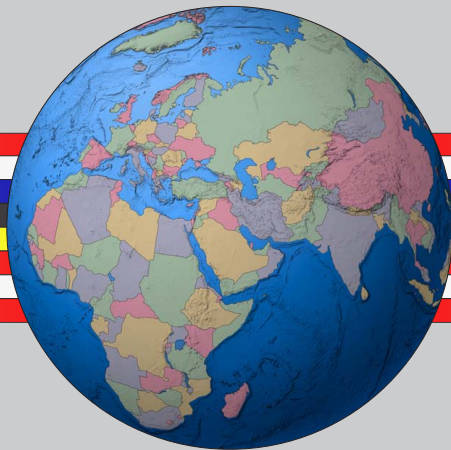


Racing
Circuits
Factbook



Rob Semmeling

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INTRODUCTION

The *Racing Circuits Factbook* is a collection of various facts and figures about motor racing circuits worldwide. I believe it is the most comprehensive and accurate you will find anywhere. However, although I have tried to make sure the information presented here is as correct and accurate as possible, some reservation is always necessary. Research is continuously progressing and may lead to new findings.

Website

In addition to the *Racing Circuits Factbook* file you are viewing, my website www.wegcircuits.nl offers several further downloadable pdf-files: the *Rennen! Races! Vitesse!* pdf details over 700 racing circuits in the Netherlands, Belgium, Germany and Austria, and also contains notes on Luxembourg and Switzerland. The *American Road Courses* pdf-documents lists over 150 road courses of past and present in the United States and Canada. These files are the most comprehensive and accurate sources for racing circuits in said countries.

My website also lists over 4400 dates of motorcycle road races in the Netherlands, Belgium, Germany and Austria, allowing you to see exactly when many of the motorcycle circuits listed in the *Rennen! Races! Vitesse!* document were used. Modern-day photo laps of numerous Dutch and Belgian circuits are also available, and my website furthermore includes race logs for the Porsche 907 and March 707 racing cars.

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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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 18 August 2009
New and improved version uploaded on 1 November 2010
New and improved version uploaded on 8 May 2011

Latest update of this file: 18 April 2012

18/04/2012: updated the Newest section (pages 15-16).

07/04/2012: NZR Consulting has released a track map of the Qingdao street circuit that will be used for an IZOD IndyCar Series race later this year. While the course looks interesting, it is not as long as the 3.87 miles announced previously. I suspect it will be closer to approximately 3.1 miles. Page 71 has been updated accordingly.
Also updated the Longest Straightaways section (pages 59-60).

01/04/2012: the IZOD IndyCar Series has announced the Reliant Park street circuit in Houston will be on the 2013 schedule (page 50).
Also updated the table of Intermediate Ovals (page 18).

17/03/2012: updated the Longest section (page 37) as Sebring is now measured at 3.74 miles rather than 3.7 miles as previously.

11/03/2012: minor updates throughout.

03/03/2012: some more updates in the Newest section (pages 15-16).

FIRST

The first-ever racing circuit – a closed course as opposed to a course running from A to B – was the 1.0 mi dirt oval of the Rhode Island State Fair Park, located at Narragansett Park in Cranston, Rhode Island, United States. It was first used for automobile racing on Monday 7 September 1896. The course was originally a horse racing track, and numerous similar dirt ovals, typically one mile in length, were used for racing in the United States from the early 1900s onwards.

Incidentally, the historic Narragansett Park oval was paved with asphalt in 1915, which marked the first time this material was used to pave a racing circuit in the United States. The New York Times of 13 August wrote the rebuilt cost over 225,000 dollars and that "the value of asphalt for speedways and roadways will be tested when the new one-mile automobile race track (...) is opened on September 18 with a 100-mile feature contest." The newly-asphalted course had banked corners and reportedly last operated on 4 August 1923. The site is nowadays a residential area, with Fiat Avenue roughly following the outline of the old track.

It should be noted that the 1878 road race for steam-powered vehicles over 201 miles between Green Bay and Madison in Wisconsin, United States included a special stage, where the remaining two participants had to lap a one-mile sprint against each other on the horse racing oval at the Oshkosh Fairgrounds in Oshkosh, Wisconsin on Saturday 20 July 1878. This is the first-ever recorded closed-course race - provided steam racing is taken into account of course.

The first-ever race on a non-oval racing circuit is believed to have been the *Course de Périgueux*, which was held in the Dordogne region in south-west France on Sunday 1 May 1898 (or Monday 2 May according to some sources). The race was over one lap of a course that began in Périgueux and looped via Mussidan, Bergerac and Le Bugue before heading back again. The exact length of the circuit is unclear, with various sources reporting it as 145, 171.8 and 178.8 km. The race was won by a Panhard-driver named Leys, but sadly marred by the fatal crash of Marquis de Montaignac.

The *Course du Catalogue* was a race over two laps of a 72.41 km / 45 mi long triangular course over closed public roads at Melun near Paris in France, held on Sunday 18 February 1900. The winner was Panhard-driver Léonce Girardot.

The first major, international race over a closed course was the *Circuit des Ardennes* in Belgium, which was organised on a variety of circuits in the southern province of Luxembourg between 1902 and 1907, as detailed below. Further details about each circuit can be found in the *Rennen! Races! Vitesse!* pdf-file, available for download from my website www.wegcircuits.nl.

Date	Category	Circuit	Length	Race Distance	Winner
1902 (1)					
31 July	Automobiles and Voiturettes	Bastogne	85.4 km	6 laps = 512.4 km	Charles Jarrott (Panhard)
31 July	Motorcycles	Bastogne	85.4 km	2 laps = 170.8 km	
1903 (2)					
22 June	Automobiles	Bastogne	85.4 km	6 laps = 512.4 km	Pierre de Crawhez (Panhard)
23 June	Voiturettes and Motorcycles	Arlon	136 km	2 laps = 272.0 km	
1904 (3)					
24 July	Voiturettes and Motorcycles	Arlon	48 km	5 laps = 240.0 km	
25 July	Automobiles	Bastogne	118 km	5 laps = 590.0 km	George Heath (Panhard)
1905 (4)					
5 August	Voiturettes and Motorcycles	Arlon	40.24 km	5 laps = 201.2 km	
7 August	Automobiles	Bastogne	120 km	5 laps = 600.0 km	Victor Hémerly (Darracq)
1906 (5)					
13 August	Automobiles	Bastogne	85.714 km	7 laps = 600.0 km	Arthur Duray (Lorraine-Dietrich)
14 August	Automobiles (Coupe de Liedekerke)	Bastogne	85.714 km	5 laps = 428.6 km	Wilhelm (Metallurgique)
9 September	Motorcycles (Vitesse)	Neufchâteau	75 km	3 laps = 225.0 km	
9 September	Motorcycles (Touring)	Neufchâteau	75 km	2 laps = 150.0 km	
1907 (6)					
25 July	Automobiles (Kaiserpreis)	Bastogne	85.714 km	7 laps = 600.0 km	Moore Brabazon (Minerva)
26 July	Motorcycles	Bastogne	85.714 km	2 laps = 171.4 km	
27 July	Automobiles (Grand Prix)	Bastogne	85.714 km	7 laps = 600.0 km	Pierre de Caters (Mercedes)
27 July	Automobiles (Coupe de Liedekerke)	Bastogne	85.714 km	6 laps = 514.9 km	Porlier (Minerva)
Circuit des Ardennes (1902-1907)					

The first *purpose-built* racing circuit is often believed to have been Brooklands, near Weybridge, England. The facility opened on 17 June 1907. The concrete course had two banked curves and measured exactly 2 miles and 1350 yards on the centre line, which corresponds to 2.767 mi or 4.452 km. It had a width of 100 feet or just over thirty metres.

However, while Brooklands was certainly the first *paved* purpose-built course, it was not the first overall. At least two unpaved circuits had already been constructed, in Australia and the United States, respectively.

Aspendale Park Racecourse in Aspendale, a town approximately 25 km south-east of Melbourne, Australia, opened as a horse racing track in 1891. In late 1905, owner James Robert Crooke began construction of a new course, laid inside the existing horse track, "with a view to promoting racing among motor cars," as The Advertiser newspaper reported. Close to a mile in length, it had slightly banked curves and a gravel surface of crushed cement. The first event on the circuit, titled Aspendale Motor Race Meeting, took place on Monday 29 January 1906, but according to the Advertiser "the proceedings did not prove very interesting," although other newspapers disagreed.

Most sources claim the circuit was abandoned after the opening meeting, but in fact there was at least one further event, organised by the Automobile Club of Victoria. This was scheduled for Monday 5 and Wednesday 7 November 1906, but The Argus newspaper wrote that "heavy rains (...) thoroughly soaked the special banked motor track" and so the racing was rescheduled for Wednesday 7 and Friday 9 November. No further meetings on the gravel course are known.

In the United States, the first purpose-built circuit is claimed to have been Lakeside Inn Speedway in Lakeside, about twenty miles north-east of San Diego, California. This 2.0 mi dirt oval circled round Lindo Lake and opened on Saturday 20 April 1907 (not 30 April as noted by Allan Brown in his book "The History of America's Speedways"). It was built by John Gay at a cost of nearly \$50,000 and "devoted exclusively to automobile races" according to the Los Angeles Herald of 18 April. The track operated until circa 1912.

In general, the majority of racing in pre-WW2 days took place on public roads. Purpose-built circuits were expensive and existed only in a handful of countries. Such courses initially were large banked ovals built for outright speed, but from the mid-1920s onwards these began to be superseded by non-oval courses which aimed to present a greater challenge to the skills of the drivers.

Below is a chronological list of all major *paved* racing circuits that were *purpose-built* before World War Two. A few noteworthy *unpaved* courses outside of the United States are also included, but listed in dark grey italics.

Not included are circuits with a wooden surface, that is, the American motordromes - of which at least twenty were active for motorcycle racing between 1909 and approximately 1915 - and the twenty-four bigger board tracks that operated in the United States between 1910 and 1931. These tracks are detailed in the Ovals & Banking section, although you will also find more information in a comprehensive table further below.

Brooklands (Brooklands Motor Course) - directly south-west of Weybridge, England
Location: 51°21'4.72"N / 0°28'6.78"W / www.brooklandsmuseum.com

Opened 17 June 1907 / the original layout, later referred to as the Outer Circuit, was a large concrete oval with two banked corners / aka Brooklands Motor Course / the non-oval Campbell Circuit, designed by and named after sir Malcolm Campbell, was added in 1937 / this used a part of the older banking but was largely newly-built / it was officially opened on 22 April and first used on 1 May / the last-ever race meeting at Brooklands took place on 7 August 1939 and used all three available layouts: the Outer Circuit, Mountain Circuit and Campbell Circuit / the last event after that was a record run on 29 August / parts of the original oval still exist, as does a section of the Campbell Circuit / the rest of the site is now occupied by the Brooklands Museum, a business park, a kart track and Mercedes-Benz World, which includes a modern test circuit

Indianapolis Motor Speedway - directly north-west of Indianapolis in Speedway, Indiana, USA
Location: 39°47'41.99"N / 86°14'5.81"W / www.indianapolismotorspeedway.com

Opened as a rectangular dirt oval on 14 August 1909 / the course was paved with bricks by December / there were time trials on the new surface on 17-18 December but the first actual race on the brick-paved track took place on 27 May 1910 / the Speedway's signature race, the Indianapolis 500, was first held on 30 May 1911 / an infield road course was originally planned as well but not built at the time / also note the facility was initially known as Indiana Motor Parkway in early 1909 / still active

Twin City Motor Speedway - just south of Minneapolis, Minnesota, USA
Location: 44°53'15.29"N / 93°13'5.71"W

Opened 4 September 1915 / this was a slightly banked concrete saucer designed by Walter MacLeith / the inaugural race was the Minneapolis 500 / the track immediately ran into financial trouble and the last race was held on 14 July 1917 / the infield was subsequently used for aviation / it became Speedway Field and eventually evolved into present-day Minneapolis-Saint Paul International Airport / no trace of the circuit remains

Narragansett Park Speedway - Cranston, Rhode Island, USA
Location: 41°47'10.95"N / 71°26'53.33"W

Opened as a horse race track in 1867 / aka Rhode Island State Fairgrounds / the first auto races were held 7 through 10 September 1896 / these were the first-ever closed course races with petrol-powered vehicles / the oval was then completely rebuilt in 1915, when it was paved with asphalt and the turns were banked / it opened in this form on 18 September / the last race was reportedly held on 4 August 1923 as per historian Allan Brown / the track was reportedly torn down in 1925 / the site is now a residential area / no trace of the oval remains but Fiat Avenue roughly follows the outline of the old track

Opelbahn - south of Rüsselsheim, Germany
Location: 49°57'54.07"N / 8°24'59.82"E

Seemingly opened 29 August 1920 / this is the date of the first known meeting / the Opelbahn was a concrete egg-shaped oval with slightly banked curves / it served both as a test track for Opel and as a race course / it hosted 24-hour races for motorcycles in 1927 and 1928 / the last known meeting took place in May 1930 but there may have been further events until circa 1932 / Opel reportedly continued testing at the track until 1949 / the facility was then completely abandoned / much of it still exists today albeit in a very poor state and increasingly overgrown

Denmark's first purpose-built motor course was a little-known 900-metre dirt oval near Copenhagen called Bagsværd Motorbane. This opened on 31 October 1920 and operated until 1922. The better known Glostrup Motorbane, a 1.666 km oval with a hard-packed clay surface and slightly elevated curves, then opened in August of that year. It hosted auto- and motorcycle racing, but was sadly marred by several fatal accidents and financial troubles. The course operated until circa 1928.

