

7-07-23: Farmer City Raceway

My plan for this Friday was the USAC National Sprints at Macon Speedway for the first time. It was a fantastic race, and it ended way earlier than I'd expected at 9:45pm, so I decided to count a bonus track and made the hour drive up to Farmer City. It was very exciting since I didn't even realize the possibility of getting another track until I noticed how quickly the show was moving around the time of the B main and started doing research. Using MyRacePass I was able to see that they were still running heat races at 9:45 so I knew there would still be racing to see when I got there.



I arrived at 10:50 and parked right outside the gate, and walked right in since there was no one there to give money to. They have tailgate parking around turns 1 and 2 then grandstands going along the front stretch. They were running the final LCQ when I walked up so I watched it standing between some pickups then found a seat in the stands. The view was pretty good actually. The track was further away than most, it's set inside what appears to be a horse track around the outside and the angles are a bit strange, but I could see everything. It's got some banking and has a wall around three and four only, not anywhere else as there's a large distance between the edge of the track and the catch fence out by the stands. They have an infield flagstand too, one of the rare instances of that outside of Macon that I'm aware of.



MyRacePass had car counts for all the divisions, 44 super late models, 47 modifieds, 15 pro late models, and 13 street stocks. It was the next stop of the DIRTcar Summer Nationals, hence the large super and modified counts.

The 22 car, 40 lap super late model feature was first up and they ran it green to checkered in 10 minutes. It was mostly on the bottom though a handful of cars were running higher up and three and four in particular seemed to have a decent high line near the wall. I wonder if the wall helped build a cushion over there in particular. In one they were cutting so close to the infield tractor tire it looked like only an inch or two for several of them between it and the fender.

24 cars started the modified main for 25 laps and it was a similar story, mostly on the bottom with some up high. There were a couple cautions but it was a pretty smooth race. Some people left after the late models and most of the crowd left after the modifieds, I'd guess maybe 20% was left.

The local classes started their features at 11:45 and the show ended at 12:07. The street stocks were the only class where the leaders were running the high line. It was a decent show, the part I was there for moved pretty smoothly though the fact they were running heats at 9:45 makes you wonder how well the first part ran. I was mostly just happy to get a surprise new track tonight, I wasn't expecting that to happen.