

7-11-21 Mason City Motor Speedway

The final stop on the weekend journey was Mason City, Iowa, about two hours due south of Minneapolis. It's built in the middle of a field right off the highway and a part of the county fairgrounds, so parking was just among the fair buildings.

We were there only a few minutes after gates opened so we got nice seats in the top row, and while there wasn't almost anyone there when we got in, I'm glad we got there early because there was a massive line at the gate around post time and the grandstands filled up pretty good. As far as I know this was just a weekly show so I have to assume it's well attended usually.

I think most seats would have really good visibility since there's really nothing to obstruct the view. The flag stand in particular is the shortest flag stand I've ever seen, it was literally at the same level as the concourse and just a hole in the catch fence and some nice wooden slats to demarcate it. Too many tracks have giant flagstands that block a lot of visibility so I appreciated it.



I had thought it was a half mile because that's what the website said, but looking at it there was no way it was that big. I guessed a third mile, and after some more googling that was confirmed. Apparently it had been reconfigured recently from a half mile to a third so parts of the website said different things. There was a decent bit of baking in the turns and nice dark dirt throughout.



Track prep involved using a literal crop sprayer as a water truck which was the first time I've seen that before. It very well might have been the actual crop sprayer for the field behind the track.



Car counts were solid. With the exception of a disappointing 12 modifieds, there were 25 B mods, 25 hobby stocks, 21 stock cars, and 18 mini mods. I didn't know what mini mods were before. I'd assumed they were going to be like slingshots or 600 modifieds, but they were actually a lot bigger than that and weren't a kids class either.



The B mods started with heats and I could tell that the track was extremely juiced up and tacky. One had a big bike going into turn 1. Another got turned going into 3, spun around counterclockwise and caught the left side wheels at 270 degrees, rolling onto the roof. Usually a car spinning that much has scrubbed a good bit of speed and doesn't have enough to flip over so I was surprised to see it on the roof. I guess it shows how crazy tacky the track was. They brought out a road grader to smooth out the track after the flip.



The mini mods stayed fairly spread out but also had some wild moments. In the heat, there was contact in turn 2 that sent one into the outside wall head-on, and he spun a full 360 in the air after the wall contact before coming back to the ground.

The stock cars and hobby stocks put on a great show. They were lifting the left front big time and they were really fun to watch.

They went right into the mains and didn't need to do much track prep. There was another flip in the B mod main when one car jumped a wheel and climbed over the nose of another on the exit of 4, catching the right side wheels and doing a full roll back to the wheels. It was a chaotic race, very entertaining but with a lot of attrition, with 12 of the 23 starters finishing.

I think I forget how much power USRA/UMP modifieds have until I see them in comparison to other classes. They were really able to put the power down and moved the racing line up the track quite a bit. They got really spread out though and the racing wasn't particularly good, not helped by only having 12 of them.

Two mini mods had contact down the frost stretch, I'm not exactly sure what happened but two of them tumbled multiple times, with one ending up partially on top of the k rail leaning up against the catch fence.

The stock cars rounded out the night and put on an excellent show, but with a lot of attrition again, this time finishing 12 of 21 cars. They were lifting left fronts all over the place, biking up on two wheels, and one actually spun and flipped in almost the exact same way as the B mod in turn 3. That put it at 5 flips for the night, which is kind of crazy for this sort of track with these full-fendered classes. It makes me wonder if the track is usually so tacky and if cars tend to flip anywhere near this frequently.

They kept the show moving very well and it was barely dark by the time we left. It helped that they didn't do any victory lane interviews, they kept them all for the end and that saves a ton of time. It was a well run show with great racing and solid car counts. I'd definitely be happy coming back, especially for the USRA modified touring event they kept talking about that was upcoming.