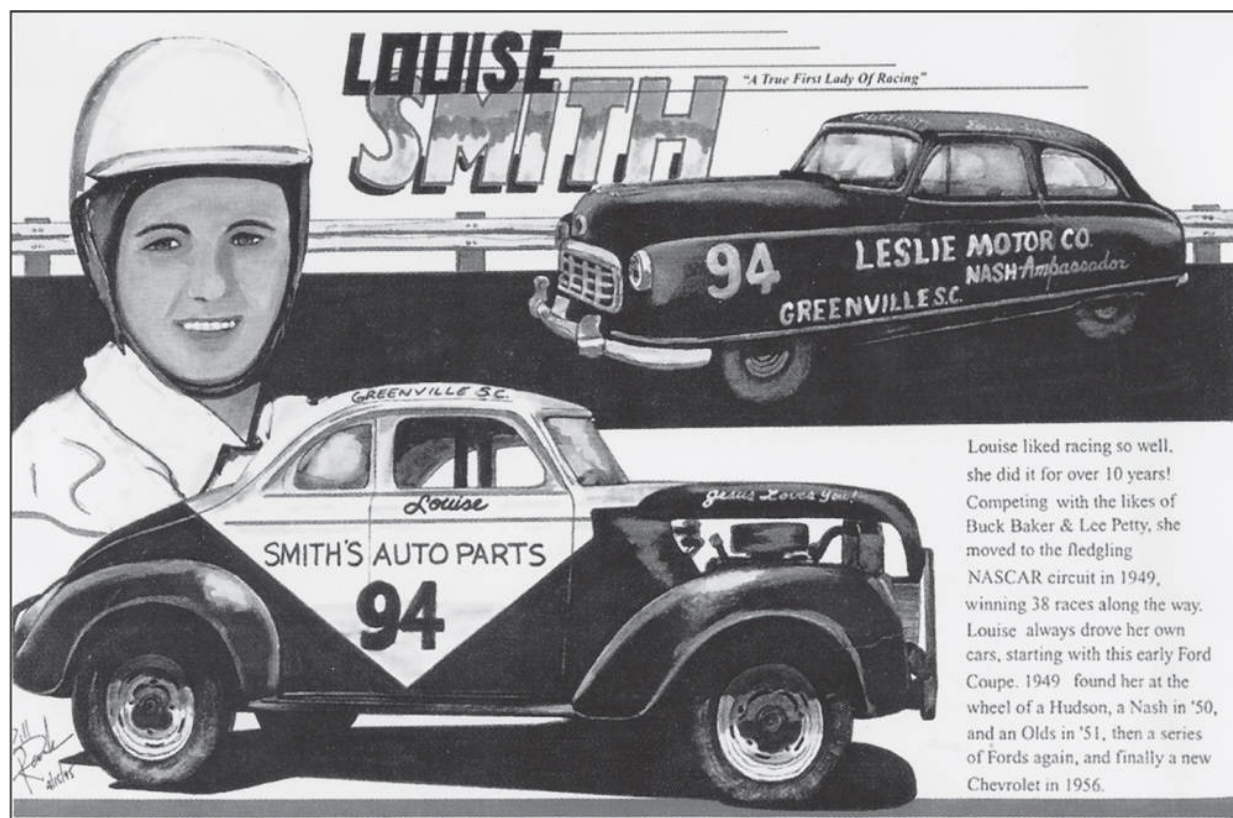


Greenville's Louise Smith became smitten with the prospect of racing after witnessing the first race at Greenville-Pickens Speedway in 1946. By the second race, she was ready to go. Smith already had experience at

outrunning the local authorities while transporting moonshine, and her husband, Noah, ran a junkyard, so she had little trouble making the transition to the track. (Courtesy of Lib Owens.)



Louise Smith (No. 94), who was never be accused of shying away from publicity, strikes a pose with her race car in front of the Greenville-Pickens grandstand in the late 1940s. Smith competed head to head against some of the best drivers of the era, including Buck Baker, Lee Petty, Tim Flock, and Fireball Roberts. Her original 1938 Ford (No. 94) resides at Daytona 500 Experience. (Both, courtesy of Lib Owens.)



Louise liked racing so well, she did it for over 10 years! Competing with the likes of Buck Baker & Lee Petty, she moved to the fledgling NASCAR circuit in 1949, winning 38 races along the way. Louise always drove her own cars, starting with this early Ford Coupe. 1949 found her at the wheel of a Hudson, a Nash in '50, and an Olds in '51, then a series of Fords again, and finally a new Chevrolet in 1956.



# FEARLESS

THE STORY OF  
**RACING LEGEND**  
\* LOUISE SMITH \*



**BARB ROSENSTOCK**

ILLUSTRATED BY **SCOTT DAWSON**

Louise Smith (No. 94), who was inducted into the International Motorsports Hall of Fame in 1998, continued to add to her legend even after her death in 2006. She was the subject of a children's book titled *Fearless: The Story of Racing Legend Louise Smith*, published in 2010. (Courtesy of Lib Owens.)



Bill France Sr. and Louise Smith remained close throughout both of their careers. It was France who discovered Smith when he was searching for a female driver to add a spark to his early races in 1946. When he asked some local Greenville residents if they knew a woman who was “a little crazy,” they obliged by offering Louise’s name. Fans certainly found her intriguing but also ambitious and heavyfooted—she ended her career with 38 victories. (Courtesy of Lib Owens.)



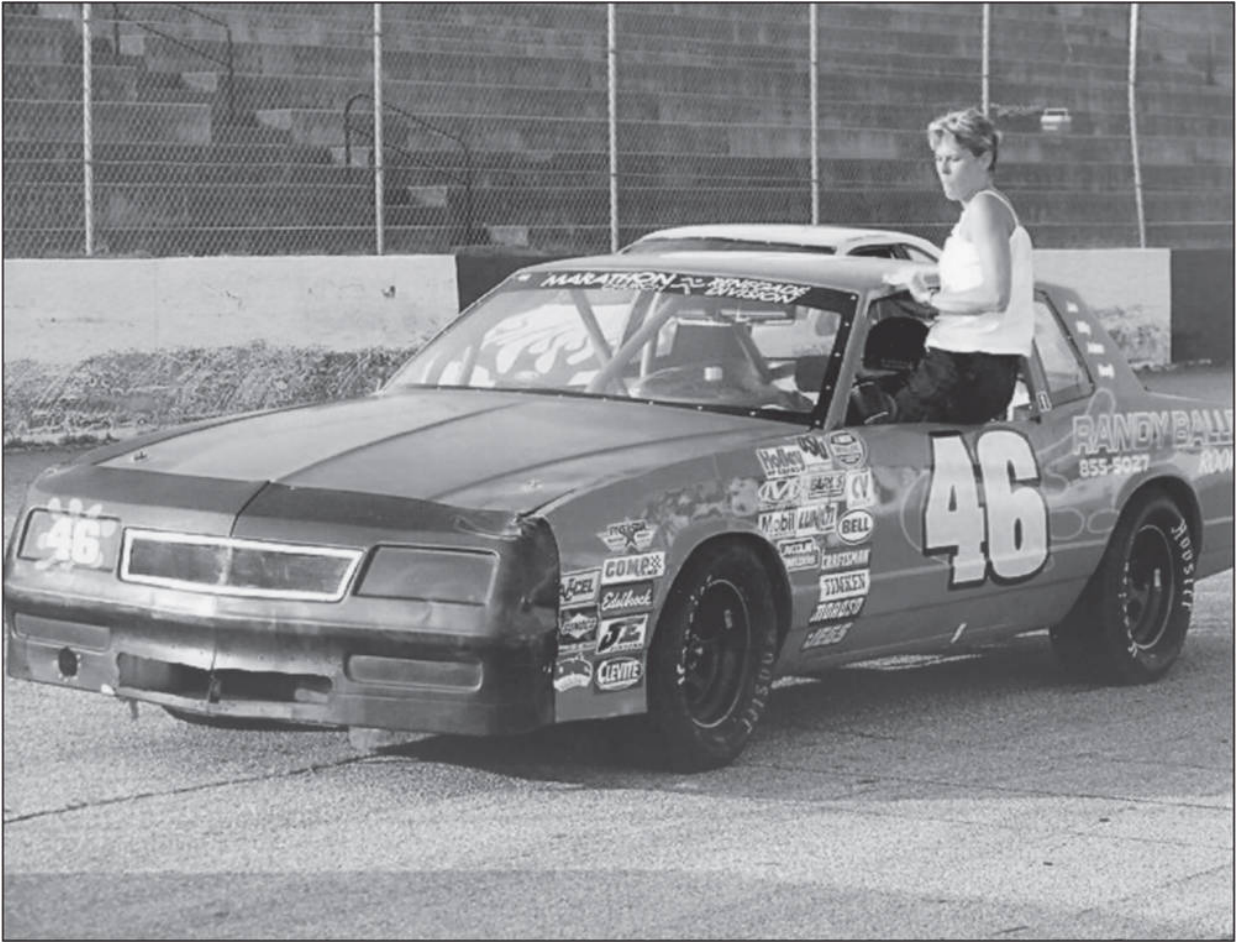


Louise Smith's (No. 94) racing career spanned only a couple of decades, but her legend is everlasting; not bad for a driver who had no idea that the checkered flag meant the race was over and continued to do laps well after her first race was complete. Smith remained active after her retirement, traveling to races far and wide and appearing on several national television programs, including *What's My Line* , the *Today Show* , and *Late Night with David Letterman* . (Courtesy of Lib Owens.)

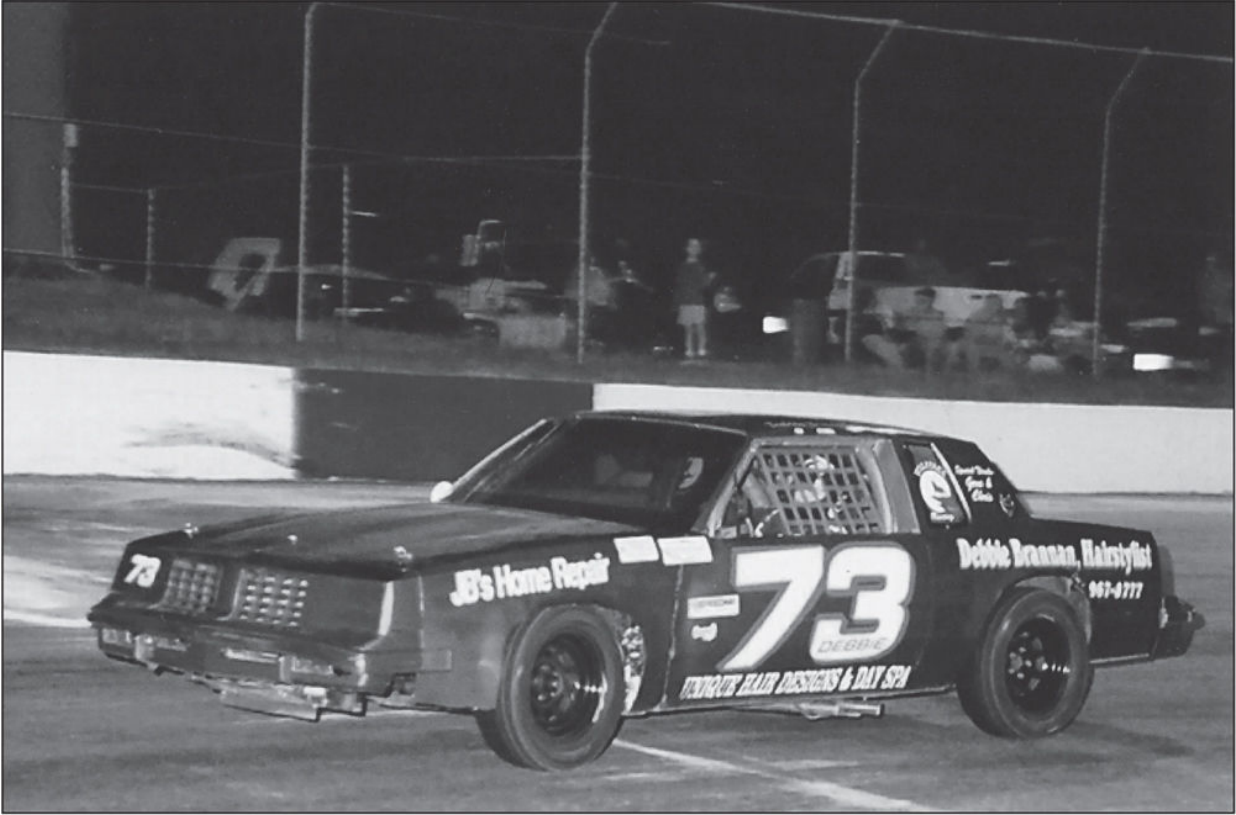


Kathy Hendricks, of Anderson, South Carolina, was able to accomplish a feat Louise Smith never did: win a race at Greenville-Pickens Speedway. Hendricks became the first female driver ever to win a race at the track when she topped a field of Chargers in 1991. Her success should not have come as a surprise. Hendricks began racing at the tender age of 14, following in the footsteps of her father, Clyde Hendricks, who competed in both the Charger and Hobby Divisions at GPS in the 1960s. (Courtesy of Kathy Hendricks.)

