

# CHECKER FLAG INTERNATIONAL SPEEDWAY ~ STOCK CAR RACING ~ 1961-1992

## THE "DIRT TRACK" ERA



On this location many years ago, during the Golden Era of Stock Car Racing, the familiar smells of popcorn, dirt, burnt rubber & racing fuel lingered in the air. Thousands of loyal fans gathered here weekly on Wednesday & Saturday nights to be entertained by the thunderous roar of the engines, while cheering on their heroes of their beloved track. Those were the days when the dust would rise on the back curve as drivers hammered their gas pedal to the floor. Every driver and their dedicated crew were fighting to be the first to cross the finish line and win the coveted black & white **CHECKER FLAG!**

## CHECKER FLAG HISTORY TIMELINE

**1960** - The Pratt Raceway go-kart track opened.

**1961** - The go-kart track was reconfigured to a 1/4 mile flat dirt track & renamed **CHECKER FLAG RACEWAY**. Francis Pratt, Herman Modlinsky and Dennis Fauteux were the original owners. Vintage 1930's and 1940's cars competed under the sanction of the *Western Ontario Stock Car Racing Association*, or *W.O.S.C.R.A.* for short.

**1966** - The track was expanded to a 1/3 mile with banked turns. 1,000 new grandstand seats were added. Herman Modlinsky passes. Francis Pratt sells his shares to Gary and Ron Fauteux.

**1967** - The Semi-Late Model Division was added. Coupes became the Sportsman Division.

**1969** - The track was modified once again to a 3/8 mile with banked corners. More seating was added. Racers such as Stan Earish, Don Dame, Johnny Banks, Harry Bolton, Jim Vandellinder, Barry Brush, Leo Lucier, Steve Miller, Joe Holden, Don Mallat, Louis Haggith & Jack Monaghan were the stars of the dirt track – and many, many others as well.

**1974** - The new owners, John Fahringer, Mark Cable and Jack Monaghan have the track asphalted – 18 degree banking, lighting, concrete retaining walls and fencing were other major improvements. *Export A* and *Molson Breweries* were the new primary sponsors, and the track was sanctioned by NASCAR. The track's name was changed to **CHECKER FLAG INTERNATIONAL SPEEDWAY**. Late Models, Street Stocks and Factory Stocks divisions were added. Events such as Demolition Derbies, Roll-A-Thons, Figure 8's, Hot Dog Derbies & Paul Riddells' Hell Drivers were extremely popular.

**1977** - Tom Hannah becomes the promoter thru 1979.

**1978** - Russel Woods, Mike Duffy, Rob Young, Jim Lucier, Len Couvillon, Mark Desjardins, Dave Bulmer, Al Delisle and Wayne Monk, and many others were standouts in the Factory Stock Division.

**1980** - The Super Late Model Division was the main attraction. Drivers such as Don "The Tasmanian Devil" Mallat, Bobby Merrifield, Frank Charette, Barney Brant, Rusty Banks, Don Biederman, Larry LaMay, Jr. Hanley & Jack "Speedy" Monaghan were the stars of the track's asphalt era. Countless others were very popular with the fans. The travelling series, named the "Export A Series" stopped at *Checker Flag*. The *Export A* regulars such as Jerry Makara, Joe Ruttmann, Norm Lelliot, Howie Scannell, Harold Brown & Earl Ross were fierce competitors on the asphalt.

**1983** - The track was sold to Bob Robinson, the previous promoter.

**1984** - Late Model Sportsman, Thunders and Thumpers were the new divisions. The track's new name was now changed to **CHECKER FLAG MOTOR SPEEDWAY**.

**1985** - The Canadian National Stock Car Division was the premier attraction.

**1990** - Attendance begins to dwindle. The end was near...

**1992** - For the last time the track's name was changed. Its revised name was **WINDSOR SPEEDWAY**. This would prove to be *Checker Flag's* final racing season. After 32 years of providing continuous family entertainment, the track was sold for the adjoining subdivision.

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This then became the End of an Era that will never be forgotten by the many folks that were involved – both on or off the race track!

## THE "ASPHALT TRACK" ERA



IT'S OUR HERITAGE  
THE TOWN OF TECUMSEH, ONTARIO