Avus (Automobil- Verkehrs- und Übungs-Straße) - between Grunewald and Nikolassee in Berlin, Germany
Location: 52°30'1.53"N / 13°16'29.54"E

Opened 24 September 1921 / construction began in 1913 but due to WW1 it took until 1921 until the course was finished / the circuit consisted merely of two long straights connected with two curves / it served both as a motorway for everyday traffic and as a race course / strictly speaking, this was the first purpose-built non-oval racing circuit in the world / to this day the Avus is also the fastest-ever non-oval racing circuit / Bernd Rosemeyer recorded a 284.3 km/h lap during practice for the Avusrennen in 1937 / the last race was held on 3 May 1998 / today much of the course still remains as a public road

Autodromo di Monza (Autodromo Nazionale di Monza) - directly north of Monza, north-east of Milan, Italy
Location: 45°37'8.29"N / 9°16'52.34"E / www.monzanel.it

Opened 3 September 1922 / the facility consisted of a road course and a high-speed concrete oval with slightly banked curves / in essence, the road course was the first non-oval racing circuit in a more modern sense / the original oval was torn down in late 1938 / a slightly shorter new oval with much steeper banking was then constructed in 1955 / this still exists today but was last used for a major race, in combination with the road course, in April 1969 / today Monza is the oldest purpose-built non-oval circuit in the world still in use

Autódromo Nacional (Autódromo de Terramar) - directly west of Sitges, Spain

Location: 41°14'19.24"N / 1°46'48.77"E

Opened 28 October 1923 / this was a concrete oval with two extremely steeply banked turns / the inaugural meeting appears to have been postponed from 17 September 1922 to 28 October 1923 / the course was used in both directions / the last race was a motorcycle meeting on 29 May 1955 / this also included some exhibition laps by a Mercedes 300 SL and a Ford Thunderbird / the former managed a lap in 0.47,97 / two more events for motorcycles were held after this, on 30 October 1955 and 14 October 1956 / these were not races but appear to have been some sort of fuel economy trials / the entire circuit is still intact today but the site is private property

Aspendale Park Racecourse - Aspendale, Victoria, Australia

Location: 38°1'33.15"S / 145°6'16.57"E

Opened 23 February 1924 / Aspendale Park Racecourse actually opened as a horse racing venue in 1891 / an unpaved oval built specifically for motorsport was added in 1906 / this is believed to have been the first purpose-built racing circuit in the world, but it seems to have been abandoned fairly quickly / construction of a new paved oval then began in late 1923 and this opened the following February

The new oval was built either from concrete or bitumen and asphalt / it was nearly a mile in circumference and had banked curves / however it did not last long / it was torn down and replaced by a hard-surfaced dirt track which opened in November 1928 / this hosted motor racing until the late 1930s or 1940s depending on source / Aspendale Park Racecourse was located between present-day Station Street and Albany Crescent / the site is now a residential area

Autodrome de Miramas - west of Miramas, France

Location: 43°34'24.35"N / 4°57'57.07"E

Opened 13 July 1924 / the autodrome was a large paved oval with flat turns / at 5.0 km it was the longest oval racing circuit ever built / longer ovals have been built for testing purposes only / the track closed in 1937 but there might have been a race meeting in April 1958 / it was later incorporated into a large state-of-the-art BMW testing facility

Autodrome de Linas-Monthéry - south-west of Monthéry and Linas, south of Paris, France

Location: 48°37'30.53"N / 2°14'38.30"E

Opened 11 October 1924 / the original circuit was a 2.548 km high-speed concrete oval with steeply banked turns / an adjacent road course was added the following year / construction began in January 1925 and was completed by early June / the first race on the new road course was held on Saturday 18 July 1925 / it was arguably the first racing circuit in the world not built for outright speed but rather to mimic public roads / the last contemporary race meeting at Monthéry that I am aware of was the Coupes du Salon in October 1995 / vintage racing continued with the Grand Prix de l'Age d'Or until June 2004 / today virtually the entire facility still exists but the southern segment of the road course is military property / the rest is now mostly used for testing purposes and non-competitive meetings

Melbourne Motordrome - near downtown Melbourne, Victoria, Australia

Location: 37°49'30.61"S / 144°59'1.23"E

Opened 29 November 1924 / the Melbourne Motordrome was a 1/3-mile concrete circle with steeply banked corners, located on Batman Avenue / although it officially opened in late November there had already been a few informal race meetings earlier that month / the track closed in April 1933 and was then converted into a dirt track known as Olympia Park Speedway / this operated until 1946 / the site is now Olympia Park Stadium

Fichtenhainbahn - Heide, Schleswig-Holstein, Germany

Location: 54°12'33.90"N / 9°6'51.61"E

Opened 24 May 1925 / the Fichtenhainbahn opened as a horse racing venue in June 1907 / a steeply banked oval was added specifically for motorsport purposes in 1925 / it hosted many auto- and motorcycle races over the next few years but ran into financial trouble when the economic crisis hit / the last documented race took place on 4 September 1932 / while the facility is still an active horse race track it would appear virtually no trace of the banked oval remains today

Olympia Motor Speedway (Maroubra Speedway) - Maroubra, New South Wales, Australia

Location: 33°56'52.66"S / 151°14'40.35"E

Opened 5 December 1925 / this was a wide concrete saucer 5/6-mile in length with steeply banked curves / aka Olympia Speedway / aka Maroubra Speedway / while the first actual race took place in early December the first official practice day had already been held on 7 November / the track lasted until the mid-1930s but was then abandoned / the site was built over in the 1950s and 1960s and is now Coral Sea Park

Brooklands Speedway - Werrington, New South Wales, Australia

Location: 33°45'42.49"S / 150°45'8.37"E

Built circa 1926 / a company called Brooklands Speedway Ltd was established in June 1925 / it announced the construction of a 1.5-mile speedway near Werrington, NSW in February 1926 / a symmetrical concrete oval of roughly one mile in length with banked turns was eventually built / however it may not have been entirely finished / there is no evidence that it was indeed used for any racing / the website of the Penrith City Council claims a meeting took place in June 1923 but that is clearly incorrect / the Brooklands Speedway near Werrington, NSW must not be confused with the early-1930s banked cinder track in Brooklands, Western Australia / nor for that matter with the nearby Penrith Speedway / no trace of the circuit remains today

Nürburgring - between Müllenbach and Adenau, Germany

Location: 50°20'8.06"N / 6°56'51.33"E / www.nuerburgring.de

Opened 18 June 1927 / the Nürburgring was by far the most ambitious purpose-built facility ever in terms of scale and nature / it originally comprised four layouts, measuring between 2.293 and 28.265 km / the length of the big layout later increased to 28.290 km making it the longest-ever permanent racing circuit worldwide / the Nürburgring is still a very active facility today

On 10 July 1927, the new Autódromo de San Martín near Buenos Aires, Argentina opened. This three km unpaved oval was the first track constructed specifically for automobile racing in this country. The circuit was not very successful and soon fell into disuse, only reopening briefly circa 1931-1933. The site is now a residential area in the Villa Maipú district.

Pista del Littorio - directly north of Rome, Italy

Location: 41°57'17.84"N / 12°29'50.49"E

Opened 24 May 1931 / the track was purpose-built at the site of an airfield / it included two banked high-speed turns / one of these was banked at 48 degrees / the circuit initially measured almost 4 km / it was shortened to 3.277 km in 1934, most likely by omitting the slow hairpin section / the last known race was in May of that year / a further race scheduled for June was postponed to October and then cancelled / the Italian motorcycle Grand Prix announced for September 1935 was also called off / note Google Earth has a great 1943 aerial which clearly shows the course / the site is now Rome-Urbe Airport / faint traces of the old circuit are still visible from the sky

Hockenheim Dreieck (Kurpfalzring) (Hockenheimring) - directly north-east of Hockenheim, Germany

Location: 49°20'4.81"N / 8°34'44.15"E / www.hockenheimring.net

Opened 29 May 1932 / the circuit was originally known as Hockenheimer Dreieck / it was built between 23 March and 26 May and largely consisted of expanded forest trails but also included a section of public road / the circuit was not tarred until 1935 / the original layout was last used in September 1937 / the facility was modernized and became fully permanent in the mid-1960s and is nowadays officially named Hockenheimring Baden-Württemberg / still active

Donington Park - directly south-west of Castle Donington, England

Location: 52°49'49.58"N / 1°22'29.85"W / www.donington-park.co.uk

Opened as an unpaved course over estate roads on 25 May 1931 / the circuit was then improved and paved two years later and first used in this form on 25 March 1933 / the Donington Park race course operated through August 1939 but was then abandoned due to the war / the facility finally reopened in modernized form in early 1977 / still active

Autodromo di Mellaha - directly north-east of downtown Tripoli, Libya

Location: 32°53'36.62"N / 13°18'22.72"E

Opened 7 May 1933 / this was a 13.1 km purpose-built road course / with the exception of the Avus in Germany it was the fastest non-oval circuit in the world at the time / Hans Stuck averaged circa 235 km/h during practice for the 1937 Tripoli Grand Prix / the last race took place on 12 May 1940 / the site is now largely occupied by Mitiga International Airport but some sections of the old course remain as normal roads

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

Location: 40°44'36.60"N / 73°35'51.88"W

Opened 3 October 1936 / Roosevelt Raceway was the only European-style paved circuit that was built in the United States before the war / the track was inaugurated with two 40-mile motorcycle races on 3 and 4 October 1936, respectively / the circuit then hosted the famous Vanderbilt Cup races on 12 October 1936 and 5 July 1937 / the layout was altered for the latter race to allow higher speeds / one of the turns was also banked / the fifth and final race at Roosevelt Raceway was an ARCA event on 25 September 1937, which took place on a shortened layout / a 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 said year / this was turned into a horse racing oval in 1940 / part of the site is now the Source Shopping Mall and Westbury Plaza / no trace of the circuit remains

Crystal Palace - south of central London, England

Location: 51°25'18.25"N / 0°47.17"W

Opened 24 April 1937 / this was a sinuous road course designed specifically for motorsport, built at the site of the Crystal Palace in a park in Sydenham Hill / an earlier course on paths through the park had been first used on 21 May 1927 / this operated through 1929 and then again in 1933-1934 before being superseded by the new purpose-built course, which was designed by C.L. Clayton / incidentally, the Crystal Palace itself burned down on 30 November 1936, days before construction of the circuit began / the last auto races were held on 23 September 1972 / after that there was a kart meeting on 21 October / some sections of the circuit remain and are now part of the Crystal Palace park