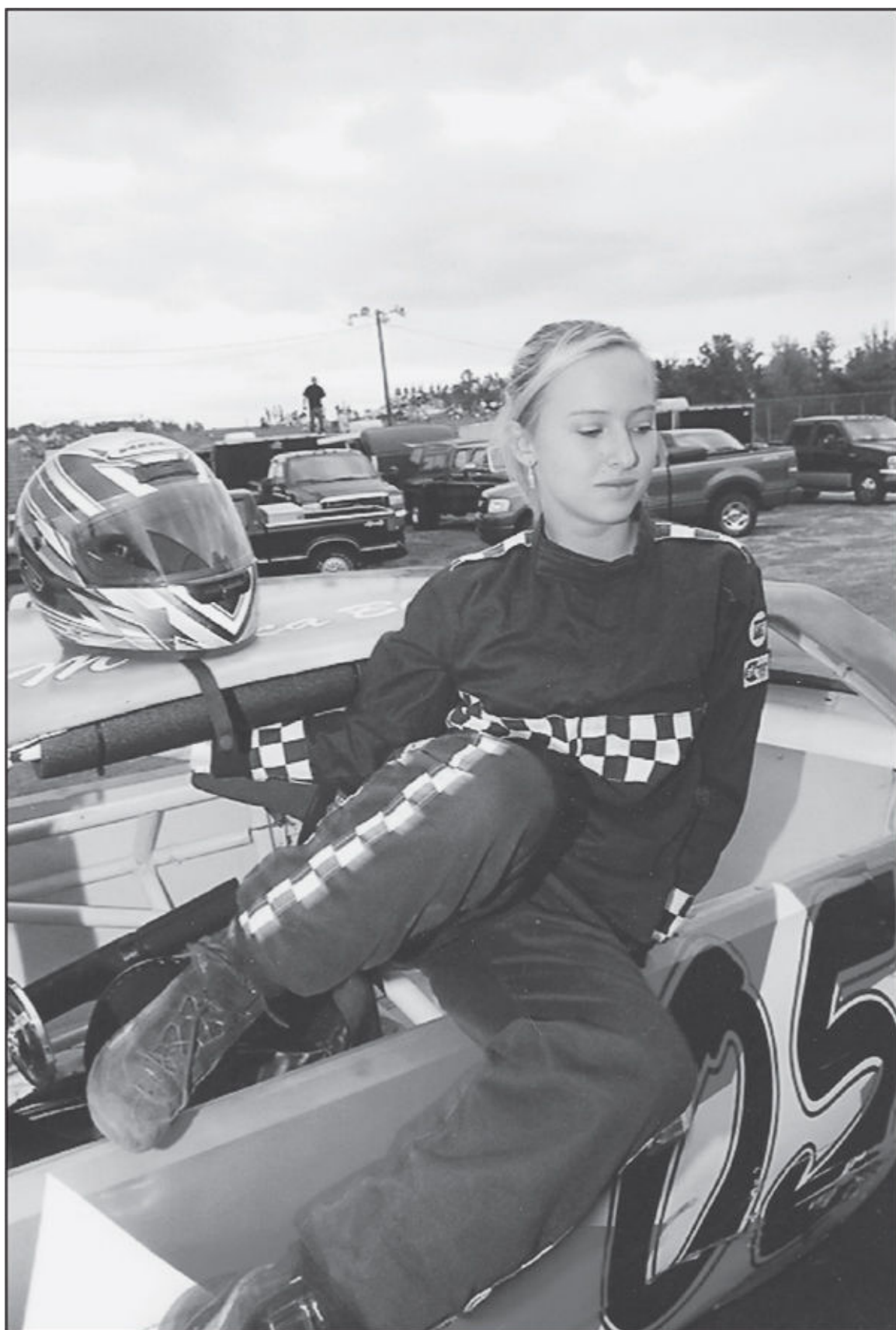




Greenville's Christy Kelley began racing at Greenville-Pickens in 2002 and has competed in both the Charger and Late Model Divisions on a regular basis since. Her best finish to date in the Charger is fourth, while her top finish in Late Model is sixth. Kelley drives a blue No. 46 Monte Carlo in honor of her father, who also drove No. 46 during his racing days. (Courtesy of Christy Kelley.)



Debbie White (No. 73) does hair during the week but likes the wind in her hair on weekends, which may explain her affinity for racing. White, of Simpsonville, is a relative newcomer at Greenville-Pickens, but she has raced in the Charger Division at the track since 2009. She got into the sport courtesy of her brother and father, both of whom have raced at local dirt tracks. (Courtesy of Debbie White.)



Monica Blount of Greenville competed for just one season at Greenville-Pickens but won a race in the Renegades Division. She drove a 2008 Pontiac (No. 05) and ranked among the leaders in the division throughout the 2010 season. (Courtesy of Richard Shiro.)



Rough on the nails? Apparently not for Amanda Lynch. In 2004, Lynch, of Easley, became the first female to race in the Late Model Division at Greenville-Pickens Speedway in 40 years. She fared well, cracking the top 10 on numerous occasions. (Courtesy of Richard Shiro.)





Amanda Lynch (No. 01) prepares for a race in July 2009. When Lynch won her first race, a Charger victory in 2002, she received a standing ovation from the crowd at Greenville-Pickens Speedway. (Courtesy of GPS archives.)



Easley's Tasha Kummer (No. 35), age 27, comes by her affinity for racing naturally, as she is the younger sister of three-time GPS track champion Randy Porter and began racing go-karts at age 12. She has made a steady progression to the Late Model ranks and has competed in the speedway's top division for the past four years. In 2012, she posted a career-best fourth-place finish. (Courtesy of Tasha Kummer.)

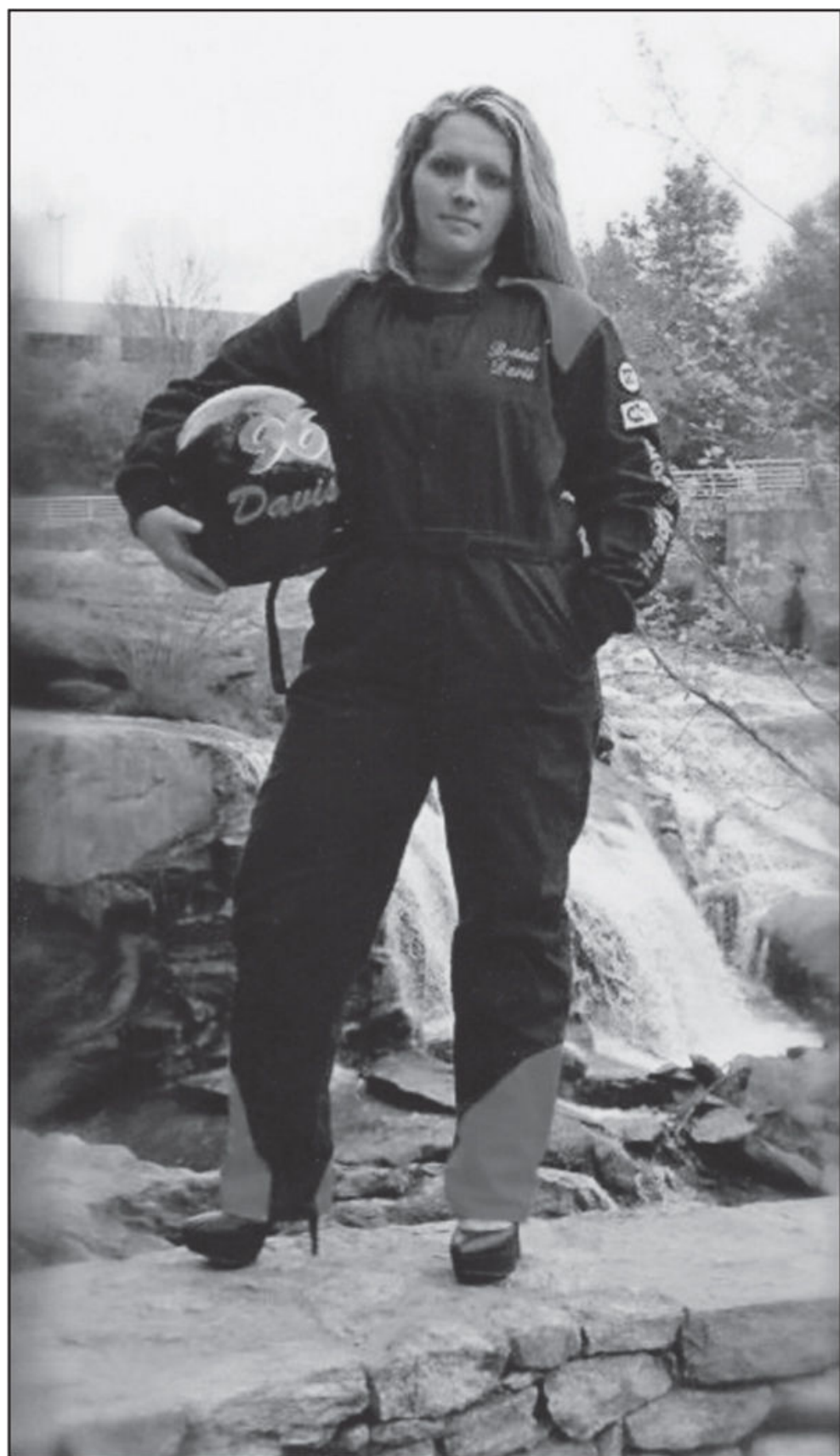


Julia Dawson, a University of Texas graduate and Lone Star State native, has made a transition to the Upstate of South Carolina, specifically the Greenville-Pickens Speedway. She has competed for two years in the Renegades Division and has cracked the top 10 multiple times. An engineering major, she hopes to continue a career in racing, if not as a driver, then perhaps as a designer. (Courtesy of Richard Shiro.)





Rebecca Kasten (No. 5) moved from Wisconsin to Huntersville, North Carolina, to be closer to racing and many of the short tracks that will help boost her career, including GPS. She began competing in go-karts at a young age but did not move up to stock cars until 2007. But, when she did, she did so in a big way, racing in 41 short-track races as a rookie. In 2009, she raced in 12 ASA Late Model events and tallied six top-10 finishes. (Courtesy of Richard Shiro.)



