

6-13-21: Action Track USA

The first stop of an 8 day venture through Pennsylvania and Ohio was Action Track USA for lifetime track #105. They were running the “ImPOSSEble”, 410 sprint cars at the $\frac{1}{8}$ mile oval. This race was a must-attend for me since I first heard of it. I love tiny bullrings and I’ve never seen 410s at anything nearly that small. I know the All-Stars have put on a great show at Macon Speedway in the past (which is a similar size) so I had high expectations for the show.

I had heard that with the new banking many of the seats on the turn 1 side can’t see a lot of the track. The grandstands looked pretty small to begin with so I wanted to make sure I got a good view. I tried emailing the track and messaging them on Facebook, the two options listed on their website for reserving a seat, but there was no response. After 10 days I called them on the phone number listed on the website and no one picked up. I then called a different number listed on Facebook and got through to someone who said they’d never received any emails about season tickets, though I know I sent it to the address they listed. He said he’d call me back with the info but never did, so I wasn’t too happy with their communication.

I got to the track at 3:45 for 4:30 gates. Turns out all the people from the pits had been putting their blankets on the grandstands (a major pet peeve of mine) and it looked like most of the top rows were already claimed so I went ahead and spent the \$35 for a pit pass even though I’d already pre-bought my GA ticket. I snagged pretty much the last top row seat, though much of the turn 4 grandstands probably would have had a solid view.



There were a lot of food options, both the track concessions and multiple food trucks set up right outside the grandstands. I found one that actually had tater tots, one of the foods I'm surprised isn't sold more often.

It was threatening to rain all evening but never did, and it meant the cloud cover made it a very pleasant night once I got over the rain anxiety. It was 410 sprint cars and 600 micros. 18 sprint cars showed up, which I was perfectly happy with. It's one of those things where being brand new and a tiny track I wasn't sure how many people would be willing to potentially tear up their cars. But the payday was good (\$6,000 to win!) so I was confident there would be enough to put on a show and there were. The 45 micros was quite impressive.

The sprint cars set a new track record, 9.7 seconds or so, apparently the first sub-10 second lap in Action Track history.



The sprints started the heat racing and the track raced very well with slide jobs back and forth for the lead. One car managed to do a full 360 spin and pirouette on the rear wheels and keep going without drawing a caution. Coming to the checkered of heat 2, one car popped a wheelie coming out of turn 4 and got into the car below him, sending him spinning toward the infield, eventually hooking the side wheels and rolling over.



The infield of the track has a GA fan zone separated from the track only by chain-link fence and what looked like a handful of small concrete blocks running along about half of it. It didn't seem particularly safe to me with the sprint cars on track, and the crash in the first heat looked for a second like the car might flip into the chain-link fence. It luckily didn't, but I wouldn't have been comfortable being in the infield there.

The 600 sprints put on a good show also. I do love micro racing when there's good car counts, especially wingless. They're able to move around pretty much the whole track, though the bottom seemed preferred, and spread out two and three wide throughout the pack. Two of them got into the backstretch wall with the right rear and tumbled down the backstretch.



The 410 main had all 18 cars on track and it was a lot of big cars for a track that small. There were some fireworks then the green flag dropped. On the opening lap one car spun on the exit of 4 and Billy Deitrich had nowhere to go, climbing over the front with his right rear and rolling on the side. Another car rolled at the same time in turn 3, I have no idea what happened. That was pretty much all the incidents though, it was mostly green flag racing and good racing at that. The winner apparently had a 360 engine in it, which was clearly perfectly sufficient since he pulled away from the rest of the field. It makes sense that on a track that small it's getting the power down that's the most important thing.



The 600s rounded out the show with a feature that couldn't find any momentum for a while, there must have been a dozen cautions for spins and crashes. Two cars got stuck together at one point and it took probably 10 or 15 minutes to get them separated, I don't know what could have happened to make it that hard to separate them.

The show ended around 10:30 and I drove about 6.5 hours to Ohio, arriving at my Airbnb about 5am. Tomorrow is Wayne County Speedway for night 3 of Ohio Speedweek before heading back to Pennsylvania for USAC Eastern Storm.