

5-23-21: Central Cycle Club and Pomfret Speedway

It's hard to pass up an opportunity to count two new tracks in the same day that are less than half an hour away so I found myself in Connecticut this morning. First stop was Central Cycle Club, a motocross track with one countable race per year when the NEATV/UTV series comes to town.

I left at 8am to pick up my brother and we showed up at the track a little after 9:30. I'm glad we arrived when we did because there seemed to be extremely limited parking for spectators outside the track, and what little there was seemed to be in someone's backyard. We were directed to one of the final spots, bought our pit pass, and wandered around the pit area for a little while since the quoted 9am practice wasn't yet on track.

The track was nestled into the hills and trees and made good use of the space they had available, including the steep hill at one end. There was a neat step-up jump before a sharp turn at the top of the hill, with a tall wooden fence to keep people out of the road that runs right behind it. Over half the track plus the starting gates are easily visible from the main viewing area.



Even though they started an hour late (I don't think they had a choice given all the "no engines before 10am" signs around the property), they moved the show along very efficiently. One round of practice for everyone, two laps each, and by combining classes they got through it in 40 minutes.

Then they went right into moto racing. There were a lot of classes and not a lot of riders in most of them, but at least they weren't particularly long races. It was all ATVs, ranging from kid's classes that could barely climb up the jumps to pros that were tripling the big jump, plus two UTV classes. The UTVs were why we were there as they're the only countable ones, but the high level ATV racing was fun to watch too. The main triple jump was right in front of the grandstands and they caught some major air.



There were 8 or so UTVs in each of the open and pro classes, I don't know what the difference is between them. Being a motocross track, it was pretty tight and narrow and the UTVs looked really big on it. There wasn't a lot of passing but they did use a landrush start and that was exciting. I'm pretty sure they were substantially slower around the track than the pro ATVs and they looked pretty slow in comparison, but they still caught a good amount of air over some of the jumps. One caught a rut in a turn and rolled onto the side, and the track crews were able to roll it over and he kept going.



After the two UTV races we headed out to Pomfret Speedway, only 25 minutes away. We got to the location listed on Google Maps and it looked like we were driving into someone's backyard, down a gravel road right past a big barn. It turned out to be the right place though and after a questionable u-turn on a steep one lane road to get parked, we found our way down to the track.

It was \$3 admission for spectators and we found a nice spot in the shade to stand outside of turn 2. The track is a paved $\frac{1}{8}$ mile and champ karts were the countable class racing. We arrived over an hour after heats were supposed to have started and they were only in the middle of time trials for the run-what-you-brung flat karts. Then heats began with multiple classes of kids karts that took quite a long time to finish. One kart would spin, then half the karts would stall, then someone would go to the pits and they'd wait for them to come back, and repeat.



Eventually the senior champ karts came out. The racing was fairly close and the exciting moment was when the three car breakaway at the front all got into each other and ended up in the tire barriers on the exit of turn 2. They all were able to keep going after getting turned back around.



We left after the senior champ heat. I've never been big into kart racing and I had other activities planned for the afternoon. But getting two new tracks before 2pm is always a win, especially only having to drive an hour and a half each way.