Brandi Davis experienced her first year of competitive racing in 2012 and has plunged in wholeheartedly. Davis, of Pumpkintown, South Carolina, competes in the Charger Division and already has a best finish of seventh at Greenville-Pickens and fourth at nearby Anderson Motor Speedway. Her father, Tom, raced for 14 years on local dirt tracks, and her brother Tommy races locally on asphalt at GPS and Anderson. (Courtesy of Brandi Davis.)

*Seven*

## TODAY 'S TOP TALENTS

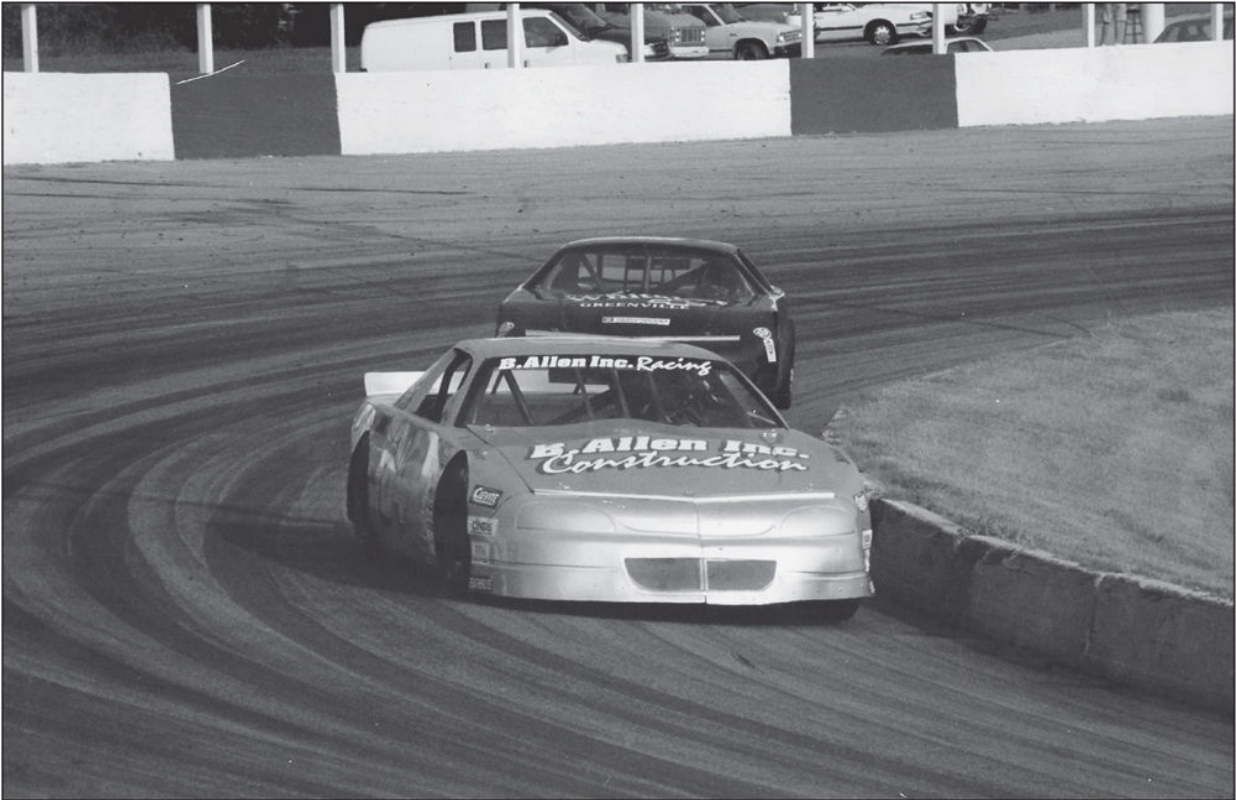
*I got married on August 18th, so I made my car No. 18. That way,  
I'll never have an excuse for forgetting our anniversary."*

—David Roberts





Race steward Cary Hardin resembles a traffic cop as Late Model entries take a pace lap prior to the Rock 101 Twin 50s on July 12, 2008, at Greenville-Pickens Speedway. Racing at GPS typically unfolds every Saturday from April through September, weather permitting. (Courtesy of Richard Shiro.)



Donnie Bishop sets the early pace during a late-1990s race at Greenville-Pickens Speedway. Bishop has stood the test of time, having raced in Late Model events at GPS since 1971. He claimed his first victory in 1978. (Courtesy of Christy Kelley.)



Sean Caisse guided his Chevy to victory in the American Revolution 150, a NASCAR K&N Pro Series East race held on June 10, 2006. Caisse, of Pelham, New Hampshire, went on to post eight top-10 finishes on the circuit that year and finish second in points. (Courtesy GPS archives.)

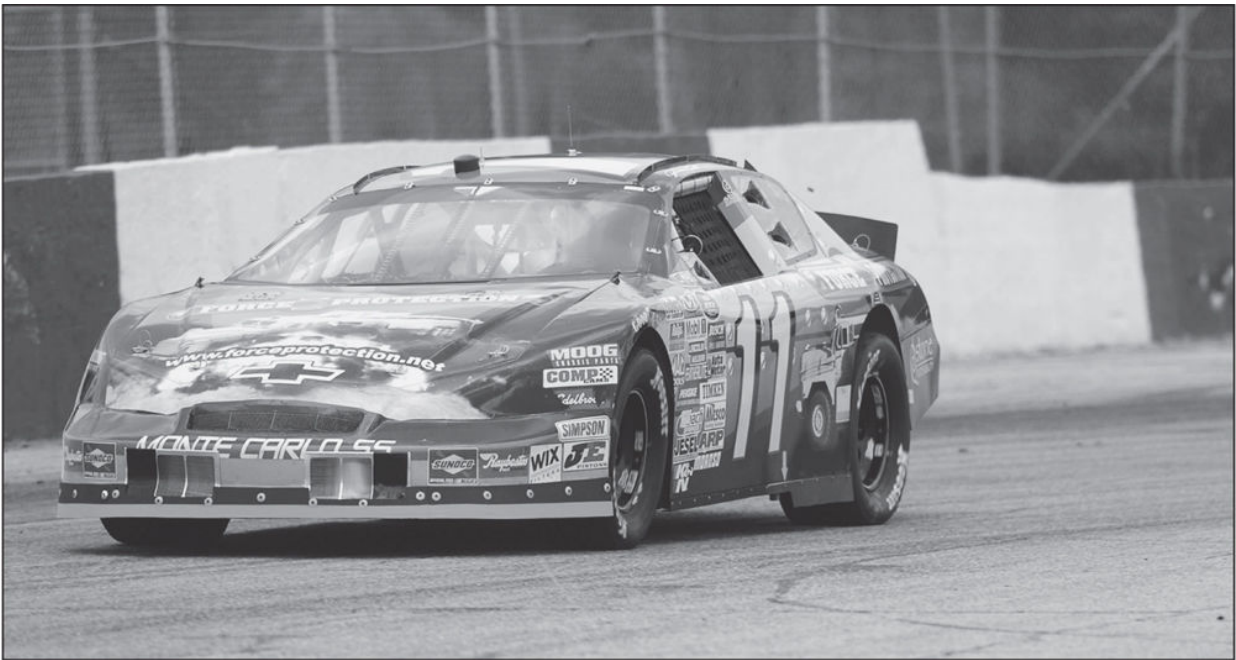




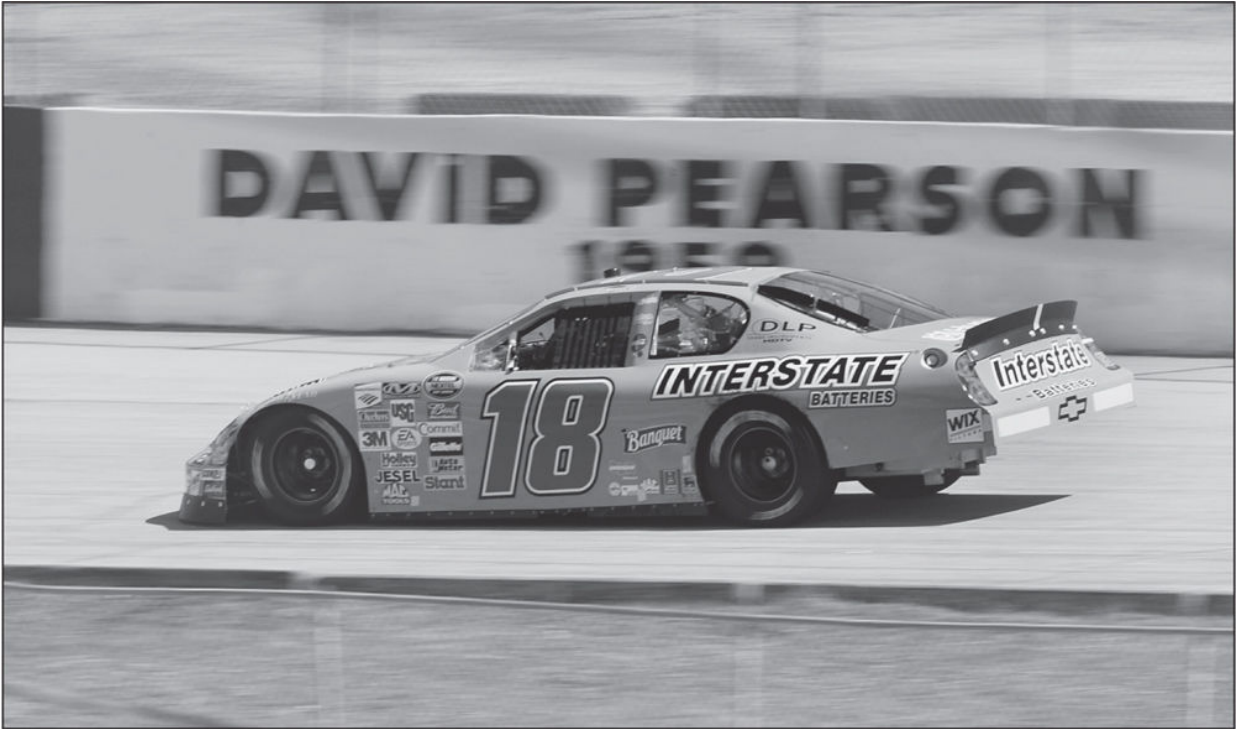
David “The Rocket” Roberts, of Simpsonville, has been racing at Greenville-Pickens since 1990 when he debuted with a J.B. Day–owned car. He finished strong that season, winding up third in points behind track champ Marty Ward, but he did not return to a full schedule until 1998. Although Roberts was third in points in 2004 and second in 2006, his breakthrough year was 2007, as he won seven races, finished in the top three in every race except one, and claimed his first and only points title. (Courtesy of Richard Shiro.)



Although he was racing Late Models by the age of 16, Greenville's Jason Keller did not race much at Greenville-Pickens, preferring to focus on dirt tracks while driving the Chevy owned by Easley's Jack Finley. Keller experienced much success and later came to GPS for numerous testing sessions while he was competing in the NASCAR Nationwide Series, including this one in 2007. (Courtesy of Richard Shiro.)



Jason Keller (No. 11) competed in 520 NASCAR Nationwide Series events over 20 seasons from 1991 and 2010 and was the first driver to make 500 career starts on the circuit. Keller posted 10 wins, won 11 poles, and had 175 top-10 finishes in the NASCAR Nationwide Series. (Courtesy of Richard Shiro.)