Mount Panorama Circuit - directly south of Bathurst, New South Wales, Australia

Location: 33°26'21.78"S / 149°33'29.67"E / www.mount-panorama.com

Opened as a gravel course on 16 April 1938 / the track was due to be paved before the first race but apparently the weather was not right / the inaugural race was the Australian TT for motorcycles on 16 April / this was followed by the Australian GP for automobiles on 18 April / the scenic roadway that made up the course had been officially opened on 17 March / the track was tarred with bitumen some time before its second race meeting / this took place on 8-9 April 1939 / the circuit is still active today and doubles as a public road

Großdeutschlandring (Deutschlandring) - directly north-west of Hohnstein, near Dresden, Germany

Location: 50°59'27.20"N / 14°5'36.93"E

Construction of this circuit began in 1933 and was scheduled to be completed by Autumn 1939 / the 10.0 km course was at least partly based on existing roads / a total of five hillclimbs had been held on a section of the course between 1926 and 1933 / the circuit was to be used for the Großer Preis von Großdeutschland in 1940 / this was cancelled due to the war and the Großdeutschlandring was never actually used / it survives today as a normal public road

Autódromo de Interlagos - in Cidade Dutra, south of central São Paulo, Brazil

Location: 23°42'6.93"S / 46°41'55.49"W / www.autodromointerlagos.com

Opened 12 May 1940 / aka Autódromo Internacional da Cidade de São Paulo / aka Autódromo Paulista / later renamed Autódromo José Carlos Pace / Interlagos is included in the list as Brazil did not get involved in World War Two until 1942 / as such it may be considered a pre-war circuit / it has hosted the F1 Brazilian Grand Prix from 1972-1977, 1979-1980 and every year as of 1990 / the circuit was significantly shortened, modernized and partially redrawn before the latter year / still active

In order to put the above list in more perspective, the table on the next pages places all of the above circuits - minus Brooklands Speedway and the Großdeutschlandring, which never saw any racing - into one overview together with the American motordromes and board tracks, as well as selected dirt tracks. Please note only tracks of which the exact date of opening is known are included. The table gives a good idea of what kind of racing circuits were built in various parts of the world before World War Two, and how they evolved during this time.

The columns in the table give the following information:

- **Opened** - date of the official inaugural race
- **Circuit** - the circuit's (most common) name
- **Country** - location
- **Type** - type of circuit at the time of opening (dirt/paved oval, motordrome, board track, road course, dirt course)
- **Length** - circuit length at the time of opening (if multiple layouts, length of main layout)
- **Closed** - date of the last contemporary *race* (note this need not also be the last *event* / noted N/A if not applicable)
- **Notes** - any additional information

Please note an approximate circuit length is indicated by the plus-minus sign (\pm). This sign is also used in the 'Closed' column if the date given is merely that of the last *known* race, meaning there may have been racing at an unknown later date. Note that all dates are given as day/month/year. The following colours are used to distinguish the six circuit types more clearly:

	Dirt oval
	Paved oval
	Motordrome
	Board track
	Road course
	Dirt course

Hereby should be noted that motordromes were of course also board tracks, and that the term road course is used in the American sense, denoting a non-oval circuit.

Opened	Circuit	Country	Type	Length	Closed	Notes
29.01.1906	Aspendale Park Racecourse	Australia	Dirt oval	± 1 mi	± 09.11.1906	First documented purpose-built racing circuit
20.04.1907	Lakeside Inn Speedway	USA	Dirt oval	2.0 mi	± 31.03.1912	
17.06.1907	Brooklands	England	Paved oval	2.767 mi	07.08.1939	Campbell Circuit was added in 1937, see below
14.03.1909	Los Angeles Coliseum	USA	Motordrome	2/7 mi	unknown	Measured three-and-a-half laps to the mile
24.07.1909	Springfield Stadium	USA	Motordrome	1/3 mi	unknown	
14.08.1909	Indianapolis Motor Speedway	USA	Dirt oval	2.5 mi	N/A	First race with paved surface: 27.05.1910
09.11.1909	Atlanta Speedway	USA	Dirt oval	2.0 mi	± 21.05.1911	Surface: clay, sand and gravel

08.04.1910	Los Angeles Motordrome	USA	Board track	1.0 mi	12.01.1913	Destroyed by fire on 11.08.1913
02.07.1910	Wandamere Motordrome	USA	Motordrome	1/3 mi	unknown	
23.04.1911	Oakland Motordrome	USA	Board track	0.5 mi	21.04.1912	
08.07.1911	Riverview Motordrome	USA	Motordrome	1/3 mi	± Jun 1913	
11.02.1912	Los Angeles Stadium	USA	Motordrome	1/3 mi	± Nov 1912	
18.05.1912	Luna Park Motordrome	USA	Motordrome	1/4 mi	± 1914	
15.06.1912	Point Breeze Park Motordrome	USA	Motordrome	1/3 mi	± Sept 1915	
29.06.1912	Brighton Beach Motordrome	USA	Motordrome	1/3 mi	± Aug 1915	
04.07.1912	Columbus Motordrome	USA	Motordrome	1/2 mi	unknown	
04.07.1912	Vailsburg Motordrome	USA	Motordrome	1/4 mi	08.09.1912	
06.06.1913	Atlanta Motordrome	USA	Motordrome	1/4 mi	± May 1914	
02.07.1913	Eastend Motordrome	USA	Motordrome	unknown	± Aug 1914	
04.07.1914	Tacoma Speedway	USA	Dirt oval	2.0 mi	Replaced by Pacific Coast Speedway in 1915, see below	
04.07.1914	Dodge City Motor Speedway	USA	Dirt oval	2.0 mi	04.07.1921	
26.06.1915	Chicago Speedway	USA	Board track	2.0 mi	28.07.1918	
04.07.1915	Pacific Coast Speedway	USA	Board track	2.0 mi	04.07.1922	Replaced earlier dirt oval listed above
05.07.1915	Omaha Speedway	USA	Board track	1.25 mi	04.07.1917	
25.07.1915	Des Moines Speedway	USA	Board track	1.0 mi	26.06.1916	
04.09.1915	Twin City Motor Speedway	USA	Paved oval	2.0 mi	14.07.1917	Paved with concrete
18.09.1915	Narragansett Park Speedway	USA	Paved oval	1.0 mi	04.08.1923	Previously a dirt horse oval / first auto race: 1896
09.10.1915	Sheepshead Bay Speedway	USA	Board track	2.0 mi	20.09.1919	
04.09.1916	Cincinnati Motor Speedway	USA	Board track	2.0 mi	12.10.1919	
27.11.1916	Uniontown Speedway	USA	Board track	1.125 mi	17.06.1922	

July 1914 < World War One > November 1918

28.02.1920	Los Angeles Motor Speedway	USA	Board track	1.25 mi	24.02.1924	
29.08.1920 ±	Opelbahn	Germany	Paved oval	1.5 km	± 11.05.1930	Testing continued until late 1940s
02.10.1920	Fresno Speedway	USA	Board track	1.0 mi	06.02.1927	The last race on the boards was for dirt track cars
31.10.1920	Bagsværd Motorbane	Denmark	Dirt oval	0.9 km	1922	
16.01.1921	San Antonio Speedway	USA	Dirt oval	2.0 mi	± 1927	Last known event: record run Red Peters June '27
14.08.1921	Cotati Speedway	USA	Board track	1.25 mi	29.10.1922	
24.09.1921	Avus	Germany	Road course	19.635 km	03.05.1998	Remeasured as 19.573 km in 1926
11.12.1921	San Francisco Speedway	USA	Board track	1.125 mi	14.06.1922	Destroyed by fire on 19.06.1922
12.08.1922	Glostrup Motorbane	Denmark	Dirt oval	1.666 km	± 1928	
03.09.1922	Autodromo di Monza	Italy	Road + oval	10.0 km	N/A	Original oval last used 1937, torn down 1938
17.09.1922	Kansas City Speedway	USA	Board track	1.25 mi	04.07.1924	
04.09.1923	Altoona Speedway	USA	Board track	1.25 mi	07.09.1931	Destroyed by fire on 19.05.1936

Opened	Circuit	Country	Type	Length	Closed	Notes
28.10.1923	Autódromo Nacional	Spain	Paved oval	2.0 km	29.05.1955	aka Sitges-Terramar / surface: concrete
23.02.1924	Aspendale Park Racecourse	Australia	Paved oval	± 1 mi	unknown	Replaced by a dirt oval which opened Nov 1928
13.07.1924	Autodrome de Miramas	France	Paved oval	5.0 km	± 06.06.1937	Perhaps ran a race in April 1958 / now a test track
11.10.1924	Autodrome de Linas-Montlhéry	France	Paved oval	2.548 km	unknown	Road course added in 1925 - see below
25.10.1924	Charlotte Speedway	USA	Board track	1.25 mi	19.09.1927	
29.11.1924	Melbourne Motordrome	Australia	Paved oval	1/3 mi	08.04.1933	Replaced by Olympia Park Speedway dirt oval
14.12.1924	Culver City Speedway	USA	Board track	1.25 mi	06.03.1927	
24.05.1925	Fichtenhainbahn	Germany	Paved oval	1.25 km	± 04.09.1932	aka Heide / surface: oil crayon
11.07.1925	Baltimore-Washington Speedway	USA	Board track	1.125 mi	25.09.1926	
18.07.1925	Autodrome de Linas-Montlhéry	France	Road course	12.5 km	± 01.10.1995	Used part of 1924-opened oval
31.10.1925	Rockingham Speedway	USA	Board track	1.25 mi	12.10.1928	
05.12.1925	Olympia Motor Speedway	Australia	Paved oval	5/6 mi	mid-1930s	aka Maroubra Speedway / now Coral Sea Park
22.02.1926	Miami-Fulford Speedway	USA	Board track	1.25 mi	22.02.1926	Destroyed by a hurricane on 17.09.1926
01.05.1926	Atlantic City Speedway	USA	Board track	1.5 mi	16.09.1928	
12.06.1926	Langhorne Speedway	USA	Dirt oval	1.0 mi	17.10.1971	First race with paved surface: 20.06.1965
06.09.1926	Akron-Cleveland Speedway	USA	Board track	0.5 mi	28.09.1930	
30.05.1927	Pittsburgh-Bridgeville Speedway	USA	Board track	0.5 mi	04.07.1930	
18.06.1927	Nürburgring	Germany	Road course	28.265 km	N/A	Individual layouts are specified below
28.05.1928	Südschleife	Germany	Road course	7.747 km	± 17.10.1971	Ran hillclimbs through 1979
06.04.1931	Betonschleife	Germany	Road course	2.293 km	24.10.1982	
19.07.1931	Nordschleife	Germany	Road course	22.810 km	N/A	
10.07.1927	Autódromo de San Martín	Argentina	Dirt oval	3 km	± 04.06.1933	
21.07.1928	Woodbridge Speedway	USA	Board track	0.5 mi	18.10.1931	Last of the big board tracks
24.05.1931	Pista del Littorio	Italy	Road course	± 4 km	± 20.05.1934	Had two high-speed banked turns
29.05.1932	Hockenheim Dreieck	Germany	Dirt course	12.045 km	N/A	First race with paved surface: 04.08.1935
25.03.1933	Donington Park	England	Road course	2.186 mi	26.08.1939	Reopened in 1977 / still active
07.05.1933	Autodromo di Mellaha	Libya	Road course	13.1 km	12.05.1940	
03.10.1936	Roosevelt Raceway	USA	Road course	4.0 mi	25.09.1937	Hosted just five races / replaced by dirt oval 1938
24.04.1937	Crystal Palace	England	Road course	2.0 mi	23.09.1972	There was a final kart race on 21.10.1972
01.05.1937	Campbell Circuit (Brooklands)	England	Road course	2.267 mi	07.08.1939	Used part of 1907-opened oval
16.04.1938	Mount Panorama (Bathurst)	Australia	Dirt course	3.835 mi	N/A	First race with paved surface: 08.04.1939
12.05.1940	Autódromo de Interlagos	Brazil	Road course	7.960 km	N/A	Arguably a pre-war circuit
September 1939 < World War Two > September 1945						
Purpose-built racing circuits (pre-war)						

OLDEST

As per motor racing historian Allan Brown, the oldest racing circuits still in use as of 2003 were:

	Circuit	Location	First Race	Type	Notes
1	Indiana State Fairgrounds	Indianapolis, Indiana United States	19.07.1903	1-mile dirt oval	
2	New York State Fairgrounds	Syracuse, New York United States	10.09.1903	1-mile dirt oval	
3	Milwaukee Mile (Wisconsin State Fair Park)	West Allis, Wisconsin United States	11.09.1903	1-mile dirt oval	First race with paved surface: 06.06.1954 / now listed as 1.015 mi
Oldest racing circuits					

Noted that Knoxville Raceway in Knoxville, Iowa is also still in use today, having staged its first race on 20 August 1901. However, this was very much a one-off, for motor racing at the track otherwise began only in 1914.

The famous Indianapolis Motor Speedway in Speedway, Indiana was first used on 14 August 1909 and has seen racing every year since then, except for the war years 1917-1918 and 1942-1945.

All of the above circuits have never altered their actual layout, although of course substantial improvements have been made with regards to track surface and safety, as well as spectator- and other facilities.

The oldest non-oval circuit still in use is the Isle of Man Mountain Course, which has been used for the famous 1907-created Tourist Trophy motorcycle races since 30 June 1911, with only slight modifications to its layout. Note the circuit had already been used once earlier, for the TT automobile race on 24 September 1908, when it was called the Four Inch Course.

The oldest non-oval permanent circuit still in use today is the Autodromo di Monza, near Milano, Italy, which hosted its inaugural race on 3 September 1922.

Sections of the now part-permanent, part-temporary Circuit de la Sarthe in Le Mans, France were first used on 27 August 1920 for a motorcycle race (but note the Mulsanne straight had already been part of a much larger, 53.990 km circuit called Circuit d'Ecommoy from 1911-1913). The first auto race was the 1921 French Grand Prix, and the circuit has hosted its famous annual 24-hour race since 1923.

Likewise, sections of the nowadays entirely permanent Circuit de Spa-Francorchamps in Belgium were first used, also for motorcycle racing, on 12 August 1921, when it was still a temporary public road course. The first auto race was held on the same date one year later.

NEWEST

This is a list of brand new (semi) purpose-built non-oval circuits which have opened worldwide since the year 2000. The date of opening usually refers to the first race, but some circuits may have opened with a non-competitive event, especially those aiming at track days and testing rather than professional racing. If the date is approximate, then this is indicated by the plus-minus sign (\pm). Circuits that are not permanent are marked thus: (\pm). Please note this list may not be complete.

Circuits in the United States are listed separately in the *American Road Courses* pdf-file, which is available for download from my website www.wegcircuits.nl.

Date	Circuit	Country	Notes
2000 (3)			
April	Circuito de Almería	Spain	
July	Cayuga Dragway Park (now Toronto Motorsports Park)	Canada	Partly purpose-built
August	Lausitzring (now EuroSpeedway Lausitz)	Germany	
2001 (4)			
May	Rockingham Motor Speedway	England	
August	Autódromo Internacional Orlando Moura	Brazil	
October \pm	Stadium Automobile d'Abbeville	France	May have opened earlier in the year
December	Autodromo José Muñiz (Río Gallegos)	Argentina	
2002 (5)			
April	Adria International Raceway	Italy	
May/June	Stratotech Park International Raceway	Canada	Official opening was in June
June \pm	Pannala International Circuit	Sri Lanka	
June	Circuito Guadix	Spain	
September	Pôle Mécanique Alès-Cévennes	France	Date of homologation
2003 (7)			
March	Autodromo Nazionale Franco di Sini (Mores)	Italy	
March	Autódromo Rosendo Hernández (San Luis)	Argentina	First meeting: TC 2000 / official opening: April
April	Taebaek Racing Park (Taebaek Junyong Circuit)	South Korea	
May/June	Padborg Park	Sweden	Opened in May / first actual race: June
July	WesBank Raceway (Gosforth Park)	South Africa	Closed in late 2007 / included an oval + road course
September \pm	Ascari Race Resort	Spain	Hosts the Radical Ascari Cup
November	Kari Motor Speedway	India	
2004 (5)			
March/April	Bahrain International Circuit (Sakhir)	Bahrain	Opened in March / first actual race: April
June	Shanghai International Circuit	China	First meeting: China Circuit Championship
July	Dunnville Autodrome	Canada	Closed in August 2009
October	Losail International Circuit	Qatar	First meeting: MotoGP Grand Prix of Qatar
October	Dubai Autodrome	UAE	First meeting: FR V6 + FIA GT + ETCC
2005 (5)			
June	Autódromo Internacional de Santa Cruz do Sul	Brazil	
July	Autodromo Valle dei Templi	Italy	
August	Istanbul Park	Turkey	First meeting: Formula 1 Turkish Grand Prix
October \pm	Ansan Speedway	South Korea	Apparently now closed
Unknown	Dracon (Kaloyanovo)	Bulgaria	Reportedly built in early summer

Date	Circuit	Country	Notes
2006 (4)			
March	Circuit de Bresse (Frontenaud)	France	
July	Autodromo di Franciacorta	Italy	Date is of official opening
September	Calabogie Motorsports Park	Canada	
Unknown	ADM Raceway (Autodrom Moscow) (Myachkovo)	Russia	Succeeded an earlier non-permanent airfield layout
2007 (8)			
January ±	Circuito Monteblanco	Spain	First actual races may have been in 2008
May	Circuit d'Alcarràs	Spain	
May/June	Spa Nishiura Motor Park	Japan	
July	Spreewaldring	Germany	Not used for actual racing
September ±	Chengdu International Circuit	China	
September	Circuit des Ecuyers (Beuvarde)	France	
Unknown	Red Ring (Krasnoe Koltso) (Krasnoyarsk)	Russia	Likely opened around the summer
Unknown	Autódromo La Pampilla (Coquimbo) (±)	Chile	A semi-permanent circuit / arguably an oval
2008 (15)			
February	Circuito de la Selva	Spain	
March	Nuevo Autódromo de Querétaro	Mexico	
May	Autódromo Termas de Río Hondo	Argentina	
May	Circuit ICAR	Canada	
June	Circuit de Dakar (Baobabs)	Senegal	
June	Circuit de Clastres	France	Official opening was in September
June	Göteborg City Race (±)	Sweden	Semi-purpose-built / first meeting: STCC
July	Valencia Street Circuit (±)	Spain	Semi-purpose-built / first meeting: GT + Formula 3
October	Autódromo La Cantera	Mexico	
October	Autódromo Ciudad de Gualaguaychú	Argentina	
November	Canyon Ring (Kazan) (Vysokaya Gora)	Russia	First event was a track day in November
November	Autódromo Internacional do Algarve (Portimão)	Portugal	First meeting: World Superbike Championship
November	Potrero de los Funes (San Luis) (±)	Argentina	Semi-purpose-built / first meeting: FIA GT
December	Circuits Automobiles LFG (Circuit de la Ferté Gaucher)	France	
Unknown	Reem International Circuit	Saudi Arabia	Possibly opened around July
2009 (14)			
March	Parcmotor Castellolí	Spain	
March	Circuit du Bourbonnais	France	Official opening was in July
April	Circuit de Chambley (Saint-Julien-Lès-Gorze)	France	
April ±	Kaeng Krachan Circuit	Thailand	
May	Marrakech Street Circuit (±)	Morocco	Semi-purpose-built / first meeting: WTCC
June	Circuit de Haut Saintonge	France	
June	Autódromo Eusebio Marcilla de Junín	Argentina	
July	Townsville Street Circuit (Reid Park) (±)	Australia	Partly purpose-built / first meeting: V8 Supercars
September	Autódromo Parque Provincia del Neuquén (Centenario)	Argentina	
September	Motorland Aragón (Ciudad del Motor de Aragón)	Spain	
September	Sodegaura Forest Raceway	Japan	
October	Hampton Downs Motorsports Park	New Zealand	Official opening was in January 2010
October	Yas Marina Circuit (Abu Dhabi)	UAE	First meeting: Formula 1 Abu Dhabi Grand Prix
December	Guangdong International Circuit	China	

Date	Circuit	Country	Notes
2010 (12)			
March/April	Circuit Jules Tacheny (Mettet)	Belgium	Opened in March / first actual race: April
April	Slovakiaring	Slovakia	Official opening was in October 2009
April	Autódromo La Chutana	Peru	
April	Autódromo Chiapas (road course)	Mexico	The oval had already opened October 2008
May	Velopark (Autódromo Internacional de Porto Alegre)	Brazil	
June	Circuito de Navarra	Spain	
July	NRing Circuit (Nizhny Novgorod)	Russia	First meeting: RTCC
August	Smolensk Ring	Russia	First meeting: European Truck Racing
September ±	Circuit de Fontenay-Le-Comte (Piste Fontenay Pôle)	France	
September	Ordos International Circuit	China	First meeting: CTCC
October	Korea International Circuit	South Korea	First meeting: Formula 1 Korean Grand Prix
December	Circuit de l'Eure	France	

2011 (6)			
February	Bonanza Circuit (Khao Yai)	Thailand	First event was a track day in February
June	Autodromo di Modena	Italy	Not used for actual racing
September ±	Autodrom SPB (Autodrom Saint Petersburg)	Russia	Ran RTCC in September / hosted earlier minor events
October	Penbay International Circuit	Taiwan	Arguably part of China
October	Buddh International Circuit	India	First meeting: Formula 1 Indian Grand Prix
December	Eilat	Israel	First meeting: Formula Israel

2012 (2)			
January	Autodromo Nazionale Gianni De Luca (Airola)	Italy	
April	Circuito San Martino del Lago (Cremona)	Italy	
To be continued...			

Total: 90 circuits

The circuits listed below have also opened since the year 2000, but the exact year or month is not known:

Date	Circuit	Country	Approximate year of opening
Unknown (4)			
Unknown	Goldenport Circuit Beijing	China	2002-2003
Unknown	Shanghai Tianma Circuit	China	2003-2004
Unknown	Circuit de Géoparc (Saint-Dié-des-Vosges)	France	2005-2007
Unknown	Gotland Ring	Sweden	2007-2008 (testing) / homologated June 2009

Total: 94 circuits in 34 countries - including Taiwan

Even though the above list may not be entirely complete, it is interesting to take a look at how the new circuits are distributed per region, country and year.

By region:

- 44 circuits - Europe
- 25 circuits - Asia
- 15 circuits - Middle- and South America / including Mexico
- 05 circuits - North America / excluding the United States
- 03 circuits - Africa
- 02 circuits - Australia

The top countries are:

- 12 circuits - France
- 10 circuits - Spain
- 07 circuits - Argentina, Italy
- 06 circuits - China, Russia
- 05 circuits - Canada
- 03 circuits - Mexico, Brazil, South Korea, Sweden

And by year:

- 15 circuits - 2008
- 14 circuits - 2009
- 12 circuits - 2010
- 08 circuits - 2007
- 07 circuits - 2003
- 06 circuits - 2011
- 05 circuits - 2002, 2004, 2005
- 04 circuits - 2001, 2006
- 03 circuits - 2000

Note the ranking-by-year of course disregards the four circuits listed in the table of which the year of opening is not known.

Once again, all of these figures may not be entirely accurate as the above list may be incomplete. Please also note once more that circuits in the United States are listed separately in the *American Road Courses* pdf-file. Thirty new facilities have opened there since the year 2000 and through 2011, obviously more than in any other country worldwide.

Circuits currently under construction and expected to open in 2012 or beyond:

- **Moscow Raceway** - Russia / to open with World Series by Renault meeting in mid-July 2012
- **Bilster Berg Drive Resort** (Bad Driburg) - Germany / to open in July 2012 / will mainly be used for testing
- **Solvalla** (Solna) - Sweden / to be constructed on infield of trotting track / to host the STCC in September 2012
- **Tierp Arena** - Sweden / to be constructed at a dragstrip / to host the TTA championship in September 2012
- **iLand Race Resort** - Iran / the West Circuit is scheduled for completion in 2012 / full circuit to operate by 2013
- **Velocidad Speedcity** - Argentina / broke ground Dec 2011 / club circuit to open in 2013 / full course by 2014
- **PrimRing** (Primorskring) - Russia / preparatory work began in April 2011 / to be fully completed by 2015

Circuits that may open in the future:

- **Balatonring** - Hungaria / construction began in November 2008 but has come to a halt since / future fate unknown
- **Domodedovo Autodrome** (Eurasia Autodrome) - Russia / construction began Oct 2008 / current status unknown
- **Swell Ring** - Russia - preparation for construction began in June 2011 / the circuit is to be 11.243 km (!) long

OVALS & BANKINGS

This section lists the superspeedways, intermediate ovals and board tracks of the United States, as well as as the most noteworthy ovals of past and present in other countries around the world.

Throughout this section, I have indicated for each oval insofar known or applicable:

- Name
- Length in either miles or kilometres
- Dates of first and last races, year of opening or year(s) of operation
- Shape
- Maximum banking in degrees (°)
- Additional notes

A superspeedway by my definition is a *paved* oval of 2.0 mi / 3.218 km or longer, of which the turns are usually banked to some degree. At present, a total of seven such racing circuits can be found in the United States, but the oval at Texas World Speedway is not used for racing anymore, the last race having been held in March 1993. Two further superspeedways, Twin City Motor Speedway and Ontario Motor Speedway, were built but no longer exist.

Circuit	Length	First Race	Last Race	Shape	°	Notes
Indianapolis Motor Speedway	2.5 mi	27.05.1910	-	Rectangular	9	Originally opened as a dirt oval on 14.08.1909
Twin City Motor Speedway	2.0 mi	04.09.1915	14.07.1917	Symmetrical	± 20	Paved with concrete / banking is estimated
Daytona International Speedway	2.5 mi	20.02.1959	-	Tri-oval	31	
Michigan International Speedway	2.0 mi	13.10.1968	-	D-shape	18	
Talladega Superspeedway	2.66 mi	13.09.1969	-	Tri-oval	33	Originally Alabama International Motor Speedway
Texas World Speedway	2.0 mi	07.12.1969	21.03.1993	D-shape	22	Originally Texas International Speedway
Ontario Motor Speedway	2.5 mi	06.09.1970	15.11.1980	Rectangular	9	
Pocono Raceway	2.5 mi	03.07.1971	-	Triangular	14	Each turn has different radius and banking
Auto Club Speedway	2.029 mi	21.06.1997	-	D-shape	14	Originally California Speedway

American superspeedways (9)

The United States also had a small number of 2-mile dirt or clay ovals in the 1900s and 1910s, but these are not considered superspeedways as they were never paved, unlike Indianapolis Motor Speedway, which also began as a dirt track before being paved.

Circuit	Length	First Race	Last Race	Shape	Notes
Lakeside Inn Speedway	2.0 mi	20.04.1907	± 31.03.1912	Circular	Encircled Lindo Lake / see the First section above
Atlanta Speedway	2.0 mi	09.11.1909	± 21.05.1911	Symmetrical	The site is now Atlanta Hartsfield-Jackson International Airport
Sioux City Speedway	2.0 mi	unknown	04.07.1917	Symmetrical	The site is now located in North Sioux City, South Dakota
Dodge City Motor Speedway	2.0 mi	04.07.1914	04.07.1921	Symmetrical	The site is now a field just north-east of town
Tacoma Speedway	2.0 mi	04.07.1914	04.07.1914	Symmetrical	Subsequently turned into the Pacific Coast Speedway board track
San Antonio Speedway	2.0 mi	16.01.1921	± 1927	Unknown	Was located south of town on Pleasanton Road

American 2-mile dirt ovals (6)

In addition, a number of exhibition races were held at several large ovals normally used for testing, at the proving grounds of General Motors (June 1927), Packard (June 1928) and Chrysler (June 1954) in Michigan, as well as the Ford test track in Arizona (February 1956). Finally, there was the remarkable 2-mile Broward Speedway in Fort Lauderdale, Florida - see the Airfield Circuits section further below.

One step below the superspeedways are the intermediate ovals, which are paved ovals greater than 1.0 mi / 1.609 km in length, but less than 2.0 mi / 3.218 km, of which the turns are usually banked to some degree.

At present, a total of twelve such racing circuits are active in the United States. Six further intermediate ovals were built but no longer operate or exist, including Nashville Superspeedway which closed at the end of 2011, although the track is still available for testing. Gateway International Raceway reopened as Gateway Motorsports Park in 2012, but there is currently no racing on the oval.

Circuit	Length	First Race	Last Race	Shape	°	Notes
Darlington Raceway	1.366 mi	04.09.1950	-	Asymmetrical	25	Note the track measured 1.25 mi before 1953
Milwaukee Mile	1.015 mi	06.06.1954	-	Symmetrical	9.25	Opened as a dirt oval on 11.09.1903 / paved in 1954 Was listed as 1.032 mi by CART
Vaca Valley Raceway	1.25 mi	unknown	30.05.1960 ±	Symmetrical	Flat	Believed to have been used circa 1959-1960
Marchbanks Speedway	± 1.4 mi	± 12.06.1960	13.04.1969 ±	Triangular	± 30	Note the track measured circa 1.3 mi before 1967
Charlotte Motor Speedway	1.5 mi	19.06.1960	-	Quad-oval	24	Known as Lowe's Motor Speedway from 1999-2009
Atlanta Motor Speedway	1.54 mi	31.07.1960	-	Quad-oval	24	Was a 1.52 mi symmetrical oval before Nov 1997
Trenton Speedway	1.5 mi	13.07.1969	29.06.1980	Irregular	15	Opened as 0.5 mi dirt oval in September 1900
Rockingham Speedway	1.017 mi	26.10.1969	-	Quad-oval	25	Opened in 1965 / was 1.0 mi and flat until Oct 1969 Originally North Carolina Motor Speedway
New Hampshire Motor Speedway	1.025 mi	15.07.1990	-	Symmetrical	7	Originally New Hampshire International Speedway Previously listed as 1.058 mi
Homestead-Miami Speedway	1.485 mi	04.11.1995	-	Symmetrical	20	The track was rectangular before 1997
Las Vegas Motor Speedway	1.544 mi	14.09.1996	-	Tri-oval	20	The turns were banked 12 degrees before 2007
Texas Motor Speedway	1.455 mi	05.04.1997	-	Quad-oval	24	Was listed as 1.482 mi by CART
Gateway International Raceway	1.25 mi	24.05.1997	23.10.2010	Asymmetrical	11	Was listed as 1.270 mi by CART Reopened as Gateway Motorsports Park in 2012
Chicago Motor Speedway	1.029 mi	22.08.1999	30.06.2002	Symmetrical	Low	Demolished in 2009
Kentucky Speedway	1.48 mi	16.06.2000	-	Tri-oval	14	
Nashville Superspeedway	1.333 mi	13.04.2001	23.07.2011 ±	Tri-oval	14	Paved with concrete rather than asphalt Closed at the end of 2011 / future fate unknown
Kansas Speedway	1.52 mi	02.06.2001	-	Tri-oval	15	Will have variable banking as of October 2012
Chicagoland Speedway	1.52 mi	14.07.2001	-	Tri-oval	18	

American intermediate ovals (18)

Please note: in the table above, the date of the first race refers to when the track first operated as a *paved* intermediate oval.

Incidentally, Texas World Speedway has a 1.5-mile so-called inner oval inside its 2-mile superspeedway, but this is actually not so much a true oval as it is a road course with left-hand turns only. The Texas International Drivers Association conducted a track certification test on this layout in May 1994, but the first and probably only time it was actually used was in late March 1996 for the Texas Race of Champions. A further event in September of that year was cancelled.

The third category of ovals are those of 1.0 mi in length or less, but these are too numerous to list here. It should be noted American tracks are not always measured accurately. Some short ovals listed as 1.0 mi may be slightly shorter in reality, or longer in which case they should be in the list above. The lengths given above are the most accurate and/or recent I could find, but note that NASCAR often uses different measurements.

Superspeedways and intermediate ovals are the fastest racing circuits in the world - for more information, see the Fastest section further below.

A special category are the American board tracks, which were purpose-built ovals with a wooden surface and extremely steeply banked turns. In my view these should be divided into three categories: the Motordromes, the Big Board Tracks and the Midget Board Tracks.

A. Motordromes

First are the motordromes, which were short circular tracks, usually 1/3 or 1/4-mile in length, built specifically for motorcycle racing. These dangerous saucers were popular for a brief period before World War One. During my research, I found that at least twenty motordromes operated between 1909 and approximately 1915, including one in Canada, and these are listed roughly in chronological order below. Some of these tracks ran weekly racing, and many ran evening races as well.

Los Angeles Coliseum - Los Angeles, California

Built by Jack Prince in January and February 1909 / opened on 14 March / this was the first-ever motordrome and as such the board track era began on that very day / located at 63rd Street and Main Street, near Ascot Park / this location is now East Gage Avenue and South Main Street but Ascot Park does not exist anymore / reports in the Los Angeles Herald describe the track as three-and-a-half laps to the mile, with a banking of almost 45 degrees

Residents in the neighbourhood declared the track a nuisance and asked the council to act in November 1910 / this track was the predecessor of the 1-mile Los Angeles Motordrome at Playa Del Rey / this opened in April 1910 and was actually the first of the two dozen bigger board tracks built for automobile racing / also note the Coliseum motordrome has no relation with the Los Angeles Memorial Coliseum, a sports venue which opened a little further north at Exposition Park in 1923

Springfield Stadium - Springfield, Massachusetts

Built by Jack Prince in the summer of 1909 / opened 24 July 1909 / the New York Times called it "the only track of this kind in the country" but that is incorrect / this was a 1/3-mile circular track / the banking was 48 degrees according to author Allan Brown / the first accident at the track happened in September 1909 when rider Jake DeRosier was injured in a crash / it held a 24-hour race (!) in October 1910 / was located at what is now Flag Street in north-east Springfield

Wandamere Motordrome - Salt Lake City, Utah

Built by Jack Prince in May 1910 / opened on 2 July / a crowd of circa 8000 attended the opening meet / several automobiles had tried the track a few days before the grand opening / Jake DeRosier reportedly drove three laps in 45.8 seconds / located in Wandamere Summer Resort at 13th Street South in between 5th and 7th Street East / the exact site is now Nibley Golf Course at East 2700 Street in South Salt Lake City / nowadays the track is often incorrectly referred to as Wandamere Speedway / six were injured and one killed in an accident in July 1912 / operated at least through August 1913 / some sources suggest this was a 1/6-mile track but it was actually a 1/3-mile course banked at 40 or 42 degrees

Tuileries Motordrome - Englewood, Colorado

Unknown when opened but this may have been among the earliest motordromes / Leslie Parkhurst began his career here / located in Tuileries Amusement Park / this was situated at what is now the 3400 block of South Broadway in Englewood, a city near Denver / it would appear the motordrome replaced an earlier dirt track / unfortunately nothing further is known about this motordrome / the amusement park closed in 1912

Riverview Motordrome - Chicago, Illinois

Opened 8 July 1911 / built in an amusement park named Riverview Park / this was located in between what is now West Addison Street, North Western Avenue, West Belmont Avenue and the Chicago River / this site is now occupied by DeVry University and Lane Technical High School / three riders crashed fatally at the motordrome / amateur rider George Nelson in July 1911, a few days before the circuit was officially opened / rider Court Edwards in September 1912 / and finally rider Leon Pitts in May 1913 / the last known race took place in June 1913 / reportedly a 1/3-mile circular oval

Los Angeles Stadium - Los Angeles, California

Opened 11 February 1912 / there was a crowd of 12,000 that day / located on Hooper Avenue at 35th Street / the site is now an athletics track / many records were broken on the 1/3-mile circuit during the 1912 season / rider Jake DeRosier crashed at the Stadium in March 1912 and succumbed to his injuries the following year / no races are documented after November 1912 / aka Los Angeles Motorcycle Stadium

Luna Park Motordrome - Cleveland, Ohio

Reportedly opened 18 May 1912 / located in an amusement park named Luna Park / the 1/4-mile track was in the corner of Woodland Avenue and Woodhill Road / this is now a residential area / rider Bob Hunter was killed in a June 1912 crash / rider Julius Siren and race official Samuel Hickman were killed in two separate accidents in May 1913 / reportedly closed in 1914

Point Breeze Park Motordrome - Philadelphia, Pennsylvania

Opened 15 June 1912 / likely located at the site of an older track named Point Breeze Driving Park, which was turned into an amusement park that year / the motordrome was probably built then / the track was 1/3-mile / rider Martin Kessler covered one mile in 39 seconds at Point Breeze in June 1914 / the last motorcycle races were seemingly held in 1915 / however the track seemingly continued running motor-paced bicycle races at least through 1921!

Brighton Beach Motordrome - Brooklyn, New York City, New York

Opened 29 June 1912 / aka Brighton Beach Stadium Motordrome / aka Brighton Beach Motor Stadium / a meeting in early September 1912 reportedly drew 12,000 spectators / the 1/3-mile track staged 24-hour races in September 1912 and 1913 / the former was won by George Lockner and Billy Shields who covered 1374 miles plus two laps in 21 hours of actual racing / there was a three-hour intermission during the night because of the exhausted condition of the participants / further races were staged until August 1915 / the last known event was a boxing match in September that year

The above track must not be confused with the slightly older venue of the same name, a 1-mile dirt oval used for automobile racing / this had originally been the Brighton Beach Race Track for horse racing / it hosted a number of 24-hour auto races from 1907-1910 / like the above motordrome it was active until 1915 but presumably abandoned when the new two-mile board track opened at Sheepshead Bay in October 1915 / furthermore note that an amusement park at nearby Coney Island had a small indoor wall-of-death oval with 65-degree banking / this was also called a motordrome

Columbus Motordrome - Columbus, Ohio

A half-mile board track was under construction in Columbus by June 1912 / this was longer than the other motordromes which were 1/3-mile or 1/4-mile / like the Vailsburg Motordrome listed below it opened on 4 July 1912 / the circular track was reportedly located at the Miller Farm near the intersection of Wyandotte Road and Fifth Avenue / further races were scheduled for 19-21 July in conjunction with the national convention of the Federation of American Motorcyclists / Ray Semour ran a mile in 37 seconds at this track in August 1912 / no further details are known but it is believed the Columbus Motordrome was short-lived

Vailsburg Motordrome - Newark, New Jersey

Construction was underway by March 1912 / opened 4 July 1912 / located close to the older Vailsburg Velodrome / this was a 1/6-mile bicycle track located across the street from an amusement park named Electric Park / this is now Vailsburg Park / the motordrome was a 1/4-mile course with 60-degree banking / aka Vailsburg Stadium Motordrome / riders Eddie Hasha and Johnny Albright and six spectators were killed in a horrible crash in September 1912 / no motorcycle races were held at the motordrome after that / however the track did host bicycle meetings which resulted in a rivalry with the nearby velodrome / an agreement between the two venues was reached in August 1913 / incidentally an automobile race had been planned for 4 July 1913 but was not held

Milwaukee Motordrome - Milwaukee, Wisconsin

Built in 1912 at a cost of \$100,000 / one source claims it opened on 5 July 1913 but that is likely incorrect / located at the corner of Oakland Avenue and Newton Avenue, near Hubbard Park in north-east Milwaukee / the 1/4-mile track operated through 1914 and at some point also held meetings for Ford automobiles although it was found useless for larger cars / the motordrome was apparently abandoned after 1914 and subjected to the wear and tear of the elements / an October 1915 newspaper article announced the facility was to be torn down at once and the lumber to be sold

St. Louis Motordrome - St. Louis, Missouri

Reportedly built in 1912 / there was a fatal accident in August or September 1912 of amateur rider Cleve Oliver / the track was described as new at that time / the motordrome was still there as of August 1914 / it had an extremely steep banking of reportedly 62 degrees / no further details are known

Omaha Stadium Speedway - Omaha, Nebraska

A 1/3-mile motordrome that operated from 1912 until July 1915 as per Allan Brown / rider J.A. McNeil reportedly set a record on this track in October 1914 / no further details are known

Detroit Motordrome - Detroit, Michigan

Opened in May 1913 / there was a fatal accident just two weeks later, on 24 May 1913 / the season was not successful and the track closed / however in order to make up the \$12,000 deficit the creditors reportedly permitted another try in 1914 / incidentally, a much bigger oval five miles in length and costing \$500,000 had been schemed in 1909 / it was never built

Atlanta Motordrome - Atlanta, Georgia

Built by Jack Prince in April and May 1913 / opened 6 June 1913 / located at the old circus grounds at Jackson Street and Old Wheat in between Irwin Street and Auburn Avenue / this was a 1/4-mile track that also held evening meetings / the last known race was in May 1914 / the motordrome must not be confused with the slightly earlier 2-mi dirt oval named Atlanta Speedway, which is also often known as Atlanta Motordrome, perhaps erroneously so / this track was located at what is now Hartsfield-Jackson Atlanta International Airport / it opened in November 1909 but lasted just a few years, the last known official event being a motorcycle meeting in May 1911

Eastend Motordrome - Pittsburgh, Pennsylvania

Opened 2 July 1913 / built on the site of the old circus grounds or stock yards at Penn Avenue in East Liberty / had a banking of 60 degrees / rider H.C. Warner was fatally injured in a July 1913 crash / another accident in June 1914 killed spectators Charles Marzolf and Benjamin Kernohan / the last known race took place in August that year / the motordrome must not be confused with the dirt oval in Schenley Park, which held motorbike races circa 1912-1916

Lagoon Motordrome - Ludlow, Kentucky

Reportedly built in 1913 / located in the Lagoon Amusement Park in Ludlow, Kentucky, a small town across the river from Cincinnati, Ohio / the park was situated at the end of Laurel Street near Bromley / the circular track was either 1/3-mile or 1/4-mile and sat adjacent to the railway bridge over Sleepy Hollow Road / a devastating accident in July 1913 killed rider Odin Johnson and nine spectators / this is the worst-ever accident on record in motorcycle racing history / the motordrome reportedly reopened just two weeks later / a tornado destroyed a large part of the track in July 1915

Toronto Motordrome - Toronto, Ontario (Canada)

Opened in 1914 / possibly on Victoria Day in May / races are documented for May through September 1914 and May through August 1915 / located at Greenwood Avenue near Queen Street East / the 1/4-mile track was reportedly banked at sixty degrees / this is the only known motordrome outside of the United States

Twin City Motordrome - St. Paul, Minnesota

Unknown when opened but the track operated in 1914 and seemingly filed for bankruptcy in February 1915 / located at University Avenue and Snelling Avenue, roughly midway Minneapolis and St. Paul / the track was reportedly a 1/4-mile with 58-degree banking / it must not be confused with the 2-mile concrete oval named Twin City Motor Speedway / this operated from 1915-1917 and was located at what is now Minneapolis - St. Paul International Airport

Further motordromes *may* have existed in these cities:

- Bakersfield, California
- Boston, Massachusetts
- Buffalo, New York
- Dallas, Texas
- Houston, Texas / a motordrome operated here in 1912 according to Allan Brown
- San Luis Obispo, California / had a 1/3-mile motordrome in the 1910s according to Allan Brown

In addition, there were plans for a motordrome in Baltimore, Maryland in early 1912, but it seems this track was never built. The city of Montréal, Canada was interested in building a motordrome in early 1914, with the proposed locations being north on St. Denis Street and east on Maisonneuve. This track seemingly never materialized either.

The table below summarizes the main information of all twenty motordromes known. Again, the tracks are listed roughly in chronological order, but since the date of opening is not always known the order may not be fully correct. All of these tracks were circular in shape with bankings that varied roughly between 40 and 62 degrees.

Motordrome	Location	Opened	Length	Notes
Los Angeles Coliseum	Los Angeles, California	14.03.1909	2/7 mile	Measured three-and-a-half laps to the mile
Springfield Stadium	Springfield, Massachusetts	24.07.1909	1/3 mile	Hosted at least one 24-hour race
Wandamere Motordrome	Salt Lake City, Utah	02.07.1910	1/3 mile	The site is now Nibley Golf Course
Riverview Motordrome	Chicago, Illinois	08.07.1911	1/3 mile ?	Was located in the Riverview amusement park
Los Angeles Stadium	Los Angeles, California	11.02.1912	1/3 mile	Was located on Hooper Avenue at 35th Street
Luna Park Motordrome	Cleveland, Ohio	18.05.1912	1/4 mile	Was located in the Luna Park amusement park
Point Breeze Park Motordrome	Philadelphia, Pennsylvania	15.06.1912	1/3 mile	Perhaps the longest-surviving motordrome
Brighton Beach Motordrome	New York, New York	29.06.1912	1/3 mile	Hosted two 24-hour races
Columbus Motordrome	Columbus, Ohio	04.07.1912	1/2 mile	This track was longer than the other motordromes
Vailsburg Motordrome	Newark, New Jersey	04.07.1912	1/4 mile	Was located across the street from Electric Park
Milwaukee Motordrome	Milwaukee, Wisconsin	± 1912	1/4 mile	Was located at Oakland and Newton Avenues
St. Louis Motordrome	St. Louis, Missouri	± 1912	unknown	Perhaps had the steepest banking of all
Omaha Stadium Speedway	Omaha, Nebraska	± 1912	1/3 mile ?	Almost nothing is known about this track
Detroit Motordrome	Detroit, Michigan	May 1913	unknown	Seemingly a financially unsuccessful venue
Atlanta Motordrome	Atlanta, Georgia	06.06.1913	1/4 mile	Was located at Jackson Street and Old Wheat
Eastend Motordrome	Pittsburgh, Pennsylvania	02.07.1913	unknown	Was located at Penn Avenue in East Liberty
Lagoon Motordrome	Ludlow, Kentucky	± 1913	unknown	Partly destroyed by a tornado in July 1915
Toronto Motordrome	Toronto, Ontario	± 1914	1/4 mile	Only known motordrome outside the United States
Tuileries Motordrome	Englewood, Colorado	unknown	unknown	May have been among the earliest motordromes
Twin City Motordrome	St. Paul, Minnesota	unknown	1/4 mile ?	Was located about midway Minneapolis and St. Paul

Motordromes (20)

Please note the *Rennen! Races! Vitesse!* pdf-file, available for download from my website www.wegcircuits.nl, contains a brief history of velodrome racing, which offers some additional information on the American motordromes.

B. Big Board Tracks

Second are the big board tracks, which ranged in length from 0.5 to 2.0 mi and, unlike the motordromes, were also suitable for automobile racing. A total of twenty-four of these wood saucers operated in the United States from 1910-1931, of which the first two still carried over the *motordrome* moniker from the older motorcycle tracks.

The two dozen big board tracks are much better documented than the shorter motordromes, and as such I have only listed their main details here. All of these tracks were symmetrical ovals, except where noted otherwise. As usual, dates are given as day/month/year. For exact locations, see next page.

#	Circuit	Location	Length	First Race	Last Race	°	Notes
01	Los Angeles Motordrome	Playa del Rey, California	1.0 mi	08.04.1910	12.01.1913	20	Circular
02	Oakland Motordrome	Oakland, California	0.5 mi	23.04.1911	21.04.1912	40	Circular
03	Chicago Speedway	Maywood, Illinois	2.0 mi	26.06.1915	28.07.1918	17	
04	Pacific Coast Speedway	Tacoma, Washington	2.0 mi	04.07.1915	04.07.1922	21	Irregular
05	Omaha Speedway	Carter Lake, Iowa	1.25 mi	05.07.1915	04.07.1917	41	
06	Des Moines Speedway	West Des Moines, Iowa	1.0 mi	25.07.1915	26.06.1916	30	Banking is estimated
07	Sheepshead Bay Speedway	Brooklyn, New York	2.0 mi	09.10.1915	20.09.1919	17	
08	Cincinnati Motor Speedway	Sharonville, Ohio	2.0 mi	04.09.1916	12.10.1919	17	
09	Uniontown Speedway	Hopwood, Pennsylvania	1.125 mi	27.11.1916	17.06.1922	34	
10	Los Angeles Speedway	Beverly Hills, California	1.25 mi	28.02.1920	24.02.1924	35	
11	Fresno Speedway	Fresno, California	1.0 mi	02.10.1920	06.02.1927	30	
12	Cotati Speedway	Cotati, California	1.25 mi	14.08.1921	29.10.1922	38	
13	San Francisco Speedway	San Carlos, California	1.125 mi	11.12.1921	14.06.1922	38	
14	Kansas City Speedway	Kansas City, Missouri	1.25 mi	17.09.1922	04.07.1924	35	
15	Altoona Speedway	Tipton, Pennsylvania	1.25 mi	04.09.1923	07.09.1931	32	
16	Charlotte Speedway	Pineville, North Carolina	1.25 mi	25.10.1924	19.09.1927	40	
17	Culver City Speedway	Culver City, California	1.25 mi	14.12.1924	06.03.1927	45	
18	Baltimore-Washington Speedway	Laurel, Maryland	1.125 mi	11.07.1925	25.09.1926	48	
19	Rockingham Speedway	Salem, New Hampshire	1.25 mi	31.10.1925	12.10.1928	49	
20	Miami-Fulford Speedway	North Miami Beach, Florida	1.25 mi	22.02.1926	22.02.1926	50	Ran only one race
21	Atlantic City Speedway	Hammonton, New Jersey	1.5 mi	01.05.1926	16.09.1928	45	
22	Akron-Cleveland Speedway	Akron, Ohio	0.5 mi	06.09.1926	28.09.1930	45	
23	Pittsburgh-Bridgeville Speedway	Bridgeville, Pennsylvania	0.5 mi	30.05.1927	04.07.1930	35	
24	Woodbridge Speedway	Woodbridge, New Jersey	0.5 mi	21.07.1928	18.10.1931	38	

Big board tracks (24)

In addition, construction of the 2.0 mi Philadelphia Motor Speedway near Willow Grove, Pennsylvania began in 1915, but this track was abandoned before it was finished and subsequently dismantled.

The fastest of all board tracks was Atlantic City Speedway near Hammonton, New Jersey. Frank Lockhart recorded an average speed of 147.729 mph there on Thursday 5 May 1927, but it is not entirely clear if this was over a full mile-and-a-half lap or, as contemporary reports suggest, over a distance of only one mile. The outline of the track can still be seen today in the woods just south-east of town.

The coordinates below give the location of each board track - insofar known - and mark the centre of each oval as precisely as possible. Most of these coordinates have been established by comparing old maps with present-day aerials. Copy-pasting the coordinates into Google Earth will take you directly to where these remarkable wood saucers once stood. In most cases there is no trace left, but amazingly, of some tracks the outline is still visible today, despite the many years that have gone by since these tracks last operated.

- Los Angeles Motordrome - 33°58'30.91"N / 118°26'13.48"W
- Oakland Motordrome - not available

- Chicago Speedway - 41°51'29.94"N / 87°50'19.67"W
- Pacific Coast Speedway - 47°10'15.40"N / 122°30'0.10"W
- Omaha Speedway - 41°17'18.65"N / 95°55'34.37"W
- Des Moines Speedway - not available
- Sheepshead Bay Speedway - 40°35'36.58"N / 73°56'36.51"W
- Cincinnati Motor Speedway - 39°17'29.38"N / 84°25'9.47"W
- Uniontown Speedway - 39°52'43.55"N / 79°42'32.17"W - approximate location

- Los Angeles Speedway - 34°3'43.99"N / 118°24'14.45"W
- Fresno Speedway - 36°43'56.55"N / 119°44'50.42"W
- Cotati Speedway - 38°19'43.88"N / 122°41'32.11"W - approximate location
- San Francisco Speedway - not available
- Kansas City Speedway - 38°57'36.70"N / 94°33'51.78"W
- Altoona Speedway - 40°37'49.08"N / 78°18'9.09"W
- Charlotte Speedway - 35°6'3.56"N / 80°53'30.03"W - approximate location
- Culver City Speedway - 34°0'47.28"N / 118°23'50.74"W
- Baltimore-Washington Speedway - not available
- Rockingham Speedway - 42°46'17.76"N / 71°13'34.48"W
- Miami-Fulford Speedway - 25°57'16.13"N / 80°10'15.11"W
- Atlantic City Speedway - 39°36'13.05"N / 74°44'29.19"W
- Akron-Cleveland Speedway - 41°10'3.16"N / 81°30'41.32"W
- Pittsburgh-Bridgeville Speedway - 40°21'25.51"N / 80°7'2.72"W - approximate location
- Woodbridge Speedway - 40°33'57.01"N / 74°16'58.68"W

C. Midget Board Tracks

The era of the big board tracks ended with the October 1931 race at Woodbridge Speedway in New Jersey. Since then, about two dozen of much smaller wood ovals have operated by count of historian Allan Brown, mostly for midget racing in the 1930s and 1940s. These are the midget board tracks, which can be further subdivided in two groups:

- Velodromes
- Purpose-built tracks

Velodromes are actually built for bicycles, but some were also used for midget racing, for example the Nutley Velodrome in New Jersey and Coney Island Velodrome in New York City. In addition, several temporary wood ovals were built specifically for midget racing in a few indoor and outdoor arenas, for example at Soldier Field in Chicago or in the Los Angeles Memorial Coliseum in California.

While smaller-scale paved and unpaved ovals can be found in numerous countries worldwide, only five true superspeedways, that is, ovals of 2.0 mi or longer, have been built outside of the United States, which includes the Monza oval twice. However, some shorter ovals are equally noteworthy due to the extreme banking of their turns.

The history of these *autodromes* may be divided into two periods. The classic autodromes were:

Circuit	Location	Length	Opened	Shape	°	Notes
Brooklands	England	4.452 km	17.06.1907	Irregular	26.5	First-ever purpose-built paved racing circuit
Opelbahn	Germany	1.5 km	29.08.1920	Asymmetrical	± 32	Note the date is of the first documented race
Autodromo di Monza	Italy	4.5 km	03.09.1922	Symmetrical	Low	Oval torn down in late 1938 / rebuilt in 1955
Autodromo Nacional	Spain	2.0 km	28.10.1923	Irregular	± 60	Also known as Sitges-Terramar
Autodrome de Miramas	France	5.0 km	13.07.1924	Symmetrical	Flat	
Autodrome de Linas-Montlhéry	France	2.54824 km	11.10.1924	Symmetrical	± 40-51	Banking is merely rough estimate
Fichtenhainbahn	Germany	1.25 km	24.05.1925	Symmetrical	± 45-50	Banking is unconfirmed / aka Heide
Autodromo di Monza	Italy	4.25 km	11.09.1955	Symmetrical	38.4	

Classic autodromes (8)

Further paved banked ovals were built in Australia:

Circuit	Location	Length	Opened	Shape	°	Notes
Aspendale Park Racecourse	Aspendale VIC	± 1.0 mi	23.02.1924	Irregular	Unknown	
Melbourne Motordrome	Melbourne VIC	1/3 mi	29.11.1924	Circular	48	
Olympia Motor Speedway	Maroubra NSW	5/6 mi	05.12.1925	Elliptical Triangle	37	Also known as Maroubra Speedway
Brooklands Speedway	Werrington NSW	± 1.0 mi	-	Symmetrical	Unknown	Built circa 1926 / likely never actually used

Australian autodromes (4)

Many test tracks around the world of course also feature banked ovals, but of particular note were the rooftop test tracks of Fiat in Turin, Italy and Imperia in Nessonvaux, Belgium.

Also noteworthy are several non-oval circuits which incorporated one or more steeply banked turns in their layout, including:

- **Pista del Littorio** - Italy - this track opened in Rome in 1931 and included a high-speed turn banked at 48 degrees
- **Avus** - Germany - the 1937-constructed north turn was banked at 43.6 degrees / it was last used in 1967
- **Roosevelt Raceway** - USA - the final turn of the redesigned 1937 circuit was banked
- **Fuji Speedway** - Japan - turn one was originally banked at 30 degrees and modelled after US superspeedways
- **Meadowdale Raceways** - USA - opened in 1958, the final turn was named Monza Wall and banked at 45 degrees

Smaller but similarly steeply banked curves were built at the Nürburgring Nordschleife in Germany (at the Karussell and later at Schwalbenschwanz) and in the famous Virage du Saint-Estève of the Mont Ventoux hillclimb in France.

In several western-European countries racing on short but steeply banked bicycle ovals (velodromes) was also common practice, particularly with motorcycles. You will find more details on such venues in the *Rennen! Races! Vitesse!* pdf-file, which is available for download from my website www.wegcircuits.nl.

Finally, the 4.624 km / 2.874 mi Autódromo de Rafaela in Argentina began as a dirt oval in 1953 or 1954, but was paved in the mid-1960s and reopened in this form on 4 September 1966. Contrary to all of the other classic ovals mentioned above, it is still active today. See the Longest section below for more information.

The autodromes of the modern era are much less steeply banked and generally shorter as well. The most noteworthy:

Name	Country	Length in km	Length in mi	Opened	Shape	°	Notes
Calder Park Thunderdome	Australia	1.801 km	1.119 mi	1987	Quad-oval	24	The oval is not active at present
Emerson Fittipaldi Speedway	Brazil	3.000 km	1.864 mi	1996	Trapezoid	Flat	The oval is not active anymore
Twin Ring Motegi	Japan	2.446 km	1.52 mi	1997	Asymmetrical	10	Was listed as 1.549 mi by CART
Phakisa Freeway	South Africa	2.414 km	1.5 mi	1999	D-shape	12	
EuroSpeedway Lausitz	Germany	3.251 km	2.023 mi	2000	Triangular	5.7	Originally named Lausitzring
Rockingham Motor Speedway	England	2.380 km	1.479 mi	2001	Irregular	7.9	

Modern autodromes (6)

Canada's biggest oval is the Sanair Super Speedway, a 1.33 km / 0.826 mi triangular course that opened just north of Saint-Pie, Québec in 1983. However, this oval is not used for racing anymore.

Mexico has a small number of paved ovals, which are used for the country's NASCAR-sanctioned Corona- and T4 series. Only the 2.01 km / 1.25 mi symmetrical oval of the Autódromo Miguel E. Abed near Puebla is noteworthy in terms of length, as all other Mexican ovals are one mile or less.

Unfortunately, the history of said oval is rather unclear. The Autódromo Miguel E. Abed was originally a short, angular road course named Autódromo de Amozoc. It was built by Michel Jourdain's Promotodo enterprise in 1985, but later sold to the Abed brothers, which explains its current name. At some point - possibly in 1990 - the oval was added, while the infield road course was completely redrawn in the early 2000s in order to host the WTCC. The new design was not received well and further modifications were soon made as a result.

Finally: one mile = 1.609 kilometres, and one kilometre = 0.622 mile.

FASTEST

The fastest-ever racing circuit is the Auto Club Speedway - formerly the California Speedway - near Fontana in California, United States. Brazilian Mauricio Gugelmin lapped the 3.265 km / 2.029 mi superspeedway in 0.30,142 = 389.914 kph or 242.333 mph with his Reynard-Mercedes-Benz during practice for the Marlboro 500, at 9.35 AM on Saturday 27 September 1997.

The world's fastest racing circuits, all American ovals, are listed below. I have included the *outright* fastest-ever lap at each circuit - regardless in what session it was set - as well as the *qualifying* records. Usually, only records set during an actual race are considered official, but in the United States qualifying records on ovals are sometimes considered official lap records as well.

1. Auto Club Speedway - California, United States

3.265 km / 2.029 mi

Banking 14 degrees

Outright Record

0.30,142 = 389.914 kph / 242.333 mph
Mauricio Gugelmin - Brazil - Reynard-Mercedes-Benz
CART Marlboro 500 - Practice - Saturday 27.09.1997

Qualifying Record

0.30,255 = 388.457 kph / 241.428 mph
Gil de Ferran - Brazil - Reynard-Honda
CART Marlboro 500 - Qualifying - Saturday 28.10.2000

Note: during practice for the 2000 CART Marlboro 500, Juan Pablo Montoya (Lola-Toyota) recorded a lap in 0.30,152.

2. Indianapolis Motor Speedway - Indiana, United States

4.023 km / 2.500 mi

Banking 9 degrees

Outright Record

0.37,616 = 385.052 kph / 239.260 mph
Arie Luyendyk - Netherlands - Lola-Ford
IRL Indy 500 - Practice - Friday 10.05.1996

Qualifying Record

0.37,895 = 382.135 kph / 237.498 mph
Arie Luyendyk - Netherlands - Lola-Ford
IRL Indy 500 - Qualifying - Sunday 12.05.1996

The qualifying record over four laps was also recorded by Arie Luyendyk on 12.05.1996, in 2.31,908 = 381.310 kph / 236.986 mph.

3. Michigan International Speedway - Michigan, United States

3.218 km / 2.000 mi

Banking 18 degrees

Outright Record

0.30,134 = 384.443 kph / 238.933 mph
Paul Tracy - Canada - Reynard-Honda
CART Michigan 500 - Practice - Saturday 22.07.2000

Qualifying Record

0.30,645 = 378.033 kph / 234.949 mph
Paul Tracy - Canada - Reynard-Honda
CART Michigan 500 - Qualifying - Saturday 22.07.2000

Note: trap speeds up to 394 kph / 245 mph were recorded at the start-finish line at the 2000 CART Michigan 500.

Note: CART and SCCA officials measured Michigan International Speedway at 2.0748 miles, at a point fifteen feet down from the outer wall, ahead of Rick Mears's lap record run on 17 November 1986. This length is obviously not very accurate as it gives an average speed higher than the trap speeds mentioned above for Tracy's outright record. NASCAR briefly listed the track as 2.04 miles in the early 1970s, before reverting to the common 2.0 mi measurement.

4. Texas Motor Speedway - Texas, United States**2.385 km / 1.482 mi****Banking 24 degrees****Outright Record**

0.22,542 = 380.815 kph / 236.678 mph
 Paul Tracy - Canada - Reynard-Honda
 CART Firestone Firehawk 600 - Practice - Saturday 28.04.2001

Qualifying Record

0.22,854 = 375.616 kph / 233.447 mph
 Kenny Bräck - Sweden - Lola-Ford-Cosworth
 CART Firestone Firehawk 600 - Qualifying - Saturday 28.04.2001

Note: CART listed the track length as 1.482 miles at the time, yet the Izod Indycar Series now lists the track as 1.455 miles. Obviously this length results in much lower average speeds for both laps.

5. Texas World Speedway - Texas, United States**3.218 km / 2.000 mi****Banking 22 degrees****Outright Record**

Lap time unknown = 377.410 kph / 234.562 mph
 Calculated lap time: ± 0.30,7
 Jeff Andretti - USA - Lola-Buick
 Test session - Tuesday 23.02.1993
 Lap was reportedly hand-timed

Qualifying Record

Lap time unknown = 344.580 kph / 214.158 mph
 Calculated lap time: ± 0.33,6
 Mario Andretti - USA - Parnelli-Offy
 USAC Texas 200 - Qualifying - Thursday 04.10.1973
 Reportedly a closed-course world record at the time

6. Las Vegas Motor Speedway - Nevada, United States**2.414 km / 1.500 mi****Banking 12 degrees (now 20)****Outright Record**

0.23,502 = 369.696 kph / 229.768 mph
 Arie Luyendyk - Netherlands - Reynard-Ford
 IRL Las Vegas 500K - Practice - Friday 13.09.1996

Qualifying Record

0.23,842 = 364.424 kph / 226.491 mph
 Arie Luyendyk - Netherlands - Reynard-Ford
 IRL Las Vegas 500K - Qualifying - Friday 13.09.1996

Note: while the IRL listed this track as 1.5 miles at the time of Luyendyk's records, the Izod Indycar Series measured it as 1.544 miles in 2011.

7. Atlanta Motor Speedway - Georgia, United States**2.478 km / 1.54 mi****Banking 24 degrees****Outright Record**

Lap time unknown = 367.665 kph / 228.505 mph
 Calculated lap time: ± 0.24,2
 Tony Stewart - USA - Dallara-Aurora
 IRL open test session - Tuesday 07.07.1998

Qualifying Record

0.24,734 = 360.649 kph / 224.145 mph
 Billy Boat - USA - Dallara-Oldsmobile
 IRL Atlanta 500 Classic - Qualifying - Friday 28.08.1998

Note for qualifying record: Boat recorded a quicker lap during the race on Saturday 29.08.1998 at 224.163 mph.

The records at America's three superspeedways not yet mentioned - Talladega, Pocono and Daytona - are as follows:

Talladega Superspeedway - Alabama, United States	
4.280 km / 2.66 mi	Banking 33 degrees
Outright Record Lap time unknown = 355.782 kph / 221.120 mph Calculated lap time: ± 0.43,3 Mark Donohue - USA - Porsche 917-30 World record attempt - Saturday 09.08.1975	Qualifying Record 0.44,998 = 342.410 kph / 212.809 mph Bill Elliott - USA - Ford Thunderbird NASCAR Winston 500 - Qualifying - Thursday 30.04.1987
Note: earlier in 1975, Donohue had already undertaken unofficial practice runs for his record attempt, at Daytona in February (the run failed due to engine problems, fastest lap 201.734 mph), and at Talladega in July, where he unofficially broke A.J. Foyt's existing record of 217.854 mph with a best lap of 0.43,40 or 220.645 mph. At the official record run in August, Donohue turned in laps at 195, 220.027 and 221.120 mph. Donohue reported the car hit speeds near 240 mph on the back straightaway.	
Note: Bill Elliott had previously recorded a 0.44,61 = 214.660 mph lap during a test session in January 1987. This time was later surpassed by Rusty Wallace (Dodge Charger) during a test on 10.06.2004, with a lap of 0.44,27 = 348.041 kph / 216.309 mph.	
Pocono Raceway - Pennsylvania, United States	
4.023 km / 2.500 mi	Banking 14, 8 and 6 degrees
Outright Record 0.42,51 = 340.649 kph / 211.715 mph Emerson Fittipaldi - Brazil - Penske-Chevrolet CART Quaker State 500 - Qualifying - Friday 18.08.1989	Qualifying Record Same as outright record
Daytona International Speedway - Florida, United States	
4.023 km / 2.500 mi	Banking 31 degrees
Outright Record 0.42,783 = 338.476 kph / 210.364 mph Bill Elliott - USA - Ford Thunderbird NASCAR Daytona 500 - Qualifying - Monday 09.02.1987	Qualifying Record Same as outright record

The Twin Ring Motegi, near Motegi, Japan is the fastest-ever racing circuit outside of the United States. It has a qualifying record of 0.25,463 = 352.371 kph / 219.000 mph, recorded by Gil de Ferran (Reynard-Honda) in April 1999 - but note that CART listed the track as 1.549 mi at the time, while the Izod Indycar Series later measured it as only 1.52 mi.

The 1.479 mi Rockingham Motor Speedway near Corby, England is the fastest-ever racing circuit in Europe. It has an outright record of 0.24,719 = 346.545 kph / 215.379 mph, set by Tony Kanaan (Reynard-Honda) during practice for the Rockingham 500 in September 2001. The official lap record was recorded by Jimmy Vasser (Lola-Cosworth) in 0.25,217 = 339.729 kph or 211.143 mph in September 2002.

A special mention should go to the Fort Stockton test circuit in Texas, United States. American driver A.J. Foyt lapped the approximately 12.411 km / 7.713 mi oval at an average speed of 413.711 kph / 257.123 mph with an Oldsmobile Aerotech, during a successful world record attempt on 27 August 1987, thereby breaking the eight-year old record of Mercedes-Benz. This is the highest average speed ever recorded on a closed course. However, the Fort Stockton test circuit has never been used for any racing.

The day before, Foyt had already broken the record over the flying mile, clocking 278 (!) and 257 mph in both directions, as is compulsory, for an astounding average of 430.245 kph / 267.399 mph, using the long-tail version of the Aerotech.

Fort Stockton Test Center - Texas, United States

12.411 km / 7.713 mi

Banking unknown

Current World Record

Lap time unknown = 413.711 kph / 257.123 mph
 Calculated lap time: ± 1.48,00
 A.J. Foyt - USA - Oldsmobile Aerotech-Quad 4 (short-tail version)
 World record attempt - Thursday 27.08.1987
 Sanctioned and certified by USAC

Nardò Ring - Italy

12.66 km / 7.868 mi

Banking unknown

Former World Record

Lap time unknown = 403.978 kph / 251.073 mph
 Calculated lap time: ± 1.56,67
 Hans Liebold - Germany - Mercedes-Benz C111 IV
 World record attempt - Saturday 05.05.1979
 Sanctioned and certified by the FIA

For more on ovals, see the Ovals & Bankings section above.

The fastest-ever *non-oval* racing circuit was the 19.286 km / 11.986 m Avus in Berlin, Germany. German driver Bernd Rosemeyer lapped the circuit in 4.04,2 = 284.314 kph / 176.703 mph with his streamlined Auto Union Type-C during practice for the Avusrennen, on Saturday 29 May 1937.

The fastest non-oval racing circuit currently in use is the Autodromo di Monza in Italy. Juan Pablo Montoya lapped the 5.793 km / 3.600 mi course in 1.19,525 = 262.242 kph / 162.985 mph with his Williams-BMW Formula 1 racing car during qualifying for the Italian Grand Prix, on Saturday 11 September 2004.

Below is a list of the all-time fastest *non-oval* racing circuits, listing only circuits with outright records over 250 kph / 155 mph. Although the *outright* fastest lap times are nearly always recorded during practice or qualifying sessions - as is evident from the list - only records recorded during an actual race are usually considered official, so I have included the *outright* fastest lap times as well as the official *race* records.

1. Avus - Germany

19.286 km / 11.986 mi

19.286 km / 11.986 mi

Outright Record

4.04,2 = 284.314 kph / 176.703 mph
Bernd Rosemeyer - Germany - Auto Union Type C
Avusrennen - Practice - Saturday 29.05.1937

Official Lap Record (race)

4.11,2 = 276.392 kph / 171.779 mph
Bernd Rosemeyer - Germany - Auto Union Type C
Hermann Lang - Germany - Mercedes W25
Avusrennen - Race - Sunday 30.05.1937

2. Spa-Francorchamps - Belgium

14.100 km / 8.763 mi

14.100 km / 8.763 mi

Outright Record

3.12,7 = 263.415 kph / 163.713 mph
Jacky Ickx - Belgium - Ferrari 312 PB
Spa 1000 km - Qualifying - Saturday 05.05.1973

Official Lap Record (race)

3.13,4 = 262.461 kph / 163.121 mph
Henri Pescarolo - France - Matra-Simca 670 B
Spa 1000 km - Race - Sunday 06.05.1973

3. Autodromo di Monza - Italy

5.793 km / 3.600 mi

5.793 km / 3.600 mi

Outright Record

1.19,525 = 262.242 kph / 162.985 mph
Juan Pablo Montoya - Colombia - Williams-BMW FW26
Italian Grand Prix - Qualifying - Saturday 11.09.2004

Official Lap Record (race)

1.21,046 = 257.321 kph / 159.926 mph
Rubens Barrichello - Brazil - Ferrari F2004
Italian Grand Prix - Race - Sunday 12.09.2004

4. Silverstone - England

4.719 km / 2.933 mi

4.778 km / 2.969 mi

Outright Record

1.05,591 = 259.005 kph / 160.973 mph
Keke Rosberg - Finland - Williams-Honda FW10
British Grand Prix - Qualifying - Saturday 20.07.1985

Official Lap Record (race)

1.09,832 = 246.319 kph / 153.087 mph
Nigel Mansell - Great Britain - Williams-Honda FW11B
British Grand Prix - Race - Sunday 12.07.1987

5. Österreichring - Austria

5.942 km / 3.693 mi

5.942 km / 3.693 mi

Outright Record

1.23,357 = 256.622 kph / 159.491 mph
 Nelson Piquet - Brazil - Williams-Honda FW11B
 Austrian Grand Prix - Qualifying - Saturday 15.08.1987

Official Lap Record (race)

1.28,318 = 242.207 kph / 150.532 mph
 Nigel Mansell - Great Britain - Williams-Honda FW11B
 Austrian Grand Prix - Race - