



American

Road

Courses

Road America
Watkins Glen
Meadowdale
Laguna Seca
Westwood
Riverside
Mid Ohio
Daytona
Mosport
Sebring
Barber
Miller



Every Road Course
of Past and Present
in the United States
and Canada

Rob Semmeling

Introduction

This file lists all permanent *paved* road courses - i.e. non-oval racing circuits - in the United States and Canada. In most cases, 'permanent' is synonymous with 'purpose-built'. However, some circuits were not purpose-built but actually started out as temporary courses. Florida's Sebring International Raceway, for example, was originally a temporary airfield course, laid out over the runways of Hendricks Field. Likewise, Portland International Raceway in Oregon evolved from a street course. Both circuits are nowadays permanent facilities.

The starting point for this list was the 2003 edition of Allan Brown's book "A History of America's Speedways: Past & Present". This is an indispensable reference work for which Allan cannot be praised enough. However, in the book the road courses are a bit buried between the vast number of ovals. Listing them separately gives a better overview. Also, I found the information in the book is not always accurate. It is an excellent basis for further research but the data should be treated with great care. I have done my best to present the most correct and accurate info in this file, although there may well be errors here and there.

In general, there are three main types of American road courses. The most interesting are the 'pure' road courses which were built specifically for road racing. Some of the most famous examples are Laguna Seca, Watkins Glen and Road America. In recent years, there has been a new phenomenon: private, members-based circuits. A number of such country-club style facilities aimed at the rich and famous have already been built and many more are planned. Some of the proposed courses are rather ambitious in terms of their layout and length, and it remains to be seen how many will actually become reality.

Next are road courses built on the infield of a large oval. These are generally less interesting and are often overshadowed by the more important oval which encompasses them. At some ovals and superspeedways, such as those of Phoenix and Talladega, the infield road course is nowadays defunct.

Finally, there are dragstrips with a road course. In many cases, such a road course was not purpose-built, strictly speaking, but rather created simply by combining the dragstrip with the return road.

The circuits are listed chronologically in order of opening, which normally is the date of the first race. However, some of the newer tracks were not built for (professional) racing, but rather as private, country-club style facilities, so in these cases the opening may have been a track day or some other event rather than an actual race.

Please note that some tracks started out as dirt courses that were paved only much later - however, each circuit is listed under the year and month it first operated as a *paved* road course.

Likewise, in some cases a track began as a dragstrip and/or oval, with a road course being added at a later stage. In these cases the circuit is again listed under the first year and month the road course was operational, rather than when the dragstrip or oval originally opened. However, while I did my best to list the tracks in strict chronological order, for some circuits the information is sketchy and so the order may not be completely correct.

If you see the letters YT next to the circuit's location, this is a link to a video on YouTube of a good quality or otherwise interesting on-board lap, but this feature is not available for all circuits.

United States

This file lists a total of 138 American road courses. The first opened in 1936, and new facilities are still being planned and build. The following states, however, have never had a permanent paved road course, namely Alaska, Arkansas, Delaware, Idaho, Maine, Montana, Mississippi, North Dakota, South Dakota, Rhode Island, Vermont and Wyoming, meaning the north-west region of the United States in particular has seen relatively little road racing. The states best represented in the list are California (17 tracks) and Texas (15 tracks), followed by Florida (10) and Colorado (8).

While the list should be close to complete, there are a number of facilities of which very little is known. These circuits, which should possibly be included and of which I would like to know more, include Century 21 Speedway (CO), Dorr Raceway (MI), Enchantment Park (TX), Hope Raceway (AR), Houston International Dragway (TX), Kansas City International Raceway (MO), Lions Dragstrip (CA), Red River Raceway (LA), Sportsland Raceway (AZ) and Woodbine Motorsports Park (NJ). If anyone has further details about these tracks, specifically about road racing there, then please get in touch.

Canada

The file also lists 24 Canadian road courses, of which the first opened in 1959 and the as-yet most recent in 2016. The circuits are distributed among the provinces as follows: Quebec (8), Ontario (5), British Columbia (5), Alberta (4), Manitoba (1) and Nova Scotia (1). The other provinces of Canada - New Brunswick, Newfoundland and Labrador, Prince Edward Island and Saskatchewan - as well as the three territories, have never had a permanent road course.

If anyone has details about the little-known road course that once operated at Western Speedway near Victoria, BC I'd really like to hear from you. Further details about the very interesting original road course at Circuit Ste-Croix are also appreciated.

Website

In addition to the *American Road Courses* file you are viewing, my website www.wegcircuits.nl offers several further downloadable pdf-files: *Rennen! Races! Vitesse!* details over 700 racing circuits in the Netherlands, Belgium, Germany and Austria, and also has notes on Luxembourg and Switzerland. The *Racing Circuits Factbook* is a collection of various facts and figures about circuits worldwide. These files are the most comprehensive and accurate sources for racing circuits in said countries.

My website also lists nearly 5000 dates of motorcycle road races in the Netherlands, Belgium, Germany, Austria, Luxembourg and Switzerland, allowing you to see exactly when many of the motorcycle circuits listed in the *Rennen! Races! Vitesse!* document were used. The *Auto Races Index* pdf-file lists the dates of automobile races in said countries.

Pdf-files are best viewed with the latest version of Adobe Reader, which is freely available for download from Adobe's website. Comments, corrections, additions and questions are of course welcome via e-mail.

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Contact: [robsemmeling \(at\) email \(dot\) com](mailto:robsemmeling(at)email(dot)com)
Website: www.wegcircuits.nl

Note

For anyone with a website about racing circuits of their own: please do not copy information from this file. Instead, link to my website where people will be able to download the original file and read about the circuits themselves from the original source. Please also do not link to this pdf-file directly, but rather please link simply to www.wegcircuits.nl - thanks.

Updates

Original file uploaded on 19 June 2010
New and improved version uploaded on 1 November 2010
New and improved version uploaded on 5 September 2011

Latest update of this file: 8 October 2016

08/10/2016: added Vancouver Island Motorsport Circuit (page 34).

21/08/2016: some minor updates here and there.

07/12/2015: added a new entry for Palmer Motorsports Park, the first road course in Massachusetts, which opened earlier this year (page 30).

07/11/2015: several minor updates here and there.

15/08/2015: several small updates throughout, including for Texas World Speedway (page 16) and BeaveRun Motorsports Complex (26).

11/05/2015: several small updates throughout, for example for Miller Motorsports Park, which looks set to close down later this year (page 27).

28/04/2015: various updates throughout to keep the file up-to-date.

31/08/2014: updated the entries for NOLA Motorsports Park, which will host IndyCar next year (page 29), and the newest track in the US, NCM Motorsports Park, which opened this weekend (page 30).

Circuits of the 1930s

1936

Roosevelt Raceway – between Westbury and East Garden City on Long Island, New York

Location: 40°44'37.68"N / 73°35'51.66"W

Opened October 1936 / the track was inaugurated with two 40-mile motorcycle races on 3 and 4 October, respectively / the circuit then hosted the famous Vanderbilt Cup races on 12 October 1936 and 5 July 1937 as well as a one-off ARCA race on 25 September 1937

This was the only European-style road course built in the United States before World War Two / the course was designed by Mark Linnenthal / construction began in June 1936 and was completed by late September / the original 4.0-mi layout was later described as "nightmarishly serpentine" by author Brock Yates / judging from a track map, British magazine Motorsport wrote that "it looks as if the drivers, if not the spectators, will be dizzy before the race ends" / it should be noted there is some confusion over the original track surface / Yates describes it as a hard-packed mix of sand and gravel, but a contemporary source states it was composed of sand, clay, asphalt and tar

The anti-clockwise course turned out disappointingly slow, with a fastest lap of 70.1 mph at the 1936 Vanderbilt Cup / the circuit was therefore revised for the 1937 race to make it faster and improve the spectacle / the new 3.33-mi layout had just seven turns instead of sixteen, while the final corner was banked considerably / the surface was also renewed and now consisted of a stone road with an asphaltic binder / the changes raised average speeds to about 85 mph / still not that impressive given that even the sinuous Nürburgring in Germany was quicker / obviously such speeds also paled in comparison with those achieved at the earlier board tracks

A further race planned for Labor Day in September 1937 was cancelled, as was the Vanderbilt Cup announced for 4 July 1938 / instead a dirt oval for midget racing opened at the site that year / this was turned into a horse racing oval in 1940 which was also named Roosevelt Raceway / when a new trotting oval was built just below the old in 1957 it became a large parking lot / a 1.5-mi temporary road course was laid out there for a Formula Junior race in June 1960 / this was billed as the Vanderbilt Cup / a non-championship Formula 1 race titled United Nations Grand Prix was to be held at Roosevelt Raceway in April 1963 but cancelled / part of the site is now the Source Shopping Mall and Westbury Plaza

Circuits of the 1950s

1950

Sebring International Raceway – south-east of Sebring, Florida

Location: 27°27'7.60"N / 81°21'6.38"W / www.sebringraceway.com

Opened December 1950 / originally a 3.2-mi temporary airfield circuit located on runways of Hendricks Field, a military facility built in 1941 / there was no racing in 1951 but the course was lengthened to 5.2-mi as of 1952 / as such it ranked among the world's longest-ever airfield courses / over the years the circuit was progressively shortened so as not to interfere with aviation / the circuit also evolved from a temporary airfield course to a fully permanent facility / it is now the oldest American road course still in use / its main meeting is the annual 12-hour race held since 1952 / also hosted the 1959 Formula One United States Grand Prix / Hendricks Field is now Sebring Regional Airport / still active

1952

Thompson International Speedway – east of North Grosvenor Dale, Connecticut

Location: 41°58'53.69"N / 71°49'29.04"W / www.thompsonspeedway.com

Opened as a 5/8-mile paved oval in May 1940 / a smaller oval was later added inside the bigger one / the two ovals shared the front straight / from 1950-1952 SCCA races combined both ovals to form a makeshift road course / cars ran the outer oval anti-clockwise, then turned sharply left onto the smaller inner oval / they then continued clockwise until another acute left brought the cars back onto the outer oval / incidentally, a make-shift road course just like this was used for AMA Grand National motorcycle races at Heidelberg Raceway in Pennsylvania from 1968-1969 (see below)

A proper 1.5-mi purpose-built road course opened August 1952 / this included Turn One of the big oval / aka Old Thompson Raceway / a second road course of 2.0-mi opened May 1957 / this used a section of the older circuit but was completely separate from the oval / aka New Thompson Raceway / this was last used in 1967 / after that racing continued on a slightly lengthened version of Old Thompson Raceway / the SCCA reportedly raced here through 1975 / the last event may have been a meeting of the Vintage Sports Car Club of America in late July 1978 / Old Thompson Raceway subsequently formed part of the the access roads to the oval, until it was resurrected and reopened in slightly lengthened form with SCCA races in early June 2014 / the facility is now known as Thompson Speedway Motorsports Park / it is located a stone's throw from the state border with Rhode Island / still active

1953

Wilmot Hills – directly south of Wilmot, Wisconsin

Location: 42°30'3.89"N / 88°11'16.85"W

Opened July 1953 / the track reportedly cost \$75,000 to build / located a stone's throw from the state border with Illinois / aka Wilmot Hills Road Race Course / it measured about 0.85-mi although an undeveloped design called for a much longer figure-of-eight layout / in the mid-1960s a fast lap took around 44 seconds / the track was last used in August 1967 / it is now part of the access roads to a ski resort called Wilmot Mountain Ski Area

1954

Milwaukee Mile – at the Wisconsin State Fairgrounds in West Allis near Milwaukee, Wisconsin

Location: 43°1'14.01"N / 88°0'41.07"W / www.milwaukeeindyfest.com / wistatefair.com/wsfp

Opened as a dirt track for horse racing circa 1876 / the facility was originally known as Wisconsin State Fair Park / aka Milwaukee Fairgrounds / the oval held its first automobile race in September 1903 and was paved in April 1954 / construction of an infield road course began in June / it opened with sports car races in mid-August, but the surface of the circuit broke up badly during the inaugural meeting / the last two races of the day were therefore held on the oval, spiced up with a few haybale-chicanes / the road course was subsequently resurfaced and slightly redrawn for the second meeting, in July 1955 / the last auto race meeting on the infield circuit was held in June 1984, but there were still motorcycle races after that / one source suggests the last was held in 1987 / however I also found a WERA sprint meeting held in July 1988 / the road course was subsequently abandoned for years / a \$110,000 renovation plan was proposed in 1990 but fell through / incidentally, a one-off AMA Harley-Davidson Twin Sport motorcycle race was held on the oval rather than the road course (!) in June 1993

The road course was finally restored in July 2004 when it was widened and paved with a base coat of asphalt / it reopened the following year / the first race meeting may have been the Midwestern Council of Sports Car Clubs' Great Lakes Grand Prix in May / further repaving took place in October 2006 / the SCCA Milwaukee Region used the circuit for club racing through 2013, but no event was scheduled for 2014 / however the aforementioned Midwestern Council did race here in June 2014 / the track is currently used for track days and the Performance Driving Experience (PDX) Series

Willow Springs International Raceway – west of Rosamond, California / YT

Location: 34°52'22.94"N / 118°15'45.51"W / www.willowsspringsraceway.com

Opened as an oiled dirt course in November 1953 / the circuit was definitely paved by April 1956 but it would appear the track was already paved as early as 1954 / unfortunately further info is missing / aka Rosamond International Raceway / the circuit's layout has always remained the same / a separate second circuit named The Streets of Willow Springs was added in 1988 / this was later lengthened / a third road course named The Horse Thief Mile followed in 2003 / the facility is now named Willow Springs International Raceway / aka Willow Springs International Motorsports Park / still active

1955

Marlboro Motor Raceway – just south of Upper Marlboro, Maryland

Location: 38°48'24.04"N / 76°44'18.85"W

Began as a dirt oval in July 1952 / the oval was later paved and a road course some 0.7 mi in length was added / this opened in May 1955 / the circuit was extended by a mile by May 1957 but remained very tight and sinuous / the first SCCA National was held in July of that year / aka Upper Marlboro Speedway / aka Marlboro Park / aka Marlboro Park Speedway / also hosted a number of 12-hour endurance races / the circuit was last used in late 1969 but then abandoned, perhaps as a result of the opening of Summit Point Speedway in West Virginia, see below / the entire facility still remains / it is situated about seventeen miles from the White House in nearby Washington, DC

Incidentally, Marlboro was the only permanent road course Maryland ever had / in the early 1970s a new circuit designed by Mark Donohue called Chesapeake International Raceway was to be build near Elkton / this fell through due to financial problems / in early 1985 the owners of the dragstrip at Maryland International Raceway in Budds Creek were considering adding a road course to their facility / however this never happened either

Road America – south of Elkhart Lake, Wisconsin / YT / YT

Location: 43°47'44.94"N / 87°59'31.31"W / www.roadamerica.com

Opened September 1955 / Road America was the successor of two nearby street circuits / these were used in 1950 and from 1951-1952 respectively / the main initiator of the purpose-built circuit was Clif Tufte / at 4.048 mi it ranks among the longest purpose-built circuits in the world / the main layout has not changed since the circuit opened over fifty years ago / aka Elkhart Lake / still active

1956

Paramount Ranch – south of Agoura Hills near Saratoga Hills, California

Location: 34°7'6.83"N / 118°45'10.33"W

Opened August 1956 / built on the former Paramount movie studio ranch / one of only a few purpose-built figure-8 circuits in the world / the course was very short lived as the last race was in December 1957 / this was marred by two fatalities / Phil Hill apparently did conduct a test session at Paramount Ranch in August 1958 / almost nothing remains of the circuit today

Watkins Glen – south-west of Watkins Glen, New York / YT

Location: 42°20'11.03"N / 76°55'21.42"W / www.theglen.com

Opened September 1956 / aka Watkins Glen Grand Prix Course / nicknamed The Glen / the successor of two nearby street circuits / these were used from 1948-1952 and 1953-1955 respectively / while the circuit is normally used clockwise, it ran anti-clockwise for a 1957 NASCAR race and AMA motorcycle races in 1959 and 1960 / the track closed in 1981 after going bankrupt / over the next two years only a few non-spectator SCCA events were held / it reopened July 1984 / now named Watkins Glen International / still active

1957

Lime Rock Park – south of Falls Village, Connecticut

Location: 41°55'39.24"N / 73°23'1.72"W / www.limerock.com

Opened April 1957 / the first event was a drivers' school, following eight days later by the first races / initiated and built by Jim Vaill / this was the second purpose-built road course in Connecticut after Thompson Raceway / the circuit was thoroughly modernized in 2008 / despite this the basic layout has never changed / there is no racing on Sundays due to local blue laws / still active

Virginia International Raceway – east of Danville, Virginia / YT / YT

Location: 36°33'44.98"N / 79°12'25.63"W / vimow.com / www.virhistory.com

Opened August 1957 / the first actual event was a preliminary time-trial meet in late July but the inaugural races took place early the following month / the last race was an SCCA regional and enduro in Oct 1974 / the circuit was then abandoned / developer and vintage racer Harvey Siegel completely restored the track from 1998-1999 / it reopened March 2000 / the original layout was preserved but several optional layouts were added / the track was also widened / one of the longest purpose-built circuits in the world in the so-called Grand Course layout / located a stone's throw from the border with North Carolina / sadly the magnificent and iconic oak tree which stood on the inside of Oak Tree Corner fell down after it broke at the base due to natural causes in July 2013 / still active

Bridgehampton Race Circuit – north of Bridgehampton near Noyack on Long Island, New York / YT

Location: 40°58'47.73"N / 72°20'26.44"W

Opened September 1957 / the first event was a drivers' school in August but the first race meeting was a low-key motorcycle event in early September / the better-known first auto races were held later that month, a week after Riverside opened / nicknamed The Bridge / had 133 feet of elevation change / replaced a street circuit used from 1949-1953 / the last races took place in 1997 / a race school operated until about a year after that / the site is now a golf course

Riverside International Raceway – between Riverside and Moreno Valley, California

Location: 33°56'13.77"N / 117°16'25.51"W

Opened September 1957 / aka Riverside International Motor Raceway / the last major race was the NASCAR Budweiser 400 in June 1988 / however a shortened layout was created for racing to continue in 1989 / the last races reportedly were an SCCA meeting in early July and a VARA vintage event two weeks later / the circuit then closed definitively due to the escalating property value and pressure from development / however note the Skip Barber Racing School continued using a part of the track through May 1990 / the site is now largely occupied by a residential area and the Moreno Valley Mall

Laguna Seca Raceway – near Monterey, California / YT

Location: 36°35'3.32"N / 121°45'7.84"W / www.mazdaraceway.com

Opened November 1957 / the circuit was extended and modified in 1988 / its signature turn is a steeply downhill sweeper named The Corkscrew / now known as Mazda Raceway Laguna Seca / still active

1958**Vaca Valley Raceway** – between Vacaville and Dixon, California

Location: 38°24'26.89"N / 121°53'58.73"W

Opened July 1958 / the multi-purpose facility included a little-used 1.25-mi paved oval, a dragstrip and 2.1-mi road course / aka Vaca Valley Speedway / aka Vacaville Raceway / hosted a 24-hour motorcycle race in July 1965 / the circuit was used through 1972 but suffered from a poor surface / the final events appear to have been a pair of AFM motorcycle meetings in late August and late September / as of 2012 the site had not been built on and the entire circuit remained albeit overgrown and crumbled

Meadowdale International Raceways – directly west of Carpentersville, Illinois / YT

Location: 42°6'49.62"N / 88°18'20.80"W

Opened September 1958 / built by Leonard Besinger / Meadowdale's signature turn was the Monza Wall which was banked 45 degrees at the top / however this was torn down and replaced by a flat curve before a Trans-Am race in 1968 / the last race took place in May 1969 / by then the facility had been renamed Illinois International Speedway / a USAC championship race was to be held on a new tri-oval in September 1970 but this did not materialize and the track never opened that year / it was instead completely abandoned / the site is now a park called Raceway Woods / a paved bicycle path was laid over the remains of the old circuit in 2009

Vineland Speedway – between Vineland and Millville, New Jersey

Location: 39°26'14.45"N / 75°2'51.27"W

Started as an oval in 1955 / a dragstrip and road course were added within one month in 1958 / the latter opened in October, two weeks after Waterford Hills / hosted a 4-hour motorcycle race in October 1963 / a quick lap around the 1.3-mile circuit took about 58 seconds in the mid-1960s / the road course closed in 1966 / the last known meetings were SCCA events in April and June, as well as a Regional and 4-hour endurance event in early October / the dragstrip apparently operated for another year / the property was sold to Cumberland County College / part of the site is now a baseball diamond / other sections and the oval remain

1959

Daytona International Speedway – Daytona Beach, Florida / YT

Location: 29°11'8.52"N / 81°4'12.44"W / www.daytonainternationalspeedway.com

The 2.5-mi superspeedway opened February 1959 / the first event on the road course was a USAC meeting in early April / this was headlined by a 1000 km sports car race, although the race was shortened to 6 hours due to fading light / the facility was built by Bill France to replace the unique but obsolete course over the beach and adjacent highway at Ponce Inlet / motorcycles continued racing on the beach for two more years and did not switch to the speedway until 1961 / the speedway's three main races are NASCAR's Daytona 500, the 24 Hours of Daytona for prototypes and GTs, and the 200-mile race for motorcycles / also hosted the United States motorcycle Grand Prix from 1961-1965 / still active

Continental Divide Raceways – south of Castle Rock, Colorado / YT

Location: 39°19'57.73"N / 104°53'3.51"W

Opened August 1959 / some sources suggest the circuit opened in 1958 but that is incorrect / hosted the Trans-Am Series from 1967-1968 and USAC Champ Car trail from 1968-1970 / closed in 1979 but reopened in 1981 / the last known race meetings are an MRA motorcycle event held in May 1983 and an SCCA national in early September / the track was then sold for development and reportedly torn down in 1985 / the site is now a housing estate / not to be confused with Continental Divide Race Park, which was built near Mead, Colorado in the mid-1980s, see further below

Waterford Hills – north of Waterford, Michigan / YT

Location: 42°42'32.37"N / 83°23'25.66"W / www.waterfordhills.com

Began in May 1958 as a small one-lane dirt course used for gymkhanas and time trials / it was paved by October and formally named the following January / aka Waterford Hills Road Course / the track was subsequently widened to allow actual racing / the inaugural meeting was titled Ed Lawrence Memorial Races and took place in October 1959 / the circuit's layout has never changed since then / aka Waterford Hills Road Racing / still active

Westwood Racing Circuit, Canada's first purpose-built road course, opened near Vancouver, British Columbia, in July 1959 / Mexico's first circuit, later named Autódromo Hermanos Rodríguez, opened in Mexico City in December that same year

Circuits of the 1960s

1960

Louisiana Hilltop Raceway – east of Shreveport between Eastwood and Haughton, Louisiana

Location: 32°33'6.73"N / 93°31'50.10"W

Opened June 1960 / the first meeting was an SCCA regional in June, followed by an AMA motorcycle race on Independence Day / the official inauguration was apparently held over the Labor Day weekend later that year / aka Hilltop Raceway / aka Top O' the Hill / ran into financial troubles very early on / the track was up for sale by early 1963 / it reopened under new ownership in mid-1964 for motorcycles and karts / the direction of travel was subsequently reversed for a sports car meeting in September to increase safety, but the event was marred by a fatal crash / this is the last documented race at the circuit / a further event was announced for September 1965 but this may well have been cancelled / the circuit closed definitively that year / the site is now a Baptist Summer Camp but most of the circuit remains

Roebing Road Raceway – north-east of Bloomingdale near Savannah, Georgia / YT

Location: 32°10'5.15"N / 81°19'20.20"W / www.roebingroad.com

Opened June 1960 / the inaugural races were held a week after Louisiana Hilltop Raceway opened / the official track website claims the circuit opened in 1959 but this is incorrect / initially known as Savannah-Effingham Motorway and Savannah-Effingham Raceway / then as Savannah International Raceway / later renamed Roebing Road Raceway after track founder Robert Roebing / designed by John Rueter with help of Ed Rahal / aside from the addition of an optional chicane on the front straight the circuit's layout has never been modified / nowadays a non-spectator facility / still active

Pacific Raceways – south-east of Kent near Lea Hill, Washington / YT

Location: 47°19'12.44"N / 122°8'42.43"W / www.pacificraceways.com

Opened July 1960 / the dragstrip opened on Independence Day / the first event on the road course was a 100-mile event for Indianapolis-style sprint cars in late July / this was followed by sports car races in mid-August / while the track normally ran anti-clockwise, an SCCA four-hour enduro in September 1960 and a June 1962 SCCA race used the other direction / the facility was renamed Seattle International Raceway in 1969 but returned to the original name in 2002 / the layout has changed only slightly over the years / still active

Green Valley Raceway – between Keller, Watauga and Colleyville, Texas

Location: 32°53'49.60"N / 97°12'37.37"W

Opened August 1960 / built by Bill McClure / the facility included a dragstrip and a make-shift road course / the circuit was slightly modified in summer 1964 / a further extension was planned by late 1968 but never materialized / the road course operated until circa 1977 as per Allan Brown / while the dragstrip continued to be used the road course was abandoned / it reopened in October 1984 for a combined Trans-Am and Can-Am meeting titled Texas Challenge / the track hosted a number of motorcycle races over the next two years / the last known race meeting is a CRRC event held in May 1986 / the facility closed definitively later that year / aka Green Valley Race City / the site is now a housing estate / the circuit is completely gone

Marchbanks Speedway – south-east of Hanford, California

Location: 36°16'22.16"N / 119°35'46.93"W

Opened September 1960 / the facility began as a ½-mile dirt oval called Marchbanks Speedway circa 1951 / aka Marchbanks Stadium / this was built by B.L. Marchbanks / the oval was paved in 1953 / by then it also had a ⅓-mile oval inside the ½-mile as well as a tiny infield road course of sorts / a 1.3-mi high-banked triangular oval then opened in June 1960 / a proper road course which combined all three ovals with a short infield section opened with sports car and motorcycle races in September 1960 / two AMA meetings took place in 1961 but an AMA Grand National race planned for April or May 1965 was cancelled / the circuit did stage a different motorcycle meeting in May of that year, as well as a meeting for formula cars and sedans in September / these are the last documented races on the road course / the triangular oval was refurbished and lengthened slightly ahead of an October 1967 Champ Car race / by then the facility was known as Hanford Motor Speedway / aka Hanford Speedway / aka Hanford Raceway / the last race on the oval took place in April 1969 / a 250-mile USAC race scheduled for October was cancelled, as were two further USAC championship races tentatively planned for March and October 1971 / the track was abandoned and finally torn down in April 1984 / no trace of it remains

1961

Indianapolis Raceway Park – north-east of Indianapolis near Clermont, Indiana

Location: 39°48'44.90"N / 86°20'25.46"W / www.lucasoilraceway.com

Started as a dragstrip in September 1960 / the road course opened in April 1961 / hosted the USAC Champ Car trail from 1965 through 1970 / the July 1965 race is of particular note as it was the first race of said championship held on a road course / the facility is located less than six miles from Indianapolis Motor Speedway / known as O'Reilly Raceway Park at Indianapolis from 2006-2010 / renamed Lucas Oil Raceway at Indianapolis in 2011 / still active

Portland International Raceway – directly north of downtown Portland, Oregon

Location: 45°35'50.46"N / 122°41'44.63"W / portlandraceway.com

Vanport City was built during World War Two but destroyed by a flood in May 1948 / Portland purchased the site in 1960 / in June 1961 the first Rose Cup sports car races were held on abandoned roads in former Vanport / the site was now most commonly called West Delta Park / aka Delta Park / aka Auto Sports Park

The original course operated from 1961-1968 / it was known as West Delta Park Road Race Circuit / a shortened and slightly modified layout was used from 1969-1970 / the name Portland International Raceway has its origins around this time / parts of the course were then redrawn and most of it was also repaved / this resulted in the familiar layout known today as of June 1971 / it seems the circuit now also became fully permanent / the current start-finish straightaway is what used to be Cottonwood Street in Vanport / still active

1962

Henderson International Raceway – Henderson, Nevada

Location: 36°3'1.23"N / 114°58'51.98"W

Began as a dragstrip called Thunderbird Raceway in 1958 / aka Henderson Drag Strip / in April 1962 the United States Sports Car Club organised a meeting on what was described as a new 2.5-mile road course that went down the dragstrip, then wandered around through the desert before looping back via a 20-degree banked turn / this is the only documented race on this circuit, but there may have been an SCCA regional and drivers' school in November 1963 / the banking, incidentally, was not used as the necessary guard rail had not been installed yet / the dragstrip reportedly closed in 1964 / the Bureau of Land Management cancelled the lease in October / no further details are known

Mid Ohio Sports Car Course – west of Lexington, Ohio / YT

Location: 40°41'26.31"N / 82°38'8.67"W / www.midohio.com

Opened August 1962 / the first event was a drivers' school in early July but the inaugural race meeting took place in August / founded and designed by Les Griebing / the original course was even more sinuous than today's / it included the now optional Keyhole chicane and a section called Oak Tree Bend / this was removed by early 1963 due to complaints from the drivers, who considered the course too slow and winding / still active

Rattlesnake Raceway – south of Midland, Texas

Location: 31°54'43.71"N / 102°2'47.14"W

Construction of this track was announced in December 1961 / the first meeting took place in November 1962 / the second and final event was an SCCA meeting in May 1963 / this was sadly marred by a fatal accident / the circuit was then bought by Jim Hall and Hap Sharp who subsequently used it as a private test course for their Chaparral racing cars / it was active at least until the mid-1970s but abandoned at some point / the entire course remains to this day but it is private property

The seemingly new, purpose-built 1.7-mile Antilles Auto Racing Circuit near Caguas, Puerto Rico hosted the well-attended but one-off Puerto Rico Grand Prix from 3-11 November 1962 / the track was also known as Autopista Caguas and operated until approximately the mid-1980s / it was located west of town on the road to Aguas Buenas but has since been built over / no trace remains today

1963

Greenwood Roadway – south-east of Indianola and south-west of Milo, Iowa

Location: 41°15'14.48"N / 93°29'41.93"W / www.greenwoodroadway.com

Opened June 1963 / had an unusual U-shaped layout / also noteworthy for having seven or eight consecutive righthanders / the circuit was not spectator-friendly and was a financial fiasco / a total of sixteen meetings are known to have been staged at Greenwood Roadway / the last two were an AMA Grand National race for motorcycles in August 1966 and an IKF karting enduro in September / the site is now a training and storage site for earth moving equipment / the entire circuit still exists

Woody Creek Raceway – directly south-east of Woody Creek, Colorado

Location: 39°15'54.13"N / 106°52'48.74"W / www.aspenmotorsportspark.com

Opened July 1963 / aka Aspen Raceway / aka Aspen International Raceway / the Mountain Roadracing Association staged motorcycle races here from the mid-1970s through the 1980s / the last SCCA Colorado region race meeting seems to have been in July 1992 / the circuit was later turned into a private facility known as Aspen Motorsports Park / it is the highest road course in the United States with start-finish located at approximately 7470 feet or 2277 metres / still active

Lynndale Farms – in between Hartland and Pewaukee, Wisconsin

Location: 43°6'34.25"N / 88°17'57.87"W

Opened August 1963 / designed in the summer of that year / construction was completed in time for two meetings to be held in 1963 / in August and September / the latter meeting was confusingly called Oktober-Rennen / aka Lynndale Farms Road Racing Course / the track was in serious financial difficulties by late 1965 / owner Jerry Hirsch was granted a one-year license to operate the track in July 1966 but despite this the last race was held in late October that year / the circuit closed due to financial difficulties and because residents of the area objected to the noise / it was described as defunct by April 1967 / the site is now a housing subdivision named Lynndale Farms / parts of the track were reused as normal streets / some original tarmac also remains

Nelson Ledges Road Course – north-east of Garettsville, Ohio

Location: 41°18'22.72"N / 81°0'59.53"W / www.nelsonledges.com

Opened late September 1963 / note that it is possible Nelson Ledges originally began as an oiled dirt track in 1962 / in the early years the circuit was also known as Steel Cities International Raceway but this name was later dropped definitively as it was too confusing / the circuit initially measured just over a mile / it was lengthened circa June-July 1966 / the original short course continued to be used for club events at least until 1981 but is now defunct / Lloyds Insurance gave Nelson Ledges an award for its outstanding contribution to auto safety in 1974 for the then-innovative use of tyre walls / held 24-hour races for motorcycles from 1969-1993 and for cars beginning in 1980 / the latter are known as The Longest Day / in the 1980s and 1990s the course was notorious for its bumpy surface / currently named Nelson Ledges Race Complex / still active

Augusta International Speedway – between Augusta-Richmond County and Hephzibah, Georgia

Location: 33°21'6.69"N / 82°5'19.61"W / www.augustainternationalraceway.org

The dragstrip and small tracks for midgets and go-karts opened in May 1960 / aka Augusta International Speedway and Sports Center / a ½-mile oval seemingly followed in 1962 / the road course opened with a NASCAR Grand National race in November 1963 / this was scheduled as a 510-mile race but ultimately ran for 417 miles as lap speeds were slower than expected and there was a 5 pm curfew / the only other road race was a USRRC event in March 1964 / a further USRRC meeting planned for April 1965 was cancelled in December 1964 due to the poor condition of the circuit and the lack of financial means to make improvements / the road course was subsequently abandoned / the more successful ½-mile oval operated through May 1970 / a 2-mile superspeedway was also planned but never built / much of the road course remains as part of Diamond Lakes Regional Park

1964

Phoenix International Raceway – south-west of Phoenix near Avondale, Arizona

Location: 33°22'29.06"N / 112°18'37.97"W / www.phoenixraceway.com

Opened January 1964 / the first event on the road course was an SCCA regional in early January / this was followed by a divisional event the following month / note the circuit's official website erroneously states the circuit opened with an open sports car race in mid-February, but actually that meeting took place in April / the first event on the oval was a USAC race in March, although there had already been a record run in January / the road course was located both inside and outside of the oval / the external section was abandoned as of 1991 / it is now part of the parking lots / the internal portion was reconfigured to form a new 1.5-mi infield course / the last major race there was a Grand-Am event in May 2006 / the road course was subsequently used for minor races through early 2011 / it closed when the oval was renovated later that year and did not reopen, as it did not fit in with plans to increase the infield fan and media amenities / only the oval is still active

Oregon International Raceway – between Goshen and Creswell near Eugene, Oregon

Location: 43°57'36.63"N / 122°59'54.17"W

Opened June 1964 / designed by John Hugenholtz / the circuit opened on 7 June, yet a later meeting on Independence Day weekend was confusingly billed as the Grand Opening / the last documented auto race took place in late May 1966 / an endurance race was scheduled for July but was likely cancelled / the track did host go-kart races in August / at some point after that the track surface was damaged, allegedly by flooding, and no races were scheduled for 1967 / about 25% of the course needed to be resurfaced for racing to continue / however circuit owner Leonard Wildish was not interested in spending money on repairs / a ten-year plan to revamp the facility was announced in September 1967 but nothing became of this / the site is now Short Mountain Landfill

Incidentally, around this time John Hugenholtz also designed, in association with his American partner Michael Parker, a road course called Lakeside Raceway, that was to open near San Diego, California in spring 1964 / it was never built, however, reportedly because local authorities would not re-zone the area to permit construction of a race track

Mid America Raceways – north-west of Wentzville, Missouri

Location: 38°50'49.79"N / 90°54'48.06"W

The dragstrip opened in 1963 / the road course opened in June 1964 on the same weekend as the above Oregon International Raceway / initiated and built by Ben Lindenbusch and Wayne Koche / the last races are believed to have been held in 1984 / by then the track was in poor condition, but despite this a WERA National Endurance motorcycle race was still organised in May of that year / no meetings are documented for 1985 but it is possible racing ceased when the road course at St. Louis International Raceway opened, which was in June 1985, see below / the dragstrip at Mid-America Raceways ran its last event in late 2004 / the site is now a housing estate

Hawaii Raceway Park – next to the airport west of Ewa Beach on Honolulu island, Hawaii

Location: 21°18'56.26"N / 158°5'49.51"W

Opened as a dragstrip in July 1964 / the main initiator was Jimmy Pflueger / located at Campbell Industrial Park / Allan Brown writes the facility began with a ¼-mile oval in 1962 and a dragstrip the following year but this is incorrect / a 2.0-mi road course operated from 1973-1975 as per Brown / this used the dragstrip and two purpose-built sections, one of which also serving as the return road / however the years are incorrect as the first documented race is an SCCA meeting held in December 1964, although it is possible there had already been a sports car race in October

The facility reportedly closed in 1973 but this is unconfirmed / the Hawaii Road Racing Association is known to have raced motorcycles on a 1.5-mi layout in the late 1970s and early 1980s, and on a 0.75-mi course in 1990 / a 1.32-mi version was then used from 1992 onwards as per Brown / this omitted the original southern loop / aka Hawaii Motorsports Center / the last SCCA race meeting took place in January 2006 / the facility subsequently closed in April / it was still there as of July 2008 / however a January 2013 aerial photo showed the course was increasingly deteriorating by then and the site was partially being built on

1965

Palm Beach International Raceway – north-west of Palm Beach Gardens and west of Jupiter, Florida

Location: 26°55'24.15"N / 80°18'20.59"W / racepbir.com

Opened March 1965 / the facility also included a dragstrip / construction began June 1964 / renamed Moroso Motorsports Park in 1981 after the Moroso family took over the facility / the circuit was sold and completely renovated in 2008 / it also returned to its original name / still active

Grattan Raceway – west of Belding, Michigan

Location: 43°5'42.10"N / 85°23'4.62"W

Opened June 1965 as per Allan Brown / the earliest confirmed race I found is an SCCA meeting in late September 1965 / aka Grattan Raceway Park / the entire track was repaved in 2010 / still active

Bryar Motorsports Park – north of Loudon, New Hampshire

Location: 43°21'45.76"N / 71°27'37.23"W / www.nhms.com

Started as a dirt oval for kart racing in 1960 / aka Road 106 Midway Raceway / the road course opened June 1965 with an AMA Grand National race / it was built by Keith Bryar and replaced an earlier one-mile circuit over public roads at Belknap Recreation Area in Gilford near Laconia / this had hosted motorbike races from 1938-1941 and 1946-1963 / Keith Bryar sold the track to Bob Bahre in December 1988 due to being ill / racing continued until circa June 1989 before Bahre demolished the old facility to build New Hampshire International Speedway at the site, see further below

Stardust International Raceway – west of Las Vegas in Spring Valley, Nevada

Location: 36°6'24.73"N / 115°15'12.91"W

Opened October 1965 / construction had begun in late July / the inaugural meeting was a non-spectator SCCA regional in October / this was followed by the Stardust Grand Prix in November / the first motorcycle event was an AMA sportsman meeting in February 1967 / the last documented race at Stardust was held in late February 1969 / portions of the track were apparently damaged by a torrential desert rain storm after that and the course was subsequently abandoned / the dragstrip closed in 1970 or 1971 and the facility was dismantled by early 1972 / the site is now a housing estate

Carlsbad Raceway – between Palomar Airport and Lake San Marcos, California / YT

Location: 33°7'59.77"N / 117°14'16.72"W

Opened as a dragstrip in November 1964 / a small road course approximately 1.2 miles in length was later added / the inaugural event was to be an SCCA regional in mid-May 1965 but this was cancelled due to delays in completion of the new course / it eventually opened with ACA motorcycle races in October 1965, one week after Stardust International Raceway / the track later hosted AMA Grand National events in September 1966 (course run clockwise) and September 1967 / the SCCA ran solo events here from the 1960s to 1980s (course run anti-clockwise) and perhaps as late as the mid-1990s / the road course was challenging but dusty and primitive / Carlsbad Raceway is perhaps best known for hosting the US motocross Grand Prix in the 1970s and 1980s / the dragstrip closed in 2004 / the site is now a business park

1966

Holtville Aerodrome International Raceway – north-east of Holtville, California / YT

Location: 32°50'31.28"N / 115°16'8.98"W

Opened circa 1966 / exact info is missing / the earliest reference to racing here is an SCCA regional and drivers' school scheduled for February 1966 but it is not known if this meeting took place / located at an abandoned airfield about ten miles north of the Mexican border / the San Diego Region of the SCCA continued racing here through circa 1997 but car counts fell to unsustainable low levels / track days were organised as late as 2003 / Steve McQueen practiced here in preparation for his Le Mans movie / arguably a permanent circuit although it lacked any facilities / now abandoned

Whiteman Stadium was a 1/8-mile paved oval located at Whiteman Air Park in Pacoima, California that opened in 1966 / the American Federation of Motorcyclists staged about seven meetings on a make-shift road course here between May 1966 and July 1967 / in addition, a road racing school operated at least through 1968 / the 0.4-mile B-shaped course used both turns of the oval and portions of the infield / while the Air Park still exists today there is no trace left of the racing facility

Austin Raceway Park – between Round Rock and Wells Branch, Texas

Location: 30°28'11.31"N / 97°40'56.20"W

Opened August 1966 / the facility included a dragstrip and a road course / the latter opened with the Carrera de la Capital sports car races in August / this SCCA event had previously been held on a street circuit around the Austin Municipal Center from 1963-1965 / it was held at the newly-constructed Raceway Park the following two years but returned to city streets in 1968 due to poor spectator turnout at the permanent facility / Austin Raceway Park was not very successful and lasted just four years / the bleachers and lighting system were sold by February 1970 / the final events were SMRA motorcycle races on 1 March and 12 April / by then many of the track's facilities were absent due to preparations for converting the grounds into a mobile home park / it was subsequently abandoned / today most of the circuit has been built over

War Bonnet Raceway – directly north of Mannford, Oklahoma

Location: 36°8'54.69"N / 96°21'42.84"W

Opened 1966 / an SCCA regional was announced for July but it is not known if this took place / the first confirmed meeting took place in early October of said year / aka War Bonnet Park / the track was originally planned to be 5.7-mi (!) long, but what was initially built measured only about 0.86-mi / it was lengthened to 2.3-mi sometime before June 1967 / last used circa 1969-1970 / a July 1969 newspaper article claims War Bonnet Raceway had its long course disapproved for over a year by then, pending repairs to a cracked and sagging concrete bridge, with only the short course having SCCA approval / reportedly sold in July 1970 to Creek County Land Development Company / the circuit is now a part of the roads of a housing subdivision or trailer park

1967**Antelope Valley Raceway** – just south-east of Palmdale, California

Location: 34°32'20.45"N / 118°0'23.78"W

Opened as a dragstrip called Palmdale International Raceway in October 1964 / the grand opening took place in June 1965 / the American Federation of Motorcyclists ran a pair of motorcycle road races on a make-shift circuit here in September and October 1967 / by then the facility was known as Antelope Valley Raceway / the American Cycle Association later raced here in October 1969 and January and April 1970 when the track was apparently known as Anzac Raceway / it was renamed Los Angeles County Raceway in 1980 / the dragstrip finally closed in July 2007 / no trace of it remains today

Orange County International Raceway – between the highway and airport in East Irvine, California

Location: 33°39'51.96"N / 117°44'53.29"W

Broke ground in February 1967 / the dragstrip opened August 1967 / the first known event on the road course was an AFM motorcycle meeting in mid-October that year / the course was slightly lengthened in September 1968 when three new turns were added / the AFM seemingly last raced at Orange County Raceway in August and September 1972 / however the Continental Motosports Club staged motorcycle road races here through May 1975 / the more successful dragstrip was last used in late October 1983 / the site is now an industrial park and highway flyover

Odessa Raceway Park – south-west of Odessa in Penwell, TexasLocation: 31°43'57.34"N / 102°34'46.06"W / www.caprockmotorplex.com

Opened as a dragstrip in September 1966 / aka Penwell Raceway, Penwell Dragway and later West Texas Raceway Park / a road course was added in 1967 / final paving was done in March / the inaugural meeting was to be an SCCA regional in late June but this was cancelled / sports car races may subsequently have been held in late October 1967 but the first confirmed meeting took place in May 1968 / further SCCA events were held in July and September / the Southwest Motorcycle Racing Association may also have raced at Odessa Raceway Park that year / no races are documented beyond the 1968 season / the facility was renamed Penwell Knights Raceway in 2008 / after a change of ownership the name became Caprock Motorplex in 2012 / only the dragstrip is still active

Blackhawk Farms Raceway – north-west of Rockton and west of South Beloit, Illinois / YTLocation: 42°29'16.67"N / 89°6'58.80"W / www.blackhawkfarms.com

Opened in 1967 / the exact date or month is missing / designed by Jerry Dunbar / was a non-spectator track until 1989 / the only layout change occurred in late 1991 when a new S-turn was added after turn three / located a stone's throw from the state border with Wisconsin / aka Blackhawk Raceway / still active

Miami-Hollywood Speedway – west of Pembroke Pines, Florida

Location: 26°0'50.40"N / 80°22'13.45"W

Opened as a dragstrip in November 1966 / a tight road course opened in 1967 and was active until circa 1979 as per Allan Brown / the first SCCA national meeting here was held in mid-September 1969 / also known under various other names, including Broward Motor Speedway, Miami Dragway, Miami Speedway Park, Miami-Hollywood Speedway Park, Miami International Speedway and Miami-Hollywood Motorsports Park / the dragstrip was active until 1992 / the site is now a residential area

1968

Heidelberg Raceway opened as a 1/2-mile dirt oval in Scott Township, south-west of Pittsburgh, Pennsylvania, in May 1948 / a 1/4-mile oval was later added to the infield and both tracks were paved before the 1967 season / the AMA staged a pair of Grand National races on a make-shift road course here in June 1968 and June 1969 / these two events are the only road races documented here as a third event scheduled for June 1970 was cancelled / the circuit actually combined the two ovals / Heidelberg Raceway closed at the end of the 1973 season / there is no trace left of it today

Bonneville Raceway Park – north-west of West Valley City, Utah

Location: 40°43'7.98"N / 112°2'36.97"W / www.rmrracing.com

Opened as a dragstrip May 1965 / aka Bonneville Dragway / the facility moved to a new location nearby in 1968 / it reopened there in July / a 1.7-mi road course was added at that time as well / the latter hosted the Great Salt Lake Road Races from 1968-1971 / this event had previously been held at West Jordan Airport in Midvale from 1956-1967 / the new course was described as hard on the brakes / it also hosted the SCCA Utah Stars Grand Prix in September 1972 but fell out of use after a new 1/3-mile oval was added that year, although an event called Great Salt Lake High Speed Autocross was apparently held on the road course as late as September 1975

The road course was finally renovated and reopened in 1988 / the Utah Sport Bike Association began racing there in late May of that year / the American IndyCar Series raced on a 1.4-mi layout in August 1991, but the following two years the series ran on the oval instead / the USBA continued racing at Bonneville Raceway Park through September 1994 but then abandoned the circuit due to the continuing deterioration of the track surface / the entire facility was then overhauled in 1996 and reopened the following year as Rocky Mountain Raceways / only the oval and dragstrip still operate

Donnybrooke Speedway – north-west of Brainerd, Minnesota

Location: 46°25'4.54"N / 94°16'30.64"W / www.brainerdraceway.com

Opened August 1968 / aka Donnybrook Raceway / designed by George Montgomery and Bill Peters senior / now known as Brainerd International Raceway & Resort / still active

Sears Point International Raceway – south of Sonoma and north east of Novato, California / YT / YT

Location: 38°9'45.21"N / 122°27'26.32"W / www.racesonoma.com

Opened December 1968 / the first race was an SCCA enduro / briefly renamed Golden State International Raceway in 1980 / known as Infineon Raceway as of 2002 / the track was renamed again in 2012 to Sonoma Raceway / series that have raced here include the IndyCar Series, NASCAR Sprint Cup, IMSA GT, ALMS, Grand-Am, Trans-Am, WTCC and AMA Superbike / still active

1969

Michigan International Speedway – south of Brooklyn, Michigan

Location: 42°4'1.97"N / 84°14'27.41"W / www.mispeedway.com

The 2.0-mi superspeedway opened October 1968 / built for circa \$4.5 million by Lawrence LoPatin / broke ground in late September 1967 / the road course opened with a restricted SCCA regional in late April 1969, a shakedown for the following month's Trans-Am race / it was designed by Stirling Moss and ran both inside and outside of the oval / several modifications were then made before the Can-Am race in September / the circuit was also shortened from 3.31-mi to 3.0-mi by bypassing part of the oval and the banked Carousel corner / the course was last used in May 1973 for a Formula 5000 race / Roger Penske took over the speedway later that month and elected to focus on oval-only racing / aka Michigan Speedway

A different infield-only layout was then used for an IMSA GT race in September 1984 / this was the first road race at Michigan International Speedway in eleven years / the SCCA subsequently held races occasionally until the mid-1990s / as per the Speedway's official website, the infield road course was occasionally used for testing purposes in later years / the external section of the original road course became a part of the camping grounds next to the oval / the oval and infield course were then repaved in 2012 / road racing subsequently returned with an SCCA meeting in May 2013, reportedly the first here since 1994 / still active

Shelby County International Raceway – directly south of Lakeland, Tennessee

Location: 35°13'22.09"N / 89°43'45.11"W

Began as a dragstrip called Lakeland International Raceway in July 1960 / aka Lakeland Drag Strip / the 1.7-mi road course seemingly opened with an SCCA event in May 1969 followed by a USAC stock car race in June / by then the facility was known as Shelby County International Raceway although it apparently reverted back to the original name at a later date / it was described as a very tough circuit / the USAC race suffered from extreme heat and a poor track surface / a further USAC race took place in October 1969 / said three races are the only documented meetings on the road course but it is not known until when the circuit operated / the dragstrip closed in 1979 and the facility was then abandoned / as of April 2010 the site was being turned into a residential area / please note this track must not be confused with Lakeside Speedbowl, an oval located on the other side of present-day Interstate 40 in or near an amusement park / this operated from September 1960 through 1968

Pocono International Raceway – south-west of Pocono Pines, Pennsylvania

Location: 41°3'22.80"N / 75°30'35.30"W / www.poconoraceway.com

Opened as a ¾-mile oval in May 1969 / the original opening race in October 1968 was rained out / construction of the facility was not completely finished until spring 1969 / the road course was first used in mid-September 1969 / construction of the 2.5-mi triangular superspeedway began as early as 1965 but it was completed only in 1971 / the track inspection took place on 3 June and the oval held its maiden race exactly one month later / the facility was overhauled in the 1990s / the ¾-mile oval was torn down and the original road course partially redrawn / several additional layouts were added as well / now named Pocono Raceway / nicknamed The Tricky Triangle / still active

Summit Point Speedway – south-west of Ranson and Charles Town, West Virginia / YT

Location: 39°14'15.86"N / 77°58'15.85"W / summitpoint-raceway.com

Opened October 1969 / the official website strangely claims the circuit opened May 1970 but that is incorrect / the course was lengthened from 1.85 to 2.0 miles in September or October 1970 / the facility was later renamed Summit Point Raceway / located a stone's throw from the state border with Virginia / two separate smaller road courses known as the Jefferson Circuit and Shenandoah Circuit were added to the facility in 1996 and 2004 respectively / the Washington Circuit for karting followed in spring 2009 / now known as Summit Point Motorsports Park / still active

Texas World Speedway – south-east of College Station, Texas

Location: 30°32'14.96"N / 96°13'18.66"W / www.texasworldspeedway.com

Opened October 1969 as Texas International Speedway / the track was first announced in January 1969 and was modelled after Michigan International Speedway / construction started in March / the inaugural races were held as part of a low-key SCCA restricted regional in October / this non-spectator meeting was required by the Automobile Competition Committee of the United States and served as a shakedown for the much better known Can-Am race in early November, which is usually described as the inaugural event / the 2-mi oval opened with the NASCAR Texas 500 in December

The facility was unsuccessful and soon went bankrupt / all major events for 1970 were consequently cancelled, including a Trans-Am race announced for April, June's NASCAR Lone Star 500, and the second Can-Am race, scheduled for November / however two SCCA meetings did take place that year, in July and September / a new management then took over and renamed the track Texas World Speedway / it reopened December 1971 / the superspeedway oval was last raced on in March 1993 but then abandoned for racing / the road course continued hosting professional racing through 1996 / it has been used quite extensively since, but only for amateur racing and club events / Texas World Speedway may close in the future as it is facing demolition to make way for a housing project / not to be confused with Texas Motor Speedway near Fort Worth, see below

Talladega Superspeedway – north of Talladega, south east of Lincoln, Alabama

Location: 33°34'2.79"N / 86°3'58.75"W / www.talladegasuperspeedway.com

The 2.5-mi superspeedway opened September 1969 as Alabama International Motor Speedway / it was built at the site of the former Anniston Air Force Base / the first meeting on the infield road course was held in November / this was headlined by a 100-mile Formula Ford race and also included Formula Vees and sedans / the last auto road race at Talladega was likely the six-hour endurance event of April 1979 / the road course seemingly ran AMA motorcycles only after that, through 1983 / after a multi-year break three further motorcycle meetings were staged between June 1988 and October 1989 / the event scheduled for October 1990 was subsequently cancelled / the facility was renamed Talladega Superspeedway in 1989 / most of the road course still exists today but it is now defunct / the oval is still active

Circuits of the 1970s

1970

Dallas International Motor Speedway – south-east of Lewisville, Texas

Location: 33°0'38.36"N / 96°57'52.80"W

The state-of-the-art dragstrip opened June 1969 / the opening event was marred by a fatal accident / the first known meeting on the road course was a Formula 5000 race in July 1970 / four further events that year were cancelled / a Trans-Am race had been called off due to heavy rain in April / a USAC championship race and an SCCA VW Cup event both scheduled for early August were also cancelled / finally an AMA Grand National motorcycle race in October did not go ahead either / the last known race on the road course was an AMA Grand National meeting in April 1973 / races of the Volkswagen Cup and L&M Formula 5000 Series scheduled for early August were both cancelled / the facility went bankrupt and shut down that same year / it remained for some time but was built over in the 1990s / there is no trace of it today

Road Atlanta – north-west of Braselton, Georgia / YT / YT

Location: 34°8'43.89"N / 83°48'57.58"W / www.roadatlanta.com

Opened September 1970 with an SCCA Can-Am meeting / co-founded and designed by David Sloyer / went bankrupt in 1993 but was saved / Don Panoz purchased the track in November 1996 / it was gradually updated and upgraded after that / has hosted the Petit Le Mans endurance race since 1998 / still active

Ontario Motor Speedway – between Ontario and Fontana, California

Location: 34°4'22.70"N / 117°33'58.70"W

The 2.5-mi superspeedway opened in September 1970 / this was designed by Mike Parker and based on Indianapolis Motor Speedway / the first meeting on the infield road course was held later that month, one week after Road Atlanta opened / this was designed by John Hugenholtz / the last race on the road course was probably held in August 1980 / the last race on the oval was in November / the facility was sold and closed in late December / it was torn down in 1981 and has been built over / ironically, a new superspeedway opened in nearby Fontana in 1997, less than four miles from where Ontario Motor Speedway used to be

1971

Charlotte Motor Speedway – north-west of Harrisburg, North Carolina

Location: 35°21'7.06"N / 80°40'58.60"W / www.charlottemotorspeedway.com

The oval opened in June 1960 / the first race on the 1.75-mi infield road course was held in May 1971 / a new 2.25-mi layout debuted in August 1974 / the facility was later renamed Lowe's Motor Speedway but reverted to its original name in 2010 / still active

Lakeland International Raceway – south-west of Polk City, Florida

Location: 28°9'5.64"N / 81°53'12.03"W / racelakeland.com

Opened as a dragstrip circa February 1971 as per Allan Brown / amateur motorcycle races were organised on a make-shift road course using the dragstrip and return road from 1971-1972 but possibly as early as July 1970 / these meetings were organised by the Lakeland Ramblers and later by the Florida Grand Prix Riders Association / an SCCA race titled Sun State Grand Prix was then held in July 1973 / no further races are documented but there may well have been more / the facility is now known as Lakeland Drag Strip / aka Lakeland Motorsports Park / the dragstrip is still active

1972

Las Vegas Speedrome – north-east of North Las Vegas, Nevada

Location: 36°16'19.76"N / 115°0'37.29"W

Opened as a dragstrip in February 1972 / Allan Brown has 1958 while other sources point to 1979 but both are incorrect / the small road course appears to have opened shortly afterwards / the first documented race was an IMSA meeting in July 1972 / aka Las Vegas Speedway Park / aka Las Vegas Raceway Park / the circuit was renamed Las Vegas International Speedway in 1990 / the last known event on the road course is an American IndyCar Series and South-West region SportBike motorcycle meeting in early September 1995 / the circuit was torn down around October of that year after which the new Las Vegas Motor Speedway was built at the site / this opened in September 1996, see below / the dragstrip survived until 2000 when it was replaced by a new one named The Strip at Las Vegas Motor Speedway

1974

Gainesville Raceway – north-east of Gainesville, Florida

Location: 29°45'30.04"N / 82°15'58.57"W / www.autoplusraceway.com

Opened as a dragstrip in 1969 as per the official website / Allan Brown has 1968 but this is likely incorrect / originally called Gainesville Dragway but later renamed Gainesville Raceway / at least three amateur motorcycle road races were announced for 1970 but it is not known if these took place / the first confirmed race meeting on the make-shift road course was an SCCA Regional in June 1974 / this was followed by the non-spectator Grand Prix de Gainesville in August 1974, which was organised by the Florida Sports Car Club / said club held further races in September and October 1975 / the Sun State Grand Prix took place here in May 1976 / there were also several motorcycle races that year organised by the Florida Grand Prix Riders Association, which raced here at least through December 1987 / at some point the original road course was abandoned, but in the year 2000 a small new purpose-built road course was added / this was designed by Alan Wilson and Donald Robertson / it is mainly used for vehicle testing and training courses but may also host kart and autocross events / the facility is now known as Auto Plus Raceway

La Junta Raceway – at the airport north of La Junta, Colorado

Location: 38°2'32.32"N / 103°31'16.50"W

Opened in 1974 as per Allan Brown / the first meeting was likely the SCCA national in early September / the circuit is located in a disused corner of La Junta Municipal Airport / it uses perimeter roads and a portion of an old runway / the layout is marked permanently and there is a pit lane / as such the circuit may be considered permanent although it lacks further facilities / the track length is often reported as being 1.5 or even 1.9-mi / in reality the circuit is less than 1.3-mi / still active / it should be noted there had already been annual sports car races on a longer course at the airfield from 1955 until at least 1961 / this measured 3.1 miles the latter year

1975

Pueblo Motorsports Park – north-west of Pueblo, Colorado / YT / YT

Location: 38°18'10.01"N / 104°40'37.82"W / www.pueblomotorsportspark.net

Reportedly opened June 1975 / the dragstrip was reportedly first used in September / the road course was extended in the late 1980s / hosted the American IndyCar Series and its successor the United States Speedway Series on several occasions in the 2000s / the facility was scheduled to remain closed between September 2011 and March 2012 in order to completely repave the dragstrip and road course / still active

Bremerton Raceway – at the airport south-west of Bremerton, Washington

Location: 47°29'26.25"N / 122°45'14.95"W / www.bremertonmotorsportspark.com

Opened circa 1975 as per Allan Brown / exact info is missing / the circuit is located at Bremerton National Airport / formerly Kitsap County Airport / the dragstrip and 1.1-mi road course are laid out on the disused south-eastern runway / as such the facility can arguably be considered permanent, like La Junta Raceway in Colorado / now known as Bremerton MotorSports Park / still active although SCCA events are seemingly now restricted to time trials and autocross events / it should also be noted there had already been races at the airfield on various layouts from 1954-1957

Oak Hill Raceway – north-east of Henderson, Texas

Location: 32°15'28.52"N / 94°42'8.23"W

Opened in 1975 / designed and built by Jack Reed and operated together with his brother Pete / the circuit was originally designed for super karts / the first motorcycle meeting took place in mid-December 1975 / Allan Brown says it opened in 1970 but this is definitely incorrect / not to be confused with the motorcross track of the same name near Decatur, also in Texas, which apparently opened in 1975 as well / Oak Hill Raceway closed in late 2009 / the track has since been abandoned but may fall victim to the adjacent mining operation in the future / note it ran karts and motorcycles only

1976

Hallett Motor Racing Circuit – south-west of Hallett, Oklahoma / YT

Location: 36°13'21.80"N / 96°35'34.23"W / www.hallettracing.net

Opened in 1976 as per the official website / Allan Brown has 1977 / exact info is missing / still active

A ½-mile paved oval called 605 Speedway opened in Irwindale, California in 1966 / the American Federation of Motorcyclists staged so-called stadium road races on a ⅝-mile, 8-turn course in 1977 / about a handful of meetings were held from April through July / after a promising start the idea was to have races every Friday night / however rider support soon dwindled and the idea was abandoned / 605 Speedway actually closed later that year and was subsequently torn down

1978

North Carolina Motor Speedway – north-east of Rockingham near Marston, North Carolina

Location: 34°58'27.25"N / 79°36'39.09"W

The oval opened October 1965 / note there had already been a record run in late September / the road course reportedly opened in 1978 but details are missing / WERA staged 30-hour (!) endurance races here in 1979 and 1980 / further motorcycle races appear to have been held throughout the 1980s / strangely the road course does not appear on a 1982 topographical map / the facility merged with Penske Motorsports and was renamed North Carolina Speedway in 1997 / the road course was then abandoned / however it was restored in 2007 and racing resumed from January 2008 / the facility was later named Rockingham Speedway / nicknamed The Rock / it closed for racing after the 2013 season and is currently only used by a high performance driving school

Circuits of the 1980s

Mesa Marin Raceway was a ½-mile paved oval that operated in Bakersfield, California from 1977-2005 / on 26 June 1982, an AMA semi-pro event titled Stadium Road Race was held on a 0.75-mile course that combined the oval with sections in the infield / the event drew some 5000 spectators but was seemingly repeated just once, on 23 October of that year / the oval closed in October 2005 and has been demolished

1983

Second Creek Raceway – north-east of Commerce City and west of Denver International Airport, Colorado

Location: 39°51'29.12"N / 104°47'19.24"W

Opened September or October 1983 / hosted the American IndyCar Series Colorado Grand Prix in August 1992 / the track operated through October 2005 but then closed / it was still there as of October 2012 but increasingly deteriorating / the site may be turned into a residential area in the future

Firebird International Raceway – south-west of Chandler, Arizona / YT

Location: 33°16'1.23"N / 111°58'14.54"W / www.racewildhorse.com

Opened in 1983 / the exact date or month is not known / the facility includes several separate road courses, an oval and a dragstrip / it also has an artificial lake for powerboat racing / aka Firebird International Speedway / Ayrton Senna tested a Penske IndyCar at this track in December 1992 / hosted a one-off AMA Superbike race in September 1995 / the United States Speedway Series ran here from 2001-2002 / the facility closed in May 2013 but reopened under new ownership as Wild Horse Pass Motorsports Park in 2014 / while the dragstrip is used for major NHRA events, the road courses are now mainly used for minor events, such as track days, driving schools, and driving experiences / club races are conducted by the NASA Arizona Region, ProAutoSports and Desert Road Racing / still active

1984

The new Woodbine Motorsports Park near Woodbine, New Jersey was to open in the summer of 1984. Several events were scheduled for August and September, including SCCA races and AMA and WERA motorcycle meetings, but for reasons unknown the track never became a reality, and so none of these events actually took place.

1985

The ½-mile paved oval at Capital Speedway, now known as Madison International Speedway, was the scene of a one-off Midwestern Council of Sports Car Clubs road race meeting in early June 1985, using a make-shift course made up from parts of the oval and infield. The facility is located just south-east of Oregon, Wisconsin and still operates today.

Gateway International Raceway – between East St. Louis and Madison, Illinois

Location: 38°39'4.41"N / 90°8'5.92"W / www.gatewaymsp.com

Began as a dragstrip known as St. Louis Raceway Park in May 1967 / the name changed to St. Louis International Raceway in 1971 / a road course was added and opened in June 1985 / the name changed to Gateway International Raceway in 1988 / the facility was then completely torn down in 1996 and a new dragstrip and oval with infield road course were built on the site / the oval opened May 1997 while the first road race was one month later / Dover Motorsports Inc announced the closure of the facility in November 2010 / no events were scheduled for 2011 but the track reopened with drag racing as Gateway Motorsports Park in March 2012 / the road course and dragstrip are now active again

Talladega Gran Prix Raceway – between Talladega and Munford, Alabama

Location: 33°30'11.92"N / 86°0'4.77"W / www.tgprace.com

Opened in 1985 / reportedly built in the fall but the exact date or month is missing / initiated by David and Mike Upchurch and Gerald Rhodes / designed by Ed Bary / Talladega Gran Prix Raceway was primarily conceived as a motorcycle road race course / renovated in the second half of 2006 / the new layout has been in use since 2007 / note the name is actually spelled Gran Prix rather than Grand Prix / located less than six miles from Talladega Superspeedway as the crow flies, but there is no relation between the two venues / still active

1986

Continental Divide Race Park – east of Mead, Colorado

Location: 40°14'6.90"N / 104°58'36.36"W

Reportedly opened September 1986 but possibly ran motorcycles as early as June / known as Mountain View Motorsports Park at the time / aka Mountain View Raceway / hosted the American IndyCar Series Colorado Grand Prix on several occasions between 1988 and 1999 / the facility was later renamed Continental Divide Race Park / the last known race meeting is an MRA motorcycle event in June 2005 / the track closed later that year / it was completely abandoned and increasingly deteriorating by summer 2010 / as of late 2013 the entire circuit remained

1987

Memphis International Motorsports Park – between Memphis and Millington, Tennessee / YT

Location: 35°16'48.01"N / 89°56'25.15"W / racemir.com

Opened August 1987 / construction started around September 1986 / the facility included an oval, a dragstrip and a road course / the first meeting on the latter was an AMA Superbike race in August / Trans-Am raced there the following month / the facility was later known as Memphis Motorsports Park / it closed in November 2009 and was sold for just over two million dollars at an auction in December 2010 / the venue was renamed Memphis International Raceway / the road course seemingly reopened for small events around June 2011 / the three-quarter mile oval was also reopened for testing in June but the first actual test session was not until a month later

1989

Heartland Park Topeka – south of Topeka, Kansas

Location: 38°55'25.39"N / 95°40'24.63"W / hpt.com

Opened August 1989 / first proposed in 1985 / broke ground in May 1988 / the road course offers numerous layouts / the facility also includes a dragstrip / aka Heartland Park of Topeka / still active

Circuits of the 1990s

1990

New Hampshire International Speedway – north of Loudon, New Hampshire

Location: 43°21'45.76"N / 71°27'37.23"W / www.nhms.com

Built on the site of the former Bryar Motorsports Park / construction of the oval began in December 1988 / it was officially opened in early June 1990 but the first actual race was held on the road course, later that same month / the first race on the oval took place in July / the circuit runs both inside and outside of the oval / the facility was renamed New Hampshire Motor Speedway in 2008 / still active

Coos Bay International Speedway – halfway between Coos Bay and Coquille, Oregon

Location: 43°15'53.33"N / 124°14'1.13"W / www.coosbayspeedway.us

Started as a paved oval in 1972 as per Allan Brown / a dragstrip and a short but daunting make-shift road course opened in 1990 / the latter was a combination of the dragstrip, the return road and part of the oval / it operated from 1990-2001 according to Brown / motorcycles raced here in the mid-1990s / fastest laps were below 50 seconds / only the oval and dragstrip are still active / note the oval has been dirt since the summer of 2007 / now known as Coos Bay Speedway

1991

Putnam Park Road Course – south of Mount Meridian, Indiana / YT

Location: 39°35'0.10"N / 86°44'42.46"W / www.putnampark.com

Opened September 1991 / the first event was a kart race of the Indianapolis Kart Club on Labor Day / designed and built by Richard 'Dick' Diasio / still active

1993

Atlanta Motor Speedway – directly west of Hampton, Georgia

Location: 33°22'59.41"N / 84°19'4.75"W / www.atlantamotorspeedway.com

The oval opened as Atlanta International Raceway in July 1960 / construction of an infield road course began in June 1992 / it was scheduled to be completed by August that year / the first and only documented race was an IMSA GT event in April 1993 / Allan Brown says the road course operated from 1990 but this is not correct / strangely, a motorcycle road race was announced in American Motorcyclist magazine for October 1984, even though Atlanta Motor Speedway did not have a road course yet at that time / when the oval was reconfigured from a symmetrical to quad-oval shape in 1997, the road course was also largely redrawn / it still exists but is nowadays used only for driving experiences and the odd track day / only the oval is still active for racing

Thunderhill Raceway Park – west of Willows, California

Location: 39°32'31.09"N / 122°19'55.57"W / www.thunderhill.com

Opened October 1993 / lengthened circa 1995 with a new loop west of the original course / a further extension was completed in mid-2014 / the longest possible configuration now measures almost 4.6 miles which makes it the longest road course in the United States and one of the longest worldwide / still active

1996

Buttonwillow Raceway Park – north-west of Buttonwillow, California

Location: 35°29'17.11"N / 119°32'40.44"W / buttonwillowraceway.com

Opened March 1996 / note there had already been a practice session in December 1995 / the course offers numerous layouts / Buttonwillow was the scene of the DeltaWing sports car's first shakedown in late February 2012 / still active

Homestead-Miami Speedway – east of Homestead, Florida

Location: 25°27'4.98"N / 80°24'30.15"W / www.homesteadmiamispeedway.com

The oval opened in November 1995 as Homestead Motorsports Complex / it was reportedly designed by Emerson Fittipaldi / IndyCar teams tested on both the oval and road course in January and February 1996 / the first races on the road course may have been the Toyota Atlantic and Trans-Am races in March / this is the southernmost permanent road course in the United States / still active

Spokane Raceway Park – west of Spokane and north of Airway Heights, Washington

Location: 47°39'37.99"N / 117°34'26.40"W / www.spokanecountyraceway.com

Opened as a dragstrip and oval in June 1974 / the main initiator was Orville Moe / the road course was also built at that time but not paved for almost twenty years / it was first used as a paved course in May 1996 / aka Spokane Motorsports Park / the facility is now named Spokane County Raceway / this is the northernmost permanent road course in the United States / has suffered from problems surrounding the ownership in recent years but is still active / note the southern portion of the road course was reconfigured in 2011 which significantly reduced the length of the main straightaway

Las Vegas Motor Speedway – north-east of North Las Vegas, Nevada

Location: 36°16'19.76"N / 115°0'37.29"W / www.lvms.com

The 1.5-mi D-shaped oval opened September 1996 / the first test runs had been held in June / it was built on the site of the old Las Vegas Speedrome, see above / the oval includes an infield road course / the first race there was an AMA Superbike meeting in early October 1996 / there is also an additional road course adjacent to the oval / this was later lengthened with two new loops around 2003-2004 / one of these runs through a parking lot / a separate third road course designed by French racing driver Romain Thievin opened in 2012 / this is used for driving experiences and known as the Exotics Racing Road Course / the facility furthermore includes a dragstrip, two smaller ovals and more / still active

GingerMan Raceway – east of South Haven near Lacota, Michigan

Location: 42°24'23.68"N / 86°8'17.26"W / www.gingermanraceway.com

Opened in 1996 as per the official website / however Allan Brown says it opened already in October 1995 / exact info is missing / designed by Alan Wilson / still active

1997**Hutchinson Island Road Course** – directly north of downtown Savannah, Georgia

Location: 32°5'12.70"N / 81°4'35.38"W / www.hhiconcours.com

Opened in May 1997 with an Indy Lights race / the circuit was purpose-built for this event with a view to possibly attract an IndyCar race / for some reason it was abandoned after that one meeting / the circuit was open to everyday traffic over the next years / it finally reopened for exhibition runs in October 2008 and then HSR vintage races in 2009 / aka Savannah Harbor Race Course / aka Grand Prize of America Track / still active for vintage races and SCCA solo events

Pikes Peak International Raceway – south of Fountain, Colorado

Location: 38°35'31.77"N / 104°40'33.94"W / www.ppir.com

The oval opened June 1997 / the first race on the infield road course was an AMA Superbike meeting in August / the facility closed in November 2005 / it reopened September 2008 / still active

1998**Arroyo Seco Raceway** – roughly halfway between Deming and Las Cruces, New Mexico

Location: 32°14'15.28"N / 107°25'44.97"W / www.arroyosecoraceway.com

Opened in 1998 / construction reportedly began in early November 1997, with the grand opening taking place in April 1998 / built by brothers Mark, Tim and Steve Schoepner / originally known as Arroyo Seco Motorplex / still active

Route 66 Raceway – south of Joliet, Illinois

Location: 41°27'47.35"N / 88°4'22.09"W / www.route66raceway.com

The dragstrip opened May 1998 / the facility also included a ½-mile dirt oval and a 2.0-mi road course / the latter operated from 1998-2001 as per Allan Brown / Payton-Coyne Racing tested its two CART cars on the road course in late June 1998 / an AMA Superbike race was announced for August but cancelled over safety concerns of the riders / located directly across the road from Chicagoland Speedway which opened in July 2001 / the dragstrip and oval are still active

Spring Mountain Motorsports Park – directly south-east of Pahrump, Nevada / YT

Location: 36°10'16.94"N / 115°54'23.60"W / www.springmountainmotorsports.com

Opened in 1998 as a test track for Corvette owners as per Allan Brown / however the circuit may have opened several years earlier / exact info is missing / according to Brown it also hosted races from September 2001 to 2002 / all info unconfirmed / the course now seems to be a private, members-based facility / now known as Spring Mountain Motorsports Ranch / aka Spring Mountain Motor Resort and Country Club / the track offers a multitude of layouts, the longest of which is among the longest in the world / still active

1999

MotorSport Ranch – directly south of Cresson, Texas

Location: 32°31'17.12"N / 97°37'3.83"W / www.motorsportranch.com

Opened June or July 1999 / a private, members-based facility / the circuit was lengthened circa 2005 / still active

Carolina Motorsports Park – south of Kershaw, South Carolina

Location: 34°29'16.98"N / 80°35'42.12"W / www.carolinamotorsportspark.com

Opened July 1999 / designed by Alan Wilson / still active

Carolina Motorsports Park is the first and so far only permanent road course in South Carolina / however, in mid-1988 work began on a new facility called Grand Strand Motorsports Park near Myrtle Beach / this \$12 million project was to include a 2.25-mi road course, a 1.5-mi oval, a dragstrip and a motorcross track / several events were scheduled for 1989 but for reasons unknown the track never became reality

Circuits of the 2000s

2000

Sandia Motor Speedway – south-west of Albuquerque and west of South Valley, New Mexico

Location: 35°1'14.39"N / 106°51'26.86"W / racesandia.com/

Opened May 2000 / aka Sandia Motorsports Park / aka Sandia Speedway / the facility was auctioned on eBay in 2004 and 2005 / the track was later known as NAPA Speedway and Motiva Motor Speedway, but is currently simply named Sandia Speedway once again / still active

Texas Motor Speedway – north of Keller, Texas

Location: 33°2'13.01"N / 97°16'55.13"W / www.texasmotorspeedway.com

The oval opened April 1997 / an infield road course was planned as well but construction did not begin until June 2000 / the first race was a combined ALMS and Trans-Am meeting in early September / as of July 2014 the most recent road race seems to have been the SCCA Southwest Division's Parts Plus Grand Prix in May 2012 / it would appear the circuit is currently only used for solo events / the oval is still active

Indianapolis Motor Speedway – west of Indianapolis in Speedway, Indiana

Location: 39°47'43.16"N / 86°14'5.03"W / www.indianapolismotorspeedway.com

The 2.5-mi superspeedway opened August 1909 as a dirt oval / it was paved with bricks by December 1909 / the infield road course was added to host the Formula 1 United States GP and opened late September 2000 / the last Formula 1 GP was held in June 2007 / the layout was then modified for motorcycle racing between July 2007 and April 2008 / further modifications will be made in preparation for the inaugural IndyCar road race at Indianapolis Motor Speedway of May 2014 / still active

2001

Nashville Superspeedway – north-east of Smyrna, Tennessee

Location: 36°2'44.56"N / 86°24'24.83"W / www.nashvillesuperspeedway.com

Opened April 2001 / the facility consists of a concrete oval and an infield road course / the latter opened with an SSC Shifter Kart Pro Series event in April 2001, a week after the inaugural race on the oval / the first SCCA race was apparently not held until Labor Day weekend 2006 / in August 2011, track owner Dover Motorsports Inc announced that the track would not schedule any NASCAR dates for 2012, and the facility shut down at the end of the 2011 season, although it remained available for testing / Nashville Superspeedway may reopen under new ownership in the future

No Problem Raceway Park – roughly between Donaldsonville and Paincourtville, Louisiana

Location: 30°1'3.38"N / 91°4'47.09"W / www.circuitgrandbayou.com

Opened September 2001 / initiated and built by Pat Joffrion / the circuit opened with an RPM motorcycle meeting, just days after 9/11 / the dragstrip opened the following month / note the road course is now known as Circuit Grand Bayou, while the dragstrip is called No Problem Raceway at Circuit Grand Bayou / there are plans to upgrade the existing 1.8-mi circuit into a longer and more modern track / still active

Jennings GP – south-west of Jennings, Florida

Location: 30°34'34.02"N / 83°9'23.65"W / www.jenningsgp.com

Opened circa October 2001 / a motorcycles-only circuit / aka North Florida Motorsports Park / still active

2002

California Speedway – directly west of Fontana, California

Location: 34°5'19.09"N / 117°30'4.61"W / www.autoclubspeedway.com

The superspeedway opened June 1997 / it was built at the site of the former Kaiser Steel mill / construction of the infield road course began in June 2001 / the circuit likely hosted track days before the end of the year but the first actual race meeting was a Grand-Am race in March 2002 / the facility was renamed Auto Club Speedway in 2008 / the oval is the fastest-ever racing circuit in the world / still active

Mid America Motorplex – directly west of Pacific Junction, Iowa

Location: 41°1'31.84"N / 95°49'8.60"W / www.midamericamotorplex.com

Opened March or April 2002 / designed by Alan Wilson / this was the first purpose-built road course in Iowa since the short-lived Greenwood Roadway closed in the 1960s / the facility also includes a dragstrip / now known as Raceway Park of the Midlands / still active

BeaveRun Motorsports Complex – north-west of Koppel, Pennsylvania / YT

Location: 40°51'3.41"N / 80°20'53.45"W / www.pittrace.com

Opened September 2002 / designed by Alan Wilson / the facility originally consisted of the 1.53-mi North Track and the short, twisting Wilson Circuit, which is primarily used for karting / the 1.3-mi South Track was later appended and opened in July 2015 / the facility is now named Pittsburgh International Race Complex / still active

2003**Barber Motorsports Park** – south-west of Leeds, Alabama / YT

Location: 33°31'54.12"N / 86°37'9.97"W / www.barbermotorsports.com

Opened January 2003 as per the official website / the first actual race appears to have been held by the SCCA Alabama Region in mid-March / the first major event was a Grand-Am sports car race in May / apparently this was also the first event open to spectators / designed by Alan Wilson / founded by and named after George Barber / the facility includes a large museum of vintage and modern motorcycles and racing cars / still active

Arizona Motorsports Park – between Litchfield Park and Luke Air Force Base, Arizona

Location: 33°30'54.45"N / 112°23'25.52"W / arizonamotorsportspark.com

Opened March 2003 / designed by Alan Wilson / located only ten miles from Phoenix International Raceway as the crow flies / closed in January 2004 when the permit was revoked due to complaints about the noise / a decision by the state Court of Appeals in August 2009 gave the track the green light to reopen provided it does not exceed a noise limit / the track appears to have reopened for track days in early 2011 but vehicles may not exceed 94 dB

Reno-Fernley Raceway – south of Fernley, Nevada

Location: 39°32'24.66"N / 119°14'33.29"W / www.facebook.com/RenoFernleyRacetrack

Started as a dirt oval in late 1998 / the facility also included a motocross track and off-road courses / a 1.19-mi paved road course opened circa April 2003 / it was lengthened to 2.17-mi by mid-2004 and to 4.0-mi by September 2005 / this makes it one of the longest purpose-built circuits in the world / aka Reno-Fernley Racetrack / still active

2005**Autobahn Country Club** – south-west of Joliet and Rockdale, Illinois

Location: 41°27'22.16"N / 88°7'37.28"W / www.autobahncc.com

Opened April 2005 / designed by Alan Wilson / located just over three miles south-west of the Chicagoland Speedway oval / the full-length course is one of the longest in the United States at 3.531 miles / still active

MSR Houston – north of Angleton, Texas

Location: 29°16'40.55"N / 95°25'13.67"W / msrhouston.com

Opened December 2005 / a private, members-based facility / also used for testing and amateur racing / MSR originally stood for Motor Sports Ranch Houston / it now stands for Mercedes-Benz of Sugarland Road Course / aka MBSL Road Course / still active

2006

Miller Motorsports Park – between Grantsville and Tooele, Utah

Location: 40°34'42.10"N / 112°22'44.23"W / www.millermotorsportspark.com

Opened April 2006 / AMA had a test day in April and the first open track day was also held that month / the first race appears to have been an amateur motorcycle event on 30 April / the first auto race meeting may have been the NASA Utah Region event in late May, which also included the United States Touring Car Championship / the first major meetings were AMA Superbike in June and the ALMS in July / built by Larry Miller / designed by Alan Wilson / the longest layout measures 4.486 mi / this makes it the second longest circuit in the United States and one of the longest in the world / the facility closed in late October 2015 but continued operations under new ownership as Utah Motorsports Campus in 2016 / still active

Motorsports Park Hastings – directly east of Hastings, Nebraska / YT

Location: 40°34'45.91"N / 98°20'59.26"W / www.racemph.com

Opened August 2006 / designed by Alan Wilson / the first ever purpose-built racing circuit in Nebraska / located surprisingly close to town / still active

2007

Iowa Speedway – directly south-east of Newton, Iowa

Location: 41°40'31.35"N / 93°0'48.03"W / www.iowaspeedway.com

The 7/8-mile paved oval opened September 2006 / there had already been an IRL compatibility test in early August / the oval was designed by Rusty Wallace / the first meeting on the 1.3-mi infield road course was a Grand-Am Cup race in April 2007 / Alan Wilson designed the road course / still active

Eagles Canyon Raceway – north-east of Decatur near Slidell, Texas / YT / YT

Location: 33°22'4.15"N / 97°25'55.45"W / www.eaglescanyon.com

Opened informally in May 2007 / opened officially in November / built by David and Linda Cook / designed by Rob Wilson / no relation to Alan Wilson / still active

GrandSport Speedway – directly south-west of Hitchcock, Texas

Location: 29°19'30.88"N / 95°2'44.01"W / grandsportsspeedway.com

Opened July or August 2007 / currently consists of the so-called Mako Circuit / the additional Tiger Circuit is planned but has yet to be build as of July 2014 / the site used to be a WW2 Naval Air Station / still active

2008

Old Bridge Township Raceway Park – north of Englishtown and Yorketown, New Jersey

Location: 40°20'4.50"N / 74°21'12.59"W / www.etonraceway.com

Opened as a dragstrip named Madison Township Raceway Park in summer 1965 as per the official website / Allan Brown says it opened in July 1964 but this is likely incorrect / the facility was later expanded with motorcross tracks / aka Englishtown Raceway Park / aka E-town Raceway / construction of a short and low-speed road course began in 2002 / the track was already partially completed before work was suspended pending approval from the Old Bridge Planning Board / this was finally granted in December 2003 / track owner Michael Napp was fined \$1000 by the township for putting down the tarmac without the board's approval / the course was completed around 2006-2007 but not officially opened until early June 2008 / still active

Harris Hill Road – north-east of San Marcos, Texas / YT

Location: 29°55'6.61"N / 97°52'18.70"W / harrishillroad.com

Opened June 2008 / the opening was announced on 15 June / designed by David Donovan / aka H2R / this is a private, members-based facility / now known as Harris Hill Raceway / still active

New Jersey Motorsports Park – south of Millville, New Jersey / YT / YT

Location: 39°21'34.55"N / 75°3'43.23"W / www.njmp.com

Opened July 2008 / the official opening was on 4-5 July / the first meeting open to spectators was an event of the Sports Car Vintage Racing Association on 7-10 August / the facility consists of two completely separate circuits named Thunderbolt Raceway and Lightning Raceway / located about six miles from old Vineland Speedway / filed for bankruptcy in March 2011 / however the season went ahead as planned and the track remains active

Monticello Motor Club – south of Monticello, New York / YT

Location: 41°37'23.76"N / 74°41'59.63"W / monticellomotorclub.com

Opened July 2008 / designed by Brian Redman and Bruce Hawkins / a private, members-based facility / the longest layout measures 4.1 miles / this makes it one of the longest circuits in the world / still active

European Motorsports Park – north of Keystone Heights, Florida / YT

Location: 29°50'51.40"N / 82°3'28.44"W / www.gorally.com

The facility opened in 1999 / it is located at an old airpark / the road course opened circa October 2008 / this was built using existing roads and one of the old runways / the circuit does not appear to be used for racing but rather only for training purposes / aka European Rally & Performance Driving School / aka European Rally School & Motorsport Park / now named The FIRM or Florida International Rally & Motorsport Park / still active

Oregon Raceway Park – east of Grass Valley, Oregon / YT / YT

Location: 45°21'59.28"N / 120°44'41.68"W / oregonraceway.com

Opened informally November 2008 / certified by the SCCA circa late 2009 / certified for motorcycle racing in March 2011 / the circuit's signature turn is a banked sweeper named The Half Pipe / still active

Driveway Austin – directly east of downtown Austin, Texas

Location: 30°15'48.43"N / 97°39'16.45"W / www.drivewayaustin.com

Seemingly opened circa 2005 as a kart track / expanded into a full-length road course in 2008 / exact info is missing / designed by Bill Dollahite / the facility is mostly used for training purposes / there is no actual racing / aka Driveway Austin Motorsports Academy and Retreat / aka Driveway Austin Motorsports Track and Race School / still active

2009**Central Florida Racing Complex** – between Southchase and Taft, Florida

Location: 28°24'42.98"N / 81°22'51.75"W

Opened with a track day in January 2009 / aka Central Florida Road Course / the facility included a dragstrip, a kart track and a short make-shift road course / closed at the end of 2013

High Plains Raceway – north-east of Deer Trail along Highway 36, Colorado / YT

Location: 39°44'4.77"N / 103°53'50.54"W / www.highplainsraceway.com

Opened May 2009 / built in seven weeks in August and September 2008 / a club-owned circuit / still active

Inde Motorsports Ranch – west of Willcox and Cochise County Airport, Arizona

Location: 32°13'33.97"N / 110°0'28.95"W / www.indemotorsports.com

Opened December 2009 / a private, members-based facility but also hosts some minor club races / initiated and owned by Graham Dorland / designed by Barry Ellis / still active

Circuits of the 2010s

2010

Chuckwalla Valley Raceway – north-east of Desert Center, California / YT / YT

Location: 33°45'11.75"N / 115°19'3.35"W / goracecvr.com

Opened April 2010 / designed by Ed Bargy / a private, members-based facility / still active

2011

Wilzig Racing Manor – south-west of Taghkanic, New York

Location: 42°7'45.43"N / 73°42'49.32"W / www.facebook.com/wilzigracingmanor

Opened in 2011 / the exact month is not known / this is a private facility built and owned by entrepreneur and gentleman racer Alan Wilzig / still active

2012

NOLA Motorsports Park – directly south of Avondale near New Orleans, Louisiana

Location: 29°53'4.08"N / 90°12'6.56"W / www.nolamotor.com

Opened January 2012 / designed by Alan Wilson / paving began in August 2011 and was finished by early October / the first race meeting was to be the NASA Car di Gras in late December 2011 but this was cancelled as the facility was not entirely ready yet / the first events were track days in January 2012 / the first actual race meeting seems to have been an NASA event in early March / the first professional motorsport meet was an AMA Superbike Series event in October 2012 / the track hosted an IndyCar race, the Indy Grand Prix of Louisiana, in April 2015, for which the layout was slightly modified / still active

The Ridge Motorsports Park – north-west of Shelton, Washington

Location: 47°15'19.93"N / 123°11'28.04"W / www.ridgemotorsportspark.com

Opened March 2012 / the facility includes a road course and a dragstrip / initiated by Rod and Karen Powell / designed by Steve Crawford based on initial designs by Johannes van Overbeek / the Special Use Permit was granted in April 2011 / basic paving was finished by November 2011 and the first try-out laps were completed early that month as well / the first actual events were driving schools in March 2012 while the inaugural race was a WMRRA motorcycle event in late May / still active

Atlanta Motorsports Park – west of Dawsonville, Georgia

Location: 34°26'8.01"N / 84°10'40.50"W / www.atlantamotorsportspark.com

Opened May 2012 / construction commenced in March 2010 / paving began in February 2011 / guard rails were being installed by December / final paving was done in March 2012 / the facility includes a road course and kart track / designed by Tilke Engineering / opened in May although the track was still being finished / still active

Circuit of the Americas – south-east of Austin, Texas

Location: 30°7'56.14"N / 97°38'31.74"W / circuitoftheamericas.com

Opened November 2012 / initiated by Tavo Hellmund / designed by Tilke Engineering based on earlier designs by Hellmund and Kevin Schwantz / first announced in May 2010 / the exact location of the facility was revealed in late July / the layout was made public in September 2010, while soil sampling began 30 December / grading and the movement of a pipeline began in February 2011 / the circuit's name, inspired by a Mexican horse track called Hipódromo de las Américas, was revealed the following April / paving was completed by late September 2012 / the circuit was officially opened with demonstration runs on 21 October / the first actual race meeting was the Formula 1 United States Grand Prix from 16-18 November / while the track was built specifically to host F1 from 2012 onwards it also hosted MotoGP, the FIA World Endurance Championship, ALMS, Grand-Am and V8 Supercars in 2013 / still active

2013

The Thermal Club – south-east of La Quinta, California

Location: 33°36'19.88"N / 116°9'18.25"W / www.thethermalclub.com

Opened May 2013 / this is a private, members-based facility / designed by Alan Wilson / the full-length course is planned to be 4.5 miles in length, making it one of the longest purpose-built circuits in the world / it will comprise three smaller courses called the Desert Circuit, North Palm Circuit and South Palm Circuit / the latter two have been completed so far / broke ground on 5 April 2012 / located directly south of Jacqueline Cochran Airport / aka Thermal Motorsports Track / still active

Salem Speedway, a 0.555-mile high-banked oval that opened just west of Salem, Indiana in 1947, added a smaller quarter-mile oval to its infield in 2010 / a make-shift road course ('roval') of about 0.45-mile in length, created by combining the two ovals, was inaugurated with the 1-hour Salem Roval Grand Prix in June 2013 / this was followed by the Redneck Enduro 100 in November

Kansas Speedway – west of Kansas City, Kansas

Location: 39°6'57.29"N / 94°49'51.88"W / www.kansasspeedway.com

Opened August 2013 / the facility originally opened as a 1.5-mile tri-oval in June 2001 / a new infield road course was built in conjunction with a reconfiguration and repaving of the oval in 2012 / the work was finished in September / the course was first tried when three Grand-Am teams conducted a compatibility test that month / the first competitive event on the road course was a Grand-Am meeting in August 2013 / still active

2014

NCM Motorsports Park – east of Bowling Green, Kentucky

Location: 37°0'8.53"N / 86°22'12.52"W / www.motorsportspark.org

Opened August 2014 / broke ground in late June 2013 / the grand opening took place in late August 2014 / the facility is part of and opposite to the National Corvette Museum, hence the name / the track is mainly used for corporate events, driver education and training programmes, emergency vehicle response training, track days and testing / however, it was approved for racing by the SCCA in April 2015 / the first race meeting was an SCCA Cincinnati Region event in mid-June / in April and May 2015 Nissan tested its GT-R LM Nismo prototype here / still active

2015

Palmer Motorsports Park – just south of Ware, Massachusetts

Location: 42°14'7.05"N / 72°14'38.67"W / www.palmermotorsportspark.com

Opened May 2015 / broke ground in October 2013 / this is the first-ever permanent road course in Massachusetts / the track was created for driver training, testing and competitive events / it opened with a track day in early May 2015 / the first actual race was an American Endurance Racing event in June / the SCCA New England Region began racing at the track in August 2015 / while the facility as such is called Palmer Motorsports Park, the circuit itself is also known as Whiskey Hill Raceway / still active

Unknown

Bluegrass Motorsports Park – north-east of Sparta near Napoleon, Kentucky

Location: 38°45'48.52"N / 84°48'0.67"W / www.drivebluegrass.com

Designed by Derek Daly / located about six miles north-east of Kentucky Speedway / intended as a private, members-based facility / the first try-out laps took place in 2009 although the circuit was not entirely finished yet / the track never actually opened due to financial and legal issues / as of October 2012 the legal issues had reportedly been settled, but the circuit remains unused and its future unclear

Canadian Circuits

1950s

Westwood Racing Circuit – northern Coquitlam, British Columbia

Location: 49°18'39.84"N / 122°46'59.27"W

Opened July 1959 / Canada's first purpose-built road course / initiated and built by the Sports Car Club of British Columbia / later renamed Westwood Motorsport Park / the last race was a 7-hour enduro in October 1990 / Greater Vancouver was expanding rapidly by then / the land therefore became valuable for housing development and so the circuit's lease was not renewed / the site is now a residential area / the street Deer's Leap Place is the approximate site of the old backstretch

1960s

Mosport Park – north of Bowmanville and south-west of Pontypool, Ontario / YT / YT

Location: 44°2'58.29"N / 78°40'35.57"W / canadiantiremotorsportpark.com

Opened June 1961 / note the Trans-Canada Rally had already held a hillclimb on the new course in May / initiated by the British Empire Motor Club / Mosport is a contraction of Motor and Sport / venue of the Formula 1 Canadian Grand Prix every year from 1967-1977 except for 1968 and 1970 / also hosted the only Canadian motorcycle Grand Prix to date that counted towards the world championship, in 1967 / later known as Mosport International Raceway / renamed Canadian Tire Motorsport Park in 2012 / this is the oldest remaining road course in Canada / still active

Le Circuit Mont-Tremblant-St-Jovite – north of St. Jovite in Mont-Tremblant, Québec / YT / YT

Location: 46°11'34.70"N / 74°36'32.10"W / www.lecircuit.com

Opened August 1964 / initiated by the Montreal Motor Racing Club and local businessman Leo Samson / built in just three months and three days / the extended circuit opened in September 1965 / venue of the Formula 1 Canadian Grand Prix in 1968 and 1970 / aka Le Circuit / aka Mont Tremblant / the track later deteriorated over the years but in 2000 was taken over by new owners who have made many improvements since / now known as Circuit Mont-Tremblant / still active

Western Speedway – north-west of Victoria and north of Langford, British Columbia

Location: 48°28'25.17"N / 123°30'0.61"W

Opened in 1966 / located in All Fun Recreation Park / the facility began as an oval in 1954 / a 0.8-mile road course was added in 1966 and used by the Victoria Motor Sports Club until circa 1982 / historian Allan Brown writes the circuit operated from June 1966 through 1983 / however author Tom Johnston claims the last sanctioned race was in 1981 and the road course closed in 1982 / in addition the inaugural meeting appears to have been held in April 1966 / part of the circuit was later demolished to make way for a waterslide / this has since been torn down as well / the oval is still active

Speedway Park – Hudson in north-west Edmonton, Alberta

Location: 53°36'38.36"N / 113°32'44.13"W

Opened September 1968 / Speedway Park originally began in the mid-1950s as the successor of an earlier oval named Breckinridge Speedway / a substantial expansion programme commenced in 1965 / a new dragstrip was completed first in 1966 / the road course was completed in the summer of 1968 and was to open with the Prairie Region racing championship for sports cars in August / it is not known if this took place / the first documented event was a Can-Am race in September / the facility became known as Speedway Park Motor Sports Centre shortly after that but was renamed Edmonton International Speedway in mid-1969 / the track was forced to close in 1982 due to noise complaints / the site is now a residential area

Circuit Deux-Montagnes – west of St. Eustache, Québec

Location: 45°34'19.42"N / 73°57'52.27"W / www.autodrome.ca

Opened circa 1969-1970 / exact info is missing / the facility began as a ¼-mile dragstrip named Montreal International Speedway in June 1964 / it was renamed Sportsman Speedway when an oval was added circa 1966 / built by Anatole Lavoie / the name Circuit Deux-Montagnes was adopted in 1969 / the road course was built around this time as well / it was definitely operational for motorcycle racing by June 1970 / the first automobile event reportedly took place in 1971 / at one point in the 2000s the facility was known as Autodrome Old Milwaukee / it is now called Autodrome St-Eustache / still active

1970s

Circuit Québec-Ste-Croix – west of Sainte-Croix, Québec

Location: 46°37'56.41"N / 71°47'24.65"W / www.riverside-speedway.ca

Opened circa 1970-1971 / the first meet on the road course seems to have been a 6-hour endurance race in October 1970 / however some sources claim the first race was in July 1971 / the circuit was a spectacular rollercoaster that had several steep serpentine-like curves / the facility furthermore included a 5/8-mile paved oval and a dragstrip / the main initiator was Jacques Bourassa / aka Circuit Ste-Croix / the track ran into trouble early on and may have closed in 1973 / most sources however claim the road course wasn't abandoned until 1978 / a shortened version of the old road course opened in the year 2000 and has been active since / a section of the original course is now used as an access road / the facility is also commonly known as Riverside Speedway / still active

Sanair – north of Saint-Pie, Québec

Location: 45°31'48.58"N / 72°52'46.46"W / www.sanair.ca

Opened May 1972 / the facility began as Sanair International Drag Strip in June 1970 / a 1/8-mile stock car oval was soon added / the road course then opened with a regional Formula Ford race in mid-May 1972 / the facility is best known for the 0.826-mile or 1.33 km triangular oval built in 1983 / this was used for CART IndyCar races from 1984-1986 and is commonly known as Sanair Super Speedway / the facility is also referred to as Sanair International / aka Sanair International Raceway / aka Sanair Motorsports Complex / still active

Gimli Motorsports Park – west of Gimli, Manitoba / YT

Location: 50°37'47.02"N / 97°3'18.00"W

Opened August 1973 / the Winnipeg Sports Car Club organised a meeting on the old Gimli military airfield in August 1972 / the club decided to build a permanent circuit the following year / the new road course, which used one of the runways as the main straight but was otherwise newly-built, was completed in less than a month / it opened in August 1973 with the Player's Challenge Series / the track is somewhat famous for being the site of an emergency aeroplane landing in July 1983 / still active

Atlantic Motorsport Park – north-west of Shubenacadie near North Salem, Nova Scotia

Location: 45°8'43.97"N / 63°26'55.45"W / www.atlanticmotorsportpark.com

Opened August 1974 / designed by Robert Guthrie / hosted four Formula Atlantic races in the 1970s / now hosts the Canadian Superbike Championship / still active

Autodrome St-Félicien – north-west of St-Félicien, Québec

Location: 48°40'28.84"N / 72°31'15.93"W / www.autodromestfelicien.ca

Opened in 1975 / built by Marcel Boulanger / the facility originally included a 1/8-mile paved oval, a dragstrip and a short road course / the latter is best known for the one-off Formula Atlantic race won by Gilles Villeneuve in August 1977 / the oval was later extended to 1/2-mile / still active

Shannonville Motorsport Park – north-east of Shannonville, Ontario

Location: 44°13'38.51"N / 77°9'46.86"W / www.shannonville.com

Opened October 1976 / the facility was originally known as Nelson International Raceway after designer and co-founder John Nelson / aka Nelson Motorsport Park / the track was sold and renamed Shannonville Motorsport Park circa 1978-1979 but the original road course is still known as the Nelson Circuit / a second course named Fabi Circuit was added before the 1987 season / still active

Circuit Île Notre-Dame – east of downtown Montréal, Québec / YT

Location: 45°30'8.77"N / 73°31'29.88"W / www.circuitgillesvilleneuve.ca

Opened September 1978 / designed by Roger Peart / located on an artificial island in the Saint Lawrence River built for the 1967 World Fair or Expo 67 / the circuit was first announced in May 1978 / it opened with a Formula Atlantic meeting in late September / this was a dry-run for the following month's Formula 1 Canadian Grand Prix / the track has been home of the Grand Prix ever since / the facility was renamed Circuit Gilles Villeneuve in June 1982 after the Canadian driver's death a month earlier / in the 1980s the circuit hosted superbike races / there was also an exhibition superbike race in 2004 / this was a support event of that year's Champ Car race / while purpose-built this is actually a temporary course / still active

1980s

Race City Speedway – south-east of Calgary near Shepard, Alberta

Location: 50°56'29.61"N / 113°55'52.37"W

Opened in 1987 / initiated by Ben Docktor / construction of the multi-purpose facility began in June 1985 / the ½-mile oval was first to open in September 1985 / the dragstrip followed in June 1986 / finally the road course opened in 1987 but the exact month is not known / the first major event was a round of the Player's GM Motorsport West Series / later named Race City Motorsports Park / the track closed in October 2011 / most of it has been dismantled since

1990s

Mission Raceway Park – directly south of Mission, British Columbia

Location: 49°7'32.65"N / 122°19'31.47"W / www.sccbc.net

Opened in 1994 / the facility began as a dragstrip in March 1992 / the road course was added either later in 1992 or in 1993 but initially used for driver training classes only / the first race was held in the spring of 1994 when the circuit was fully completed / it is located on the banks of the Fraser River just south of town / aka River's Edge at Mission Raceway Park / aka River's Edge Road Course / still active

Saratoga Speedway – just south-west of Saratoga Beach on Vancouver Island, British Columbia / YT

Location: 49°51'13.06"N / 125°8'15.51"W / saratogaracing.ca

Opened circa 1999-2000 / exact date unknown / the facility began as a ¾-mile paved oval named Oyster River Speedway in the mid-1960s / a short dragstrip was built circa 1997 / an organisation called Speedway Road Racers Club subsequently began organising motorcycle races on a tiny make-shift road course circa 1999-2000 / aka The Togaring / this used the oval and an extra loop created by the dragstrip runoff / lap times were around 22-23 seconds / these SRRC meetings were staged through 2009 but not in 2010 / the oval is still active

2000s

Cayuga Dragway Park – south of Cayuga near Kohler, Ontario

Location: 42°54'11.70"N / 79°51'19.91"W / www.torontomotorsportspark.com

Opened July 2000 / the facility is located at an old military airfield named Kohler Airstrip / it has operated as a dragstrip under various names since 1955 / a dedicated road course was added in the year 2000 / at that time the facility was known as Cayuga Dragway Park but it was renamed Toronto Motorsports Park the following year / still active

Stratotech Park International Raceway – just north-west of Fort Saskatchewan, Alberta

Location: 53°44'4.02"N / 113°14'4.81"W / www.stratotech.ca

Opened May 2002 / the official grand opening was in June / initiated and built by Dan Beith / the circuit is mainly used for motorcycle and kart racing / now known as Stratotech Park / still active

Dunnville Autodrome – south-east of Dunnville near Port Maitland, Ontario

Location: 42°52'28.72"N / 79°35'36.87"W

Opened July 2004 / located at Dunnville Airport which is about fourteen miles from Toronto Motorsports Park as the crow flies / aka Stewart Circuit / the facility was primarily used for testing and track days / it is not known if there were actual races as well / Dunnville Autodrome closed in August 2009 as an agreement could not be reached between the track and Haldimand County on the issues of zoning regulations and noise abatement measures

Calabogie Motorsports Park – east of Calabogie, Ontario / YT

Location: 45°18'12.11"N / 76°40'17.83"W / www.calabogiemotorsports.com

Opened September 2006 / designed by Alan Wilson / this is the longest road course in Canada / hosts the Canadian Superbike Championship / still active

Circuit ICAR – north-east of Mirabel near Montréal, Québec

Location: 45°40'54.58"N / 74°1'19.63"W / www.circuiticar.com

Opened May 2008 / located at Montréal-Mirabel International Airport / ICAR stands for International Center of Advanced Racing / the highly modern facility includes a road course which can be used in various configurations as well as a dragstrip, a Jacques Villeneuve-designed kart track, a driftpark and more / hosts the Canadian Superbike Championship / F1 World Champion Sebastian Vettel drove at this circuit during a promotional event ahead of the 2011 Canadian GP / still active

2010s

Grand Bend Motorplex – south-east of Grand Bend, Ontario

Location: 43°17'22.45"N / 81°42'53.80"W / www.grandbendmotorplex.ca

Grand Bend Motorplex opened as a dragstrip in the 1990s / aka Grand Bend Dragstrip / the facility is located at an old airport south-east of town / a ¼-mile oval and motorcross track were added later on / a new road course was subsequently opened in August 2011 / aka Grand Bend Raceway / still active

Castrol Raceway – next to Edmonton International Airport, near Leduc, Alberta

Location: 53°19'59.27"N / 113°36'1.94"W / www.castrolraceway.com

The facility opened as a ⅜-mile dirt oval in the early 1990s / a ¼-mile dragstrip soon followed / over the years it has been known as Budweiser Motorsports Park, Capital City Raceway Park, Capital City Raceway, and Labatt Raceway / the current name is Castrol Raceway / a road course was planned to be added early on, but although it would appear a layout was designed and graded it was never developed any further / however the current track owners recognized the need for a new road course in Western Canada after the demise of Race City Motorsports Park in 2011 / construction thus began the following year and the Roger Peart-designed circuit was largely completed by mid-2013 / it seems the first race was held on the short layout in June, and on the full-length course in August / still active

Vancouver Island Motorsport Circuit – just north-west of Duncan, British Columbia

Location: 48°48'04.23"N / 123°46'46.27"W / islandmotorsportcircuit.com

Opened June 2016 / this is a small members-based facility designed by German firm Tilke Engineering / still active