J.J. Yeley, who drove for Tommy Baldwin Racing in the NASCAR Sprint Cup Series in 2013, tested the No. 18 Joe Gibbs Racing Chevrolet at Greenville-Pickens Speedway in 2006. Yeley, an Arizona native, has posted eight top 10s in 178 races. (Courtesy of Richard Shiro.)





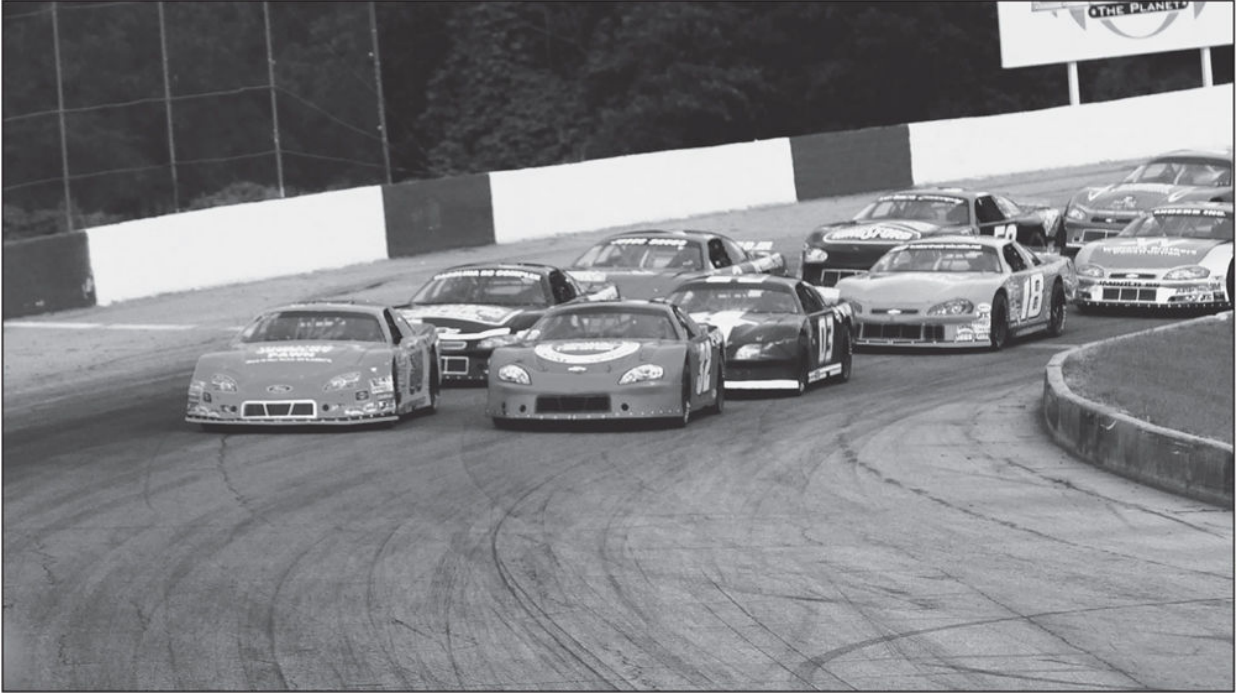
Kurt Busch (No. 2) gave the Greenville-Pickens asphalt a whirl during this 2007 testing session, one of several Penske Racing has conducted in recent years. The GPS surface and configuration prepares drivers for other short-track races such as Martinsville. (Courtesy of Richard Shiro.)



Kurt Busch describes the feel of his car following a testing session in 2007. That year, he had two NASCAR Sprint Cup victories and 10 top-10 finishes and earned a berth in the Chase for the NASCAR Sprint Cup. (Courtesy of Richard Shiro.)

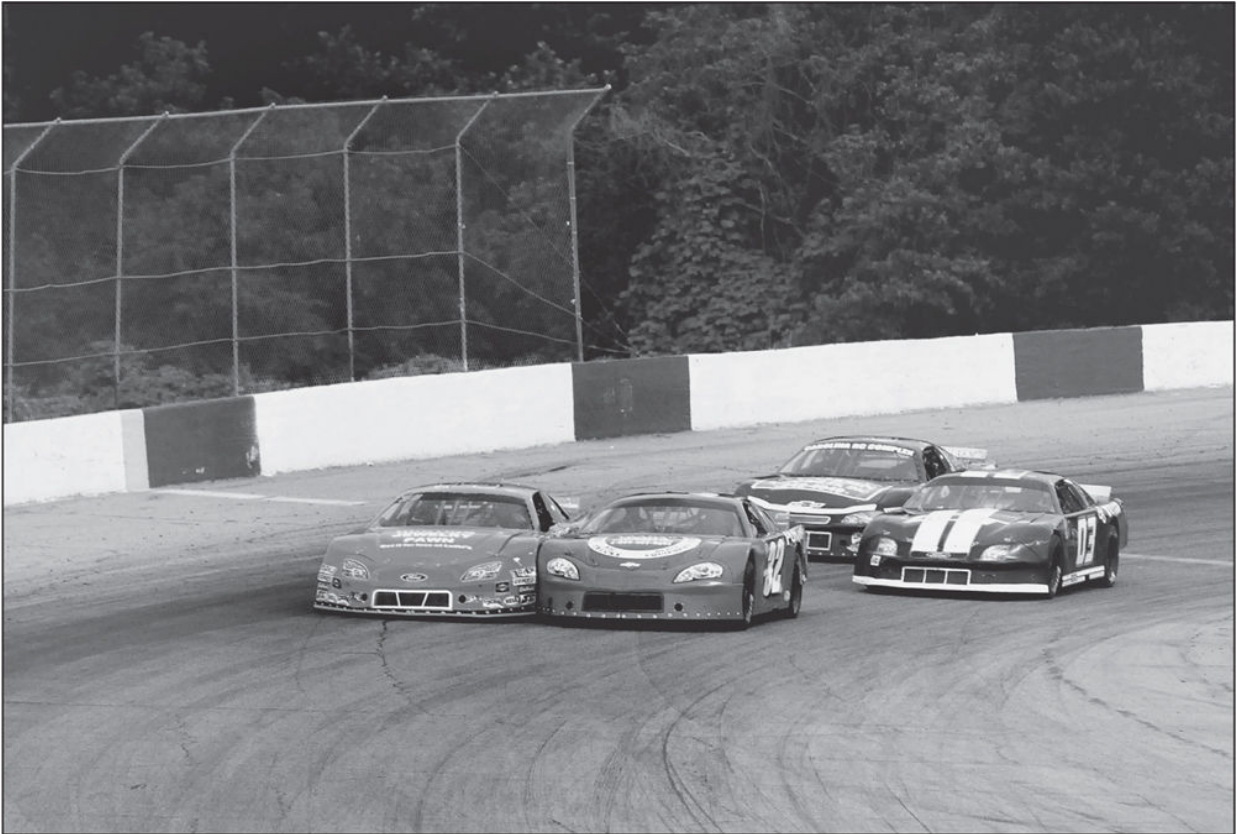


Ralph Carnes's No. 2 car gets prepped before a June 26, 2007, race at Greenville-Pickens Speedway. Carnes, of Anderson, has been a perennial contender in NASCAR Whelen All-American Series events at the track in recent years. He posted his first victory in 2007 and went on to 10 top-five finishes and a fourth-place finish in the track championship points chase that year. (Courtesy of Richard Shiro.)



It was close quarters in the early portion of a July 12, 2008, race, with all of the top contenders pushing the pace. On in the inside, Randy Porter is followed by Randy Hawkins, David Roberts, and Anthony Anders; on the outside, Marty Ward is being chased by Kenneth Headen, Ralph Carnes, and Coleman Pressley. (Courtesy of Richard Shiro.)





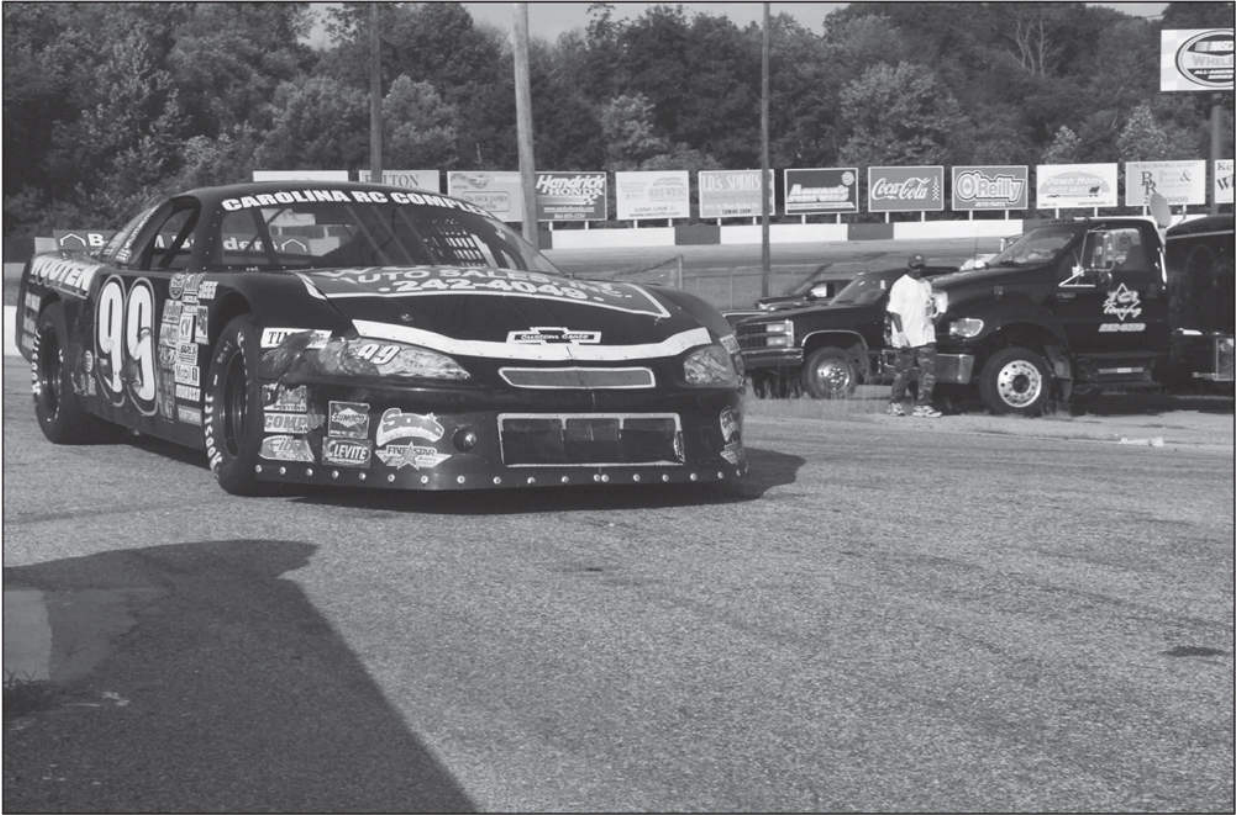
Randy Porter (No. 32) and Marty Ward go fender to fender during a 2008 race at GPS. Porter and Ward have a combined nine track championships. (Courtesy of Richard Shiro.)



Flagman Jimmy Armstrong puts out the caution as Randy Porter and Marty Ward pass during this July 12, 2008, feature at GPS. (Courtesy of Richard Shiro.)



Randy Hawkins leads the way through turn no. 2 during a July 26, 2008, NASCAR Whelen All-American Series race at Greenville-Pickens. Hawkins, of Travelers Rest, has raced at GPS since 1994 and also is an accomplished motorcycle racer with seven national Enduro titles to his credit. (Courtesy of Richard Shiro.)

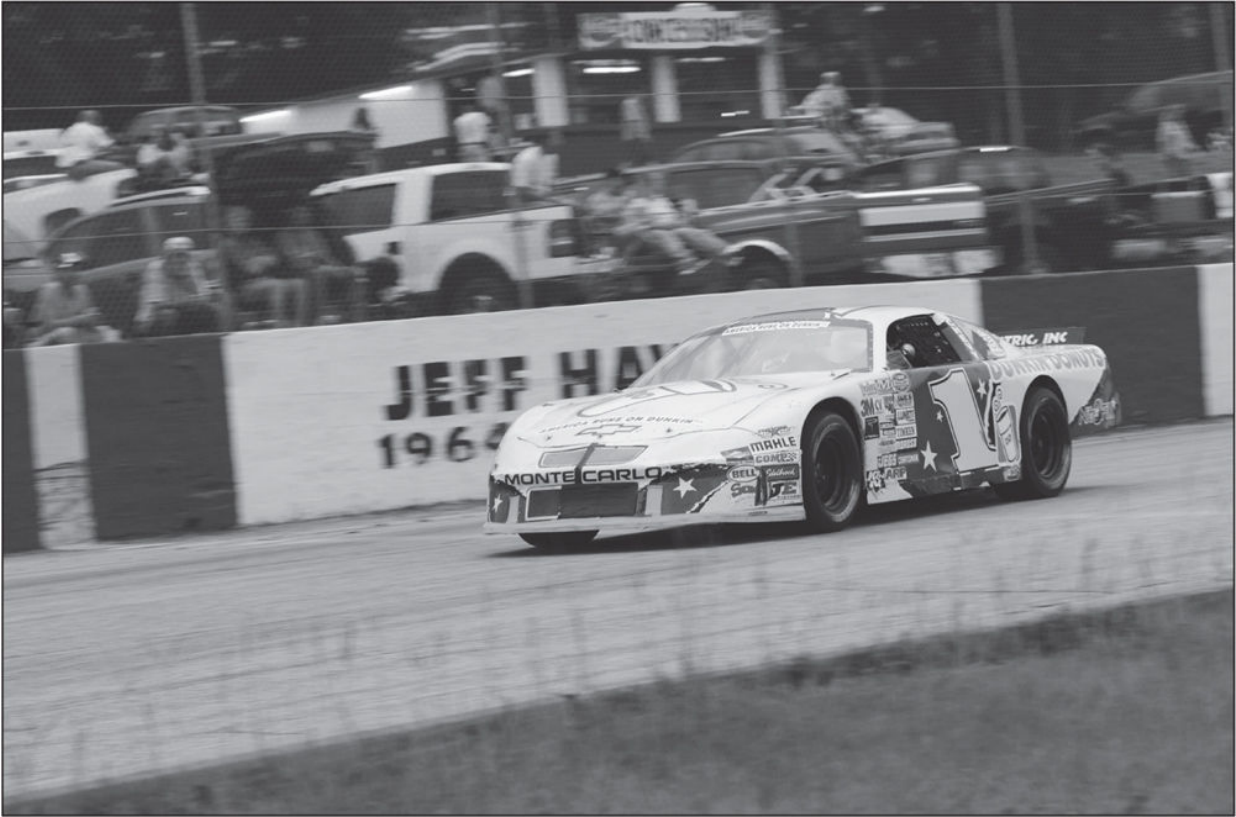


Greenville's Kenneth Headen (No. 99), the 2004 track champion, works his way around the track prior to an August 9, 2008, race. Headen also is heavily involved in the Southeast Super Trucks Series and, in 2012 he won three of 10 races and won the championship by a single point. (Courtesy of Richard Shiro.)





It was the same number (No. 99) but a different color combination for Kenneth Headen in 2009. Headen relies heavily on his crew chief, his father Gene, for continued success in a career that began in 1999. (Courtesy of Richard Shiro.)



Blair Addis (No. 1) speeds through turn no. 2 during an August 22, 2008, race at GPS. Addis, of Greenville, won a track title in 2005 but has focused primarily on boosting the careers of others in recent years. Addis owns the team that sponsors Michael Cherry, who made his debut in NASCAR's Drive for Diversity program at GPS in 2009. (Courtesy of Richard Shiro.)



Easley's Anthony Anders (No. 36) has been racing at Greenville-Pickens Speedway since 2007 and has amassed more than 20 victories in NASCAR Whelen All-American Series events. Like many of his fellow competitors, Anders got his start in racing by first competing in go-karts and then spending a few years getting to know the local dirt tracks before making the transition to asphalt. Anders's efforts culminated with him clinching his first track championship at Greenville-Pickens in September 2013. (Both, courtesy of Richard Shiro.)







Veteran driver Marty Ward (No. 38) was “only” a four-time track champion when this photograph was taken prior to a August 16, 2008, race at Greenville-Pickens. He has added two titles since, in 2008 and 2010, to match Donnie Bishop’s track record. (Courtesy of Richard Shiro.)



In a true battle of age versus youth, Marty Ward (No. 38) tries to keep Anthony Anders at bay during an August 22, 2008, GPS main event. At 48 years of age, Ward was twice Anders's age. (Courtesy of Richard Shiro.)

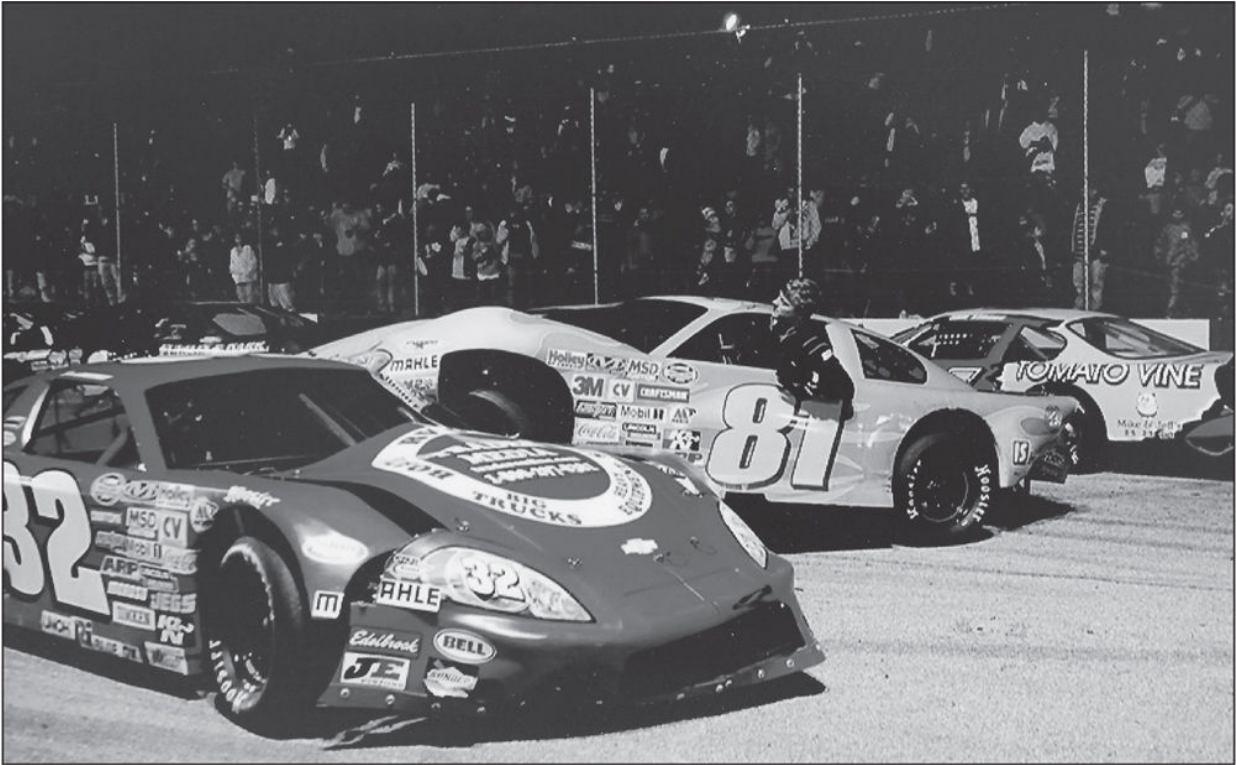


Simpsonville's David Roberts acknowledges the crowd after taking the checkered flag to win a race at Greenville-Pickens on August 1, 2009. Roberts's No. 18 serves as a constant reminder of his wedding anniversary, August 18. (Courtesy of Richard Shiro.)

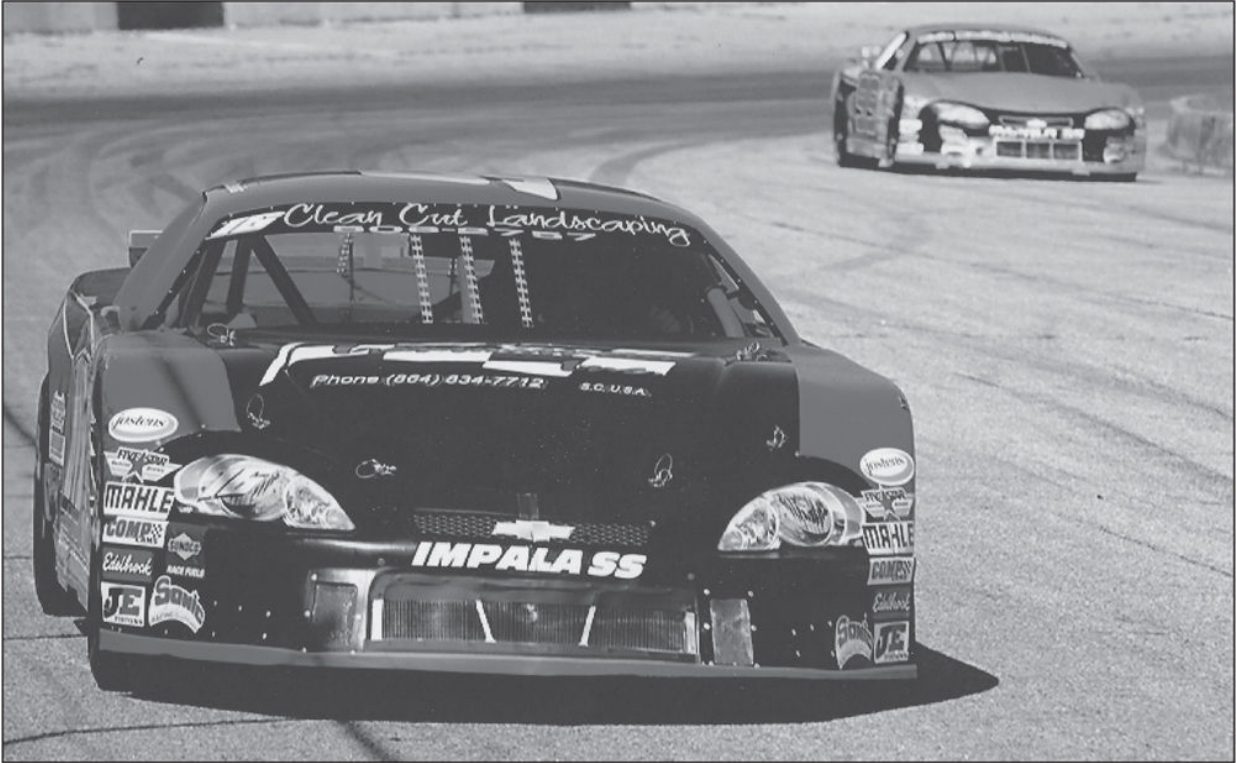


David Roberts leads again on August 15, 2009, at Greenville-Pickens. His first race was at Anderson Motor Speedway when he was 14, and in 1986 Roberts focused his racing efforts at Laurens Speedway, winning a track championship. (Courtesy of Richard Shiro.)





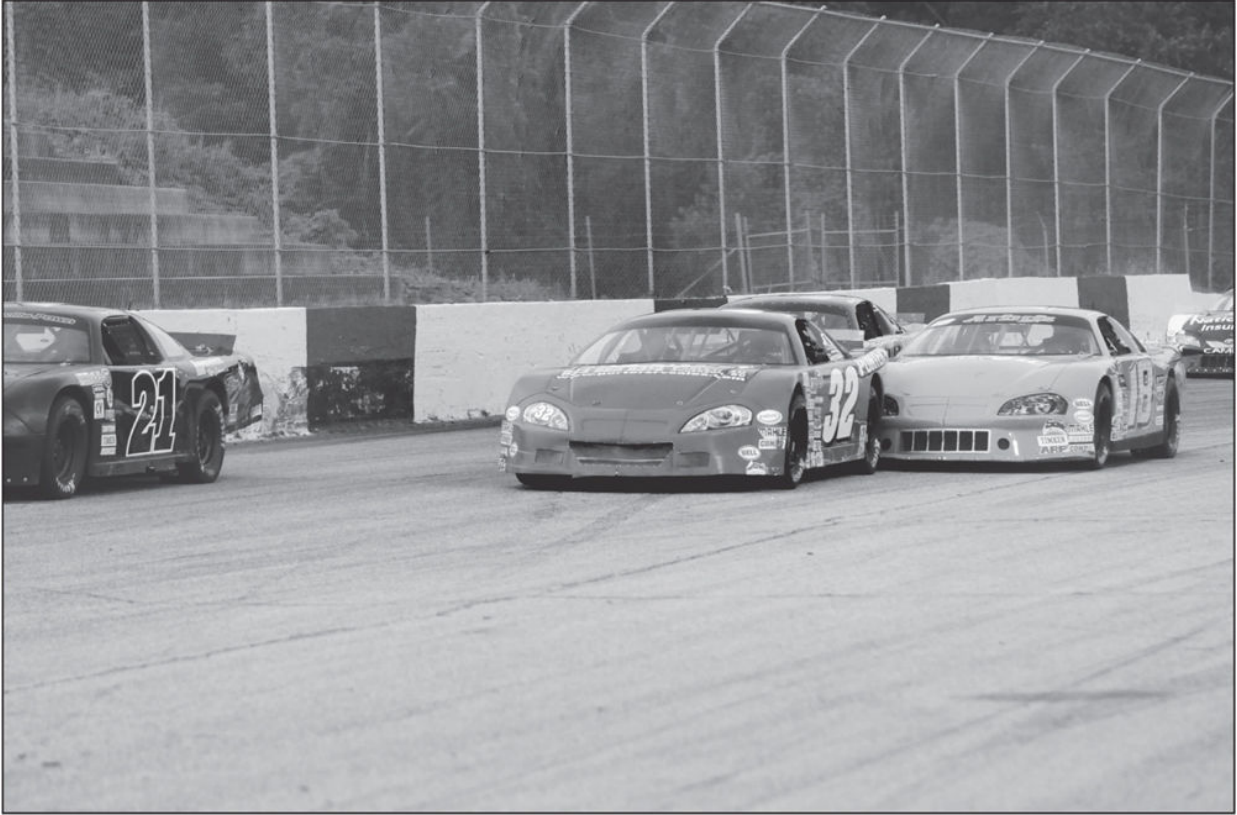
It did not take long for the caution flag to drop during this March 21, 2009, race at Greenville-Pickens. On the first lap of the race, Jeremy Burns (No. 81) and Randy Porter (No. 32) got tangled up, prompting Burns to survey the damage. Both drivers walked away from the mishap unharmed. (Courtesy of Richard Shiro.)



John Lewis Hightower (No. 16) of Travelers Rest leads Kenneth Headen down the frontstretch during a May 30, 2009, Late Model race at Greenville-Pickens Speedway. Hightower was a regular contender at the track from 2007 to 2009 and finished third in points in 2008. His father, Johnny Hightower, who runs a transmission shop near Greenville, competed at GPS from 1993 to 1998 and finished second in the points chase in 1996 and 1998. (Courtesy of Richard Shiro.)



Randy Porter opened the 2010 season at Greenville-Pickens Speedway the same way he closed it in 2009—with a victory. Porter (No. 32), the 2009 track champion, leads the field on a cool March night. (Courtesy of Richard Shiro.)

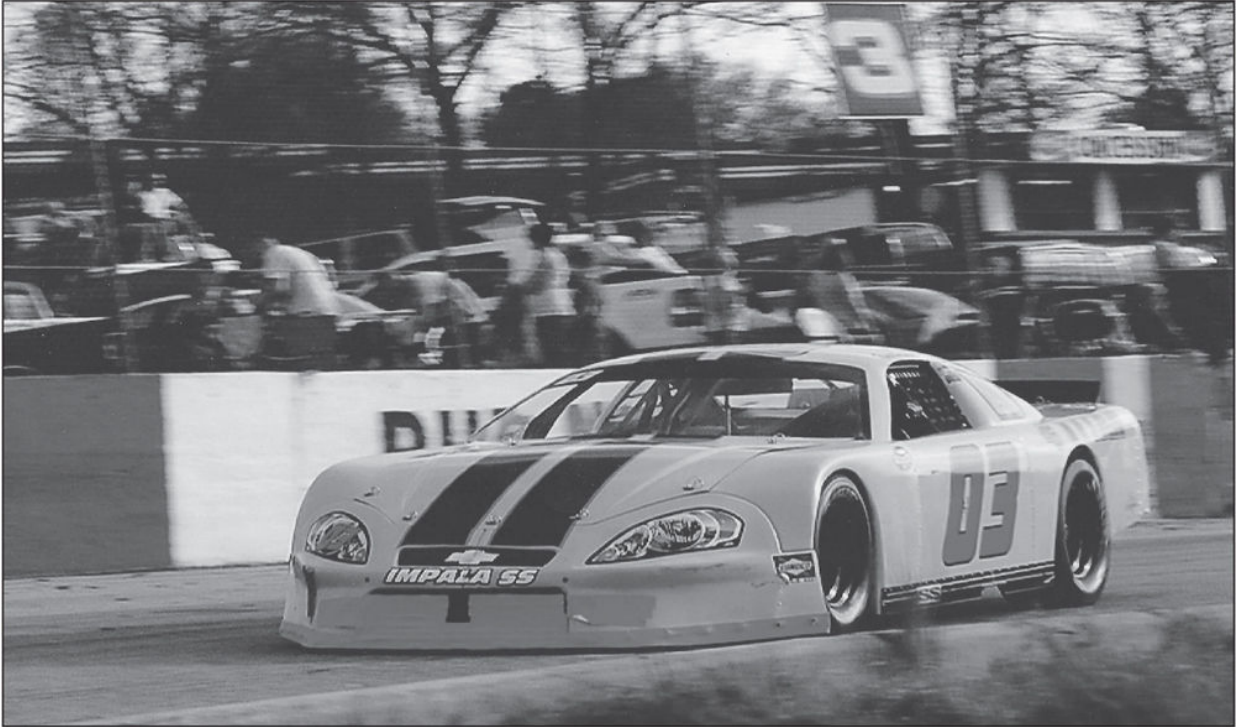


Roger Powell (No. 21) stays out of trouble near the wall as Randy Porter (No. 32) attempts to hold off David Roberts (No. 18) during a late-season race in August 2009. Powell, Porter, and Roberts each have won at least one track championship. (Courtesy Richard Shiro.)

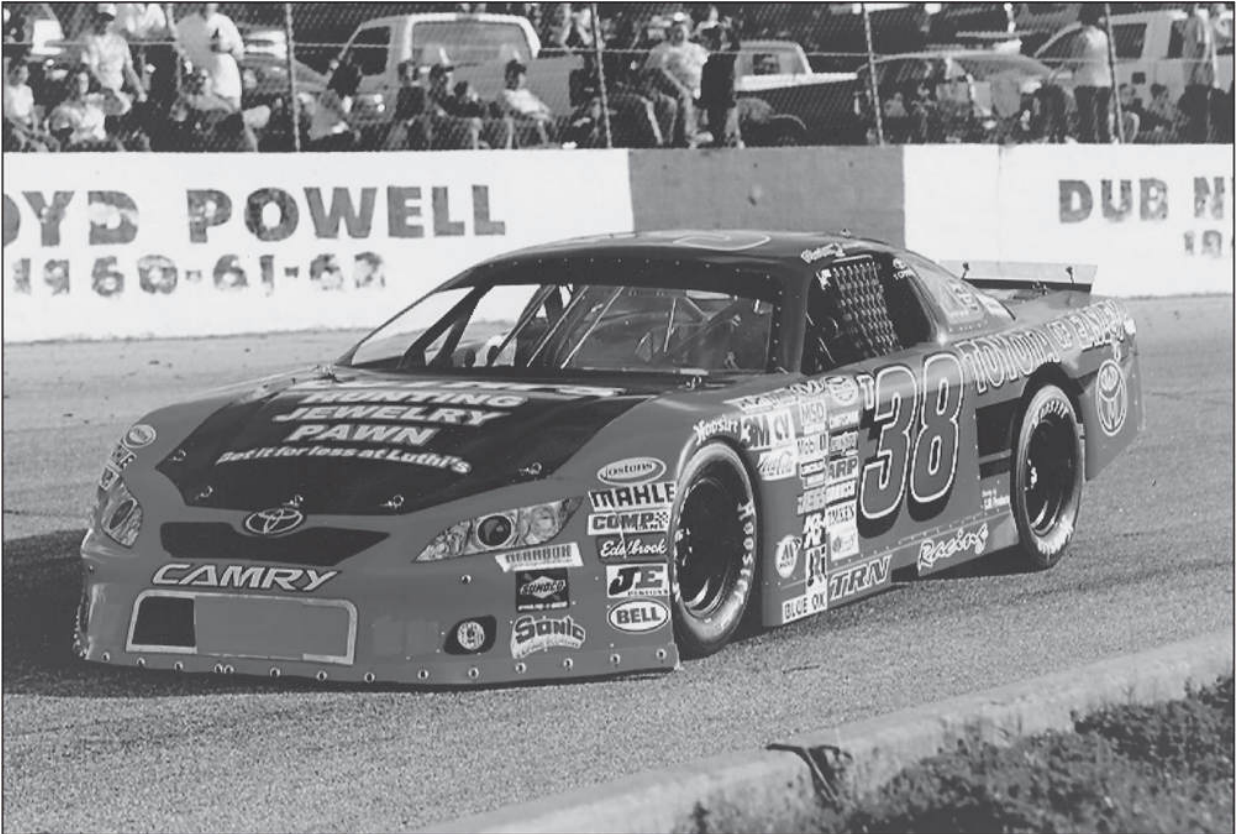




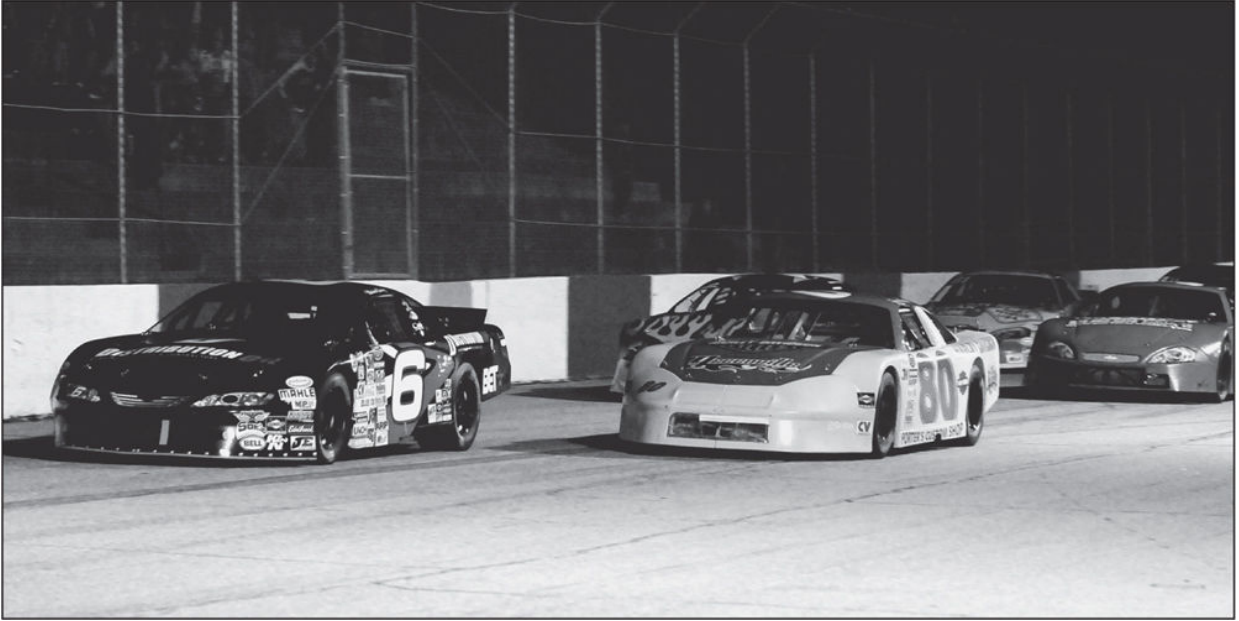
NASCAR Drive for Diversity driver Michael Cherry makes his debut at Greenville-Pickens Speedway on April 4, 2009. The NASCAR initiative is designed to increase the number of minority competitors in racing. (Courtesy of Richard Shiro.)



Randy Hawkins (No. 03) enjoys taking a turn at Greenville-Pickens Speedway whenever he can fit it into his busy schedule. Although he has experienced Late Model success at GPS, Hawkins has focused most of his racing efforts on two-wheeled vehicles: he is a member of the American Motorcyclist Association Hall of Fame who won 73 AMA national races between 1987 and 2004. (Courtesy of Richard Shiro.)

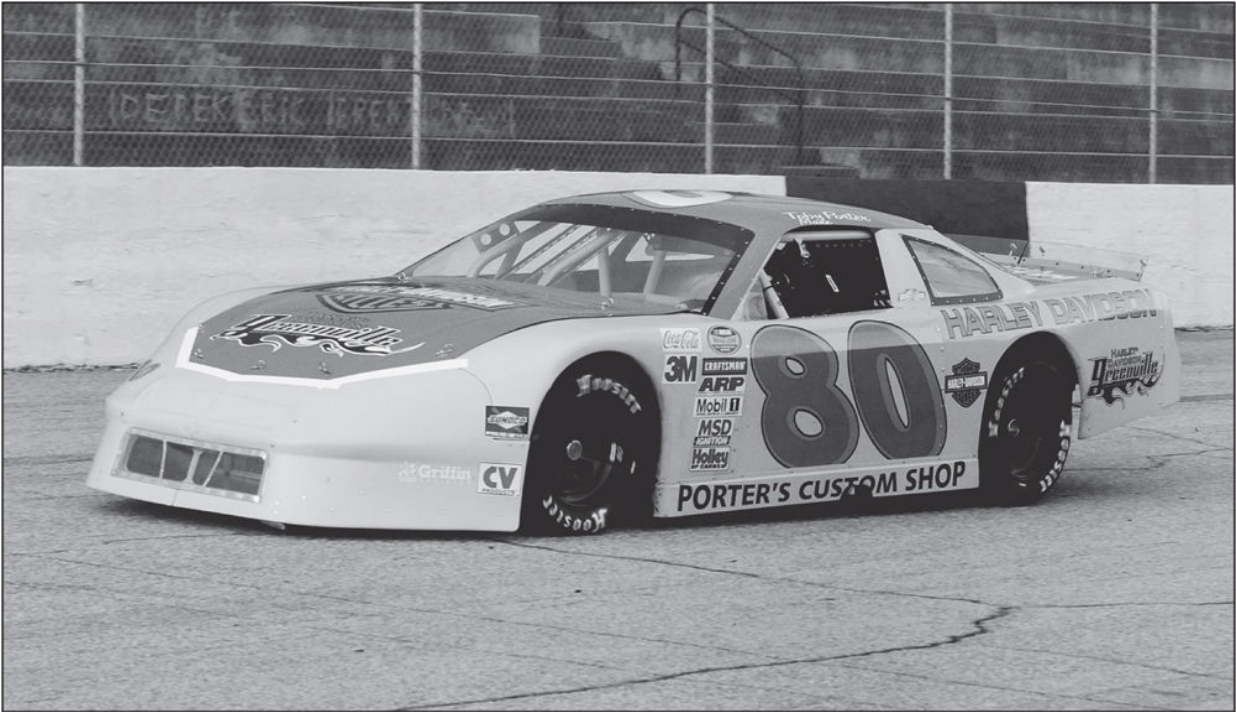


Six-time track champion Marty Ward (No. 38) heads to the pits in 2009. Ward almost stepped away from the sport after his father, longtime driver Maurice Ward, died of a heart attack in 2006. But, the younger Ward decided to pursue another title in his father's honor, and he accomplished that twice over, boosting his total with championships in 2008 and 2010. (Courtesy of Richard Shiro.)

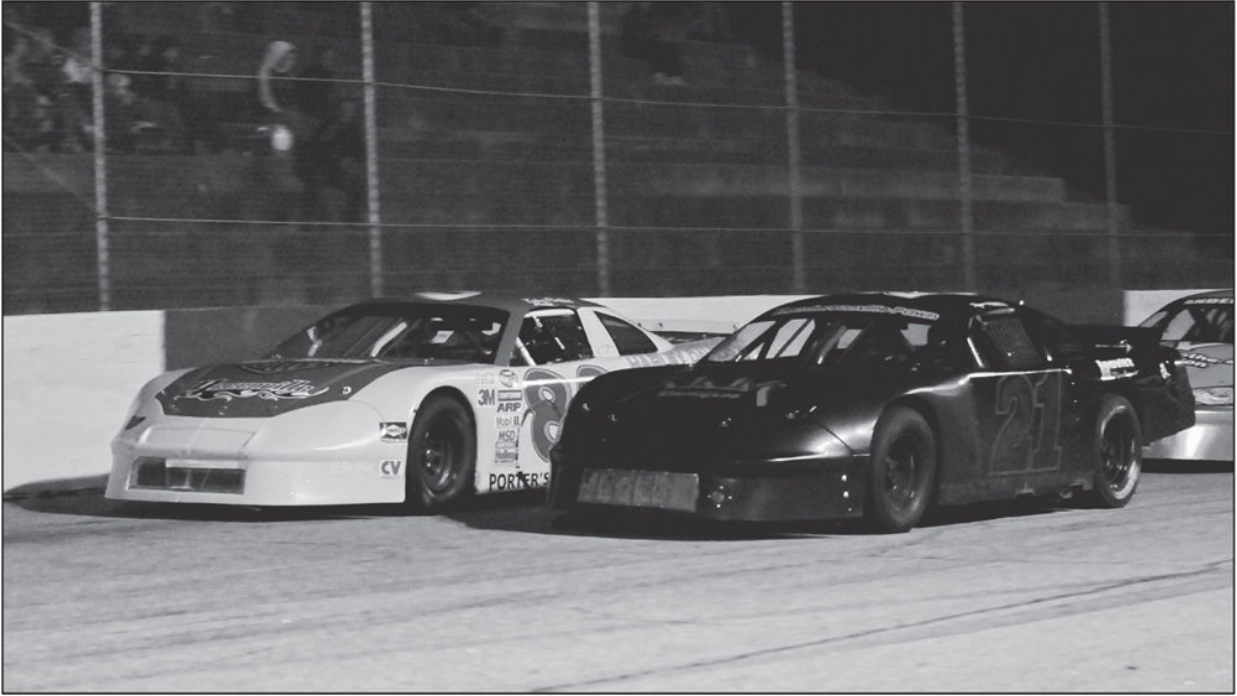


Toby Porter (No. 80) of Greenville pushes for the lead against Michael Cherry (No. 6) in the season-opening race at Greenville-Pickens in 2010. Porter was quite the prodigy in his younger years, winning his first race at GPS at age 15 and once winning two main events in one night. (Courtesy of Richard Shiro.)





Toby Porter's (No. 80) experience at Greenville-Pickens is vast and lengthy, which has served him well on other tracks and circuits. Porter competed in NASCAR Southeast Series Elite Division races and later became a driver in the NASCAR Camping World Truck Series before returning home and rejoining the local Late Model field at GPS. (Courtesy of Richard Shiro.)



Toby Porter (No. 80) has Roger Powell (No. 21) by a nose as they pass in front of the frontstretch grandstand during the 2010 season opener. Porter was track champion in 2012, and Powell was track champ in 2009. (Courtesy of Richard Shiro.)

## *Eight*

### PHOTO FINISH

*“Tom and Pete [Blackwell] were good promoters. And if a man had trouble, they’d help him out a bit.”*

—Neil “Soapy” Castles



A midsummer night’s dream for fans at Greenville-Pickens Speedway consists of a slight breeze, clear skies, the aroma of food wafting across the bleachers, and the roar of finely tuned engines. Here, fans enjoy a July 2008 race with all of those ingredients. (Courtesy of Richard Shiro.)



Gary Blackwell, son of the late Pete Blackwell, who was track manager, puts up a caution flag during a 2008 race. Gary, who grew up with the speedway a major part of his life, maintains many of the ideals and superstitions gleaned from years of hanging around his father and uncle Tom Blackwell, who was the track co-owner. (Courtesy of Richard Shiro.)





Pete Blackwell (left) and Tom Blackwell (right) chat with the late NASCAR president Bill France Jr. during Daytona Speedweeks in the late 1990s. As guardians of the second-oldest NASCAR-sanctioned track, they embraced the importance of remaining on good terms with NASCAR leadership, and they would conduct these casual “board meetings” with France every year at Daytona. (Courtesy of GPS archives.)



With lights, sounds, and smells from the Upper South Carolina State Fair as a backdrop, races held during fair week were magical. The excitement is almost palpable in this shot from September 1975. (Courtesy of GPS archives.)



Crowds converge on drivers and cars during Fan Day 2008 at Greenville-Pickens. The always-popular Fan Day allows racing followers young and old to meet and get autographs and photographs of the drivers, from Renegades and Chargers to Front-Wheel Drives and Late Models. (Courtesy of Richard Shiro.)



David Pearson and Louise Smith share a lighthearted moment in 1975. Pearson was already firmly entrenched as the speedway's best-known hero,



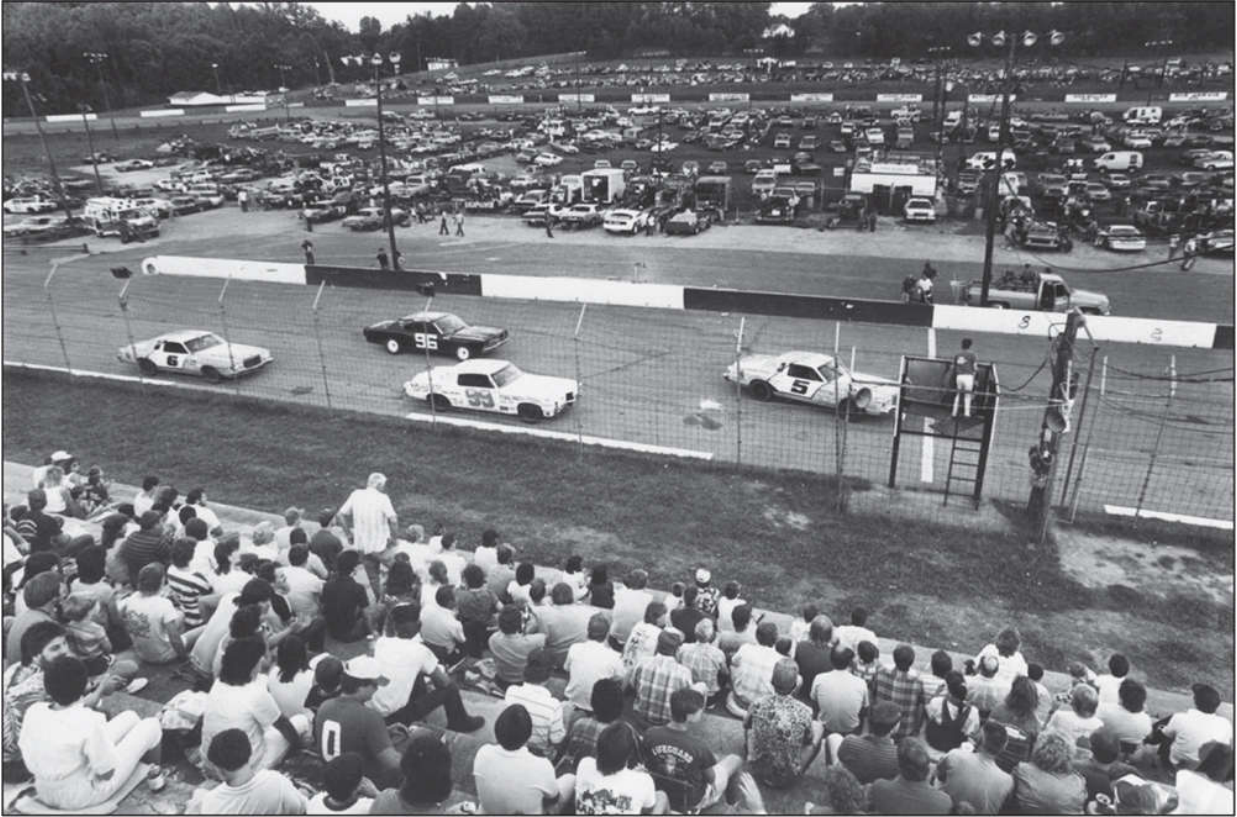
while Smith was unique in that she had carved out a reputation as “The First Lady of Racing.” (Courtesy of Lib Owens.)



The following is a recipe for a good night: cars and trucks on the infield and meat on the grill. Many fans make it a daylong affair on race day at Greenville-Pickens, converging on favored locations along the backstretch to grill out, sometimes hours before the racing begins in earnest. (Courtesy of Richard Shiro.)



A massive assemblage of lawn chairs, trunks, hoods, roofs, and truck beds serve to provide strategic seating and views of the race on the track's backstretch. Track manager Gary Blackwell offers three words of advice: "Get there early." (Courtesy of Richard Shiro.)



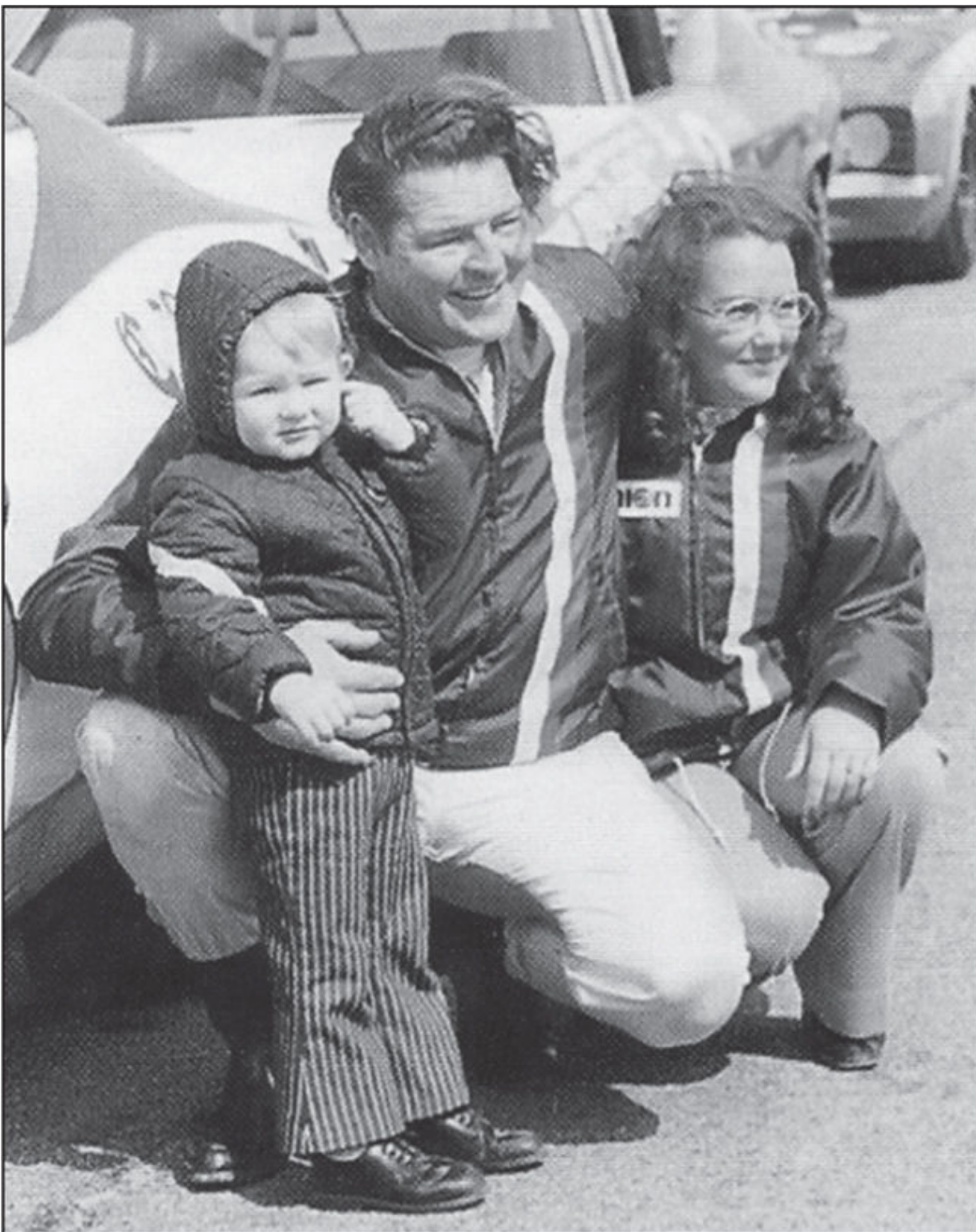
A full grandstand and full infield settle in for a night of racing action at Greenville-Pickens Speedway in 1987. (Courtesy of GPS archives.)





Driver Michael Cherry shows his frustration after a wreck knocked him out of the Late Model race at Greenville-Pickens on August 1, 2009. (Courtesy of Richard Shiro.)





DeWayne "Tiny" Lund frequently raced at GPS and won 100-mile events in 1967 and 1968 at the speedway. Shown here with his son Chris and wife, Wanda, Tiny was anything but, measuring up at six feet, five inches and

weighing 270 pounds. Lund, a popular driver who lived in Cross, South Carolina, won the Daytona 500 in 1963 and added to his legend later that year by catching a state-record 55-pound striped bass at Lake Moultrie, South Carolina. The record catch remained in the record book for nearly 40 years before finally being broken in 2002. (Courtesy of Chris Lund.)



A hand-painted wall mural depicting an early race at Greenville-Pickens Speedway greets visitors to J.B. Day's Riverbend Old Stock Car Museum, which is located near the speedway. The painting was done by Greenville artist Rick Forest in 2008. (Author's collection.)

GREENVILLE - PICKENS  
**SPEEDWAY**  
SANCTIONED BY NASCAR



A Greenville-Pickens Speedway sign greets drivers and their teams as they arrive at the track's back entrance. (Courtesy of Richard Shiro.)





Tom Blackwell, who ran the speedway for 52 years, did so with an iron fist and a curt tongue at times, but also with a heartfelt purpose. Blackwell, who died in 2010, was most often seen on his designated golf cart, particularly in his later years, in an effort to keep the track running smoothly. By all accounts, he was successful. (Courtesy of GPS archives.)

# GREENVILLE -PICKENS SPEEDWAY TRACK CHAMPIONS

1957—Grady Hawkins  
1958—Elmo Henderson  
1959—David Pearson  
1960—Floyd Powell  
1961—Floyd Powell  
1962—Floyd Powell  
1963—Dub Nelson  
1964—Jeff Hawkins  
1965—Ralph Earnhardt  
1966—Ralph Earnhardt  
1967—Jeff Hawkins  
1968—Jeff Hawkins  
1969—Jeff Hawkins  
1970—Jeff Hawkins  
1971—Johnny Allen  
1972—Butch Lindley  
1973—Don Miller  
1974—Don Miller  
1975—Bob Jarvis  
1976—Don Sprouse  
1977—Buddy Howard  
1978—Buddy Howard  
1979—Buddy Howard  
1980—Buddy Howard  
1981—Donnie Bishop  
1982—Gene Morgan  
1983—Donnie Bishop

1984—Donnie Bishop  
1985—Roy Chatham  
1986—Donnie Bishop  
1987—Larry Hines  
1988—Robert Pressley  
1989—Larry Ogle  
1990—Marty Ward  
1991—Marty Ward  
1992—Donnie Bishop  
1993—Randy Porter  
1994—Donnie Bishop  
1995—Mardy Lindley  
1996—Steven Howard  
1997—Dexter Canipe\*  
1998—Pete Silva  
1999—Dennis Southerlin  
2000—Gene Morgan  
2001—Pete Silva  
2002—Marty Ward  
2003—Marty Ward  
2004—Kenneth Headen  
2005—Blair Addis  
2006—Randy Porter  
2007—David Roberts  
2008—Marty Ward  
2009—Roger Powell  
2010—Marty Ward  
2011—Randy Porter  
2012—Toby Porter  
2013—Anthony Anders

\* *national champion*

## ABOUT THE AUTHOR





Scott Keeper is an award-winning journalist who is in his 24th year as a sportswriter for *The Greenville News* in Greenville, South Carolina. A graduate of North Carolina State University in Raleigh, North Carolina, Keeper began his career while in college, working at the student newspaper and contributing to several publications, including the *News and Observer* in Raleigh. He spent four years as a sportswriter for *The Fayetteville Observer* in Fayetteville, North Carolina, before moving to South Carolina's Upstate in 1989. Keeper appreciates all sports, and although he ranks football ahead

of auto racing, he loves history, he loves meeting people, and he appreciates the whine of a finely tuned engine.

# DISCOVER THOUSANDS OF LOCAL HISTORY BOOKS FEATURING MILLIONS OF VINTAGE IMAGES

Arcadia Publishing, the leading local history publisher in the United States, is committed to making history accessible and meaningful through publishing books that celebrate and preserve the heritage of America's people and places.

Find more books like this at

[www.arcadiapublishing.com](http://www.arcadiapublishing.com)



Search for your hometown history, your old stomping grounds, and even your favorite sports team.