

3-26-21: Boyd's Speedway

There were surprisingly few options for a Friday night race within a few hours of Bristol. I guess being so early in the year a lot of tracks haven't started their seasons yet and some took the week off due to the Nascar race. I normally would have gone to Cherokee Speedway for the World of Outlaws show but I assumed (and rightly so looking at the pictures afterward) that it was going to be fully packed with no room to space ourselves out. Fayetteville had the most interesting classes but 4.5 hours was too much of a drive, so we went with Boyd's Speedway. It was 3.5 hours itself but that hour makes quite a difference.



There was clearly some big wreck on the freeway on the way down that added about 45 minutes to the trip. We ended up taking a big detour through a bunch of small towns that was about net neutral on time but much more pleasant than sitting in traffic.

We got to the track while qualifying was still underway. It looked like all the seats would have a pretty solid view of the track. We chose the tall grandstands furthest into turn 4 since they were the least populated. The sightlines were perfectly good from that vantage point.



There were a bunch of late model classes plus rookie street stocks and 4 cylinders. I never figured out exactly what the classes were since they weren't the same as what was listed on the website and the PA system was the worst I've ever experienced at a track. It was loud enough to hear, but there was some strange reverb happening where there was up to a full second delay between different speakers. There were at least three distinct timings to the audio was layered on itself three different times, making it impossible to understand what was being said. For some reason the pit speakers were the loudest of all of them and easier to hear than the actual grandstand speakers.

The track is a $\frac{1}{3}$ mile and banked with a good surface, no dust whatsoever the entire night. There were a few slightly sketchy things, such as walls that rise up with a flat edge, no catch fence until right about where the grandstands start, and the track crew opening the pit entrance gate while cars are still at speed. The bathrooms were also completely unlabeled so I had to guess where they were and wait until I saw someone come out to know which was the men's room, but otherwise the facilities were perfectly adequate.



Good but unremarkable was the theme for just about all of the racing. Other than the rookies that only had four cars and spaced out immediately, each division had some close racing. There was a good back and forth battle at the front in one of the late model classes (as I said before, I don't actually know what the classes were). There were virtually no wrecks, nothing really larger than a spin and maybe once when two cars got together with some minor contact.

They ran a really efficient show, I was quite impressed. No extraneous pace laps, no winner interviews, cars lined up and ready to go before the previous race ends. Other than a set of unexplained hot laps in the middle of the show it moved along smooth and quick. The only issue getting out afterward is that the pits and the grandstand parking merge into a single lane road to exit so there was a big backup with all the racecar trailers trying to exit the same place as everyone else. It took us about 15 minutes to get out of the parking lot but it was smooth sailing from there.