

7-20-22: Five Mile Point Speedway

This was the third leg of my New York triple today, having just come from Thunder Mountain Speedway. This is the track I for sure wanted to count today because it seems as though the land has been sold and it's going to be demolished at the end of the year, with today being one of the final four or five races likely to happen. So it was good to be able to count it now if it were to unfortunately shut down.

The track is a big quarter mile right inside the surrounding town. There weren't as many people in the parking lot as I was expecting so it wasn't hard to find parking at all. The midway is at the top and the stands are down below. The turn four grandstands are of the style that are built right on the sloped ground and didn't seem to afford good views, but the main stands that I sat in could see everything. I didn't get a chance to check out the concession stand but they did offer two-for-one pizza near the end of the evening.



The cars were pitted outside the backstretch and up on a hill, so a lot of the haulers probably had a very nice view of the action. The cars lined up going down the hill into turn three so I could always tell what was coming up next.



It had a bit of banking with walls and no fence on the outside. The unusual thing was the pile of concrete blocks in the outside of each of the turns. I'm not sure what they were doing and they didn't seem particularly safe for cars to be hitting them. They didn't seem to be serving a particular purpose so I'm not sure what was going on there. Luckily no one came close to hitting them.



I arrived a bit after features started, I seem to have only missed the factory stocks. There were 7 600cc modifieds that were caution free and mostly strung out. They moved the sportsman feature up in the schedule, citing a lot of out of town drivers in the field and they wanted to get them home at a reasonable time. Even with all these out of towners there were only 17 cars, so a perfectly fine number but not what you hope to be being called "a lot". It took them four tries to get the first lap completed, only doing so when they went single file. After that, they went caution free to the finish.

The four cylinders were separated into two features, with four "novices" running first then thirteen "experts" following. The experts had a lot more contact and collisions than the novices and they leaned on each other heavily throughout the race. It was mostly clean for the first half until one car drove right through another entering turn three, then that set off a string of cautions where they couldn't get a lap in. One car caught fire under the hood but the driver was fine.

The street stocks had only 8 and went caution free. They strung out pretty quickly but they did have two grooves to work with. The four cylinders were also all over the track, but the other classes basically had to stick to the bottom, including the modifieds, which went last on the night. There were 16 of them and they were allowed sail panels. It seems that sail panel racing is the thing in this area of New York.

The modified feature was very dusty, I had my goggles on right from the start and it just covered me in dirt. It was pretty single groove at the bottom, some passing but usually required getting under someone entering the turn. All the restarts were single file for all the classes I believe, which I am not a fan of. The 30 laps went pretty smoothly. I do love a big block race but this one wasn't anything particularly special.

I'm glad I got to visit Five Mile Point while it still exists, and I appreciated the sightlines and the quickness of the show. Not doing winner interviews helped a lot with that (I believe they did them all at the end of the night), but I did like that they let the winner drive back down the front stretch outside the track right in front of the grandstands. The racing was pretty mediocre overall though, plenty enjoyable but I can get better action at closer tracks so it's unlikely I'll end up back here again.