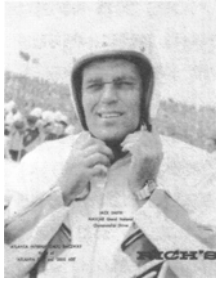


Jack Smith



Living in North Georgia Mountains as a kid, he grew up with a family who loved to work on cars. His grandfather Lee Smith built and owned the first automobile service center in Lathemtown, Georgia in 1935, which was about the time he moved to Sandy Springs. His father loved racing and took Jack to Lakewood Fairgrounds regularly.

He loved watching the bootleggers and much popularity they had once they lined up on the tracks ... and he wanted to see how well he could drive against them. "When WWII ended," he once said "I built a 1934 Ford and went to a track in Thomaston, Georgia. I qualified second to bootlegger and hall of fame racer Roy Hall and thought I had made it, but by the second lap I had spun out like a rabbit ... so for awhile they called me Jack Rabbit"

From 1948 through 1954 he drove and won for many car owners, but never really cared for the Grand Nationals. "Back then, he said ... the modifieds ruled. It was a true test of man and machine." In 1952 he won the National Stock Car Racing Association Championship before it dissolved, and in 1952 he won a modified race on the beach. "Back then the stocks were simply won by who could outlast the other guy.

Driving until he retired in 1964, he was able to accumulate 21 wins, with very little "factory backing" on the Winston Cup Circuit, and currently is tied for 24th on the all-time win list with Terry Labonte and Benny Parsons. In 1960, he won Daytona Firecracker race, making him the first driver to win both at the beach and Speedway.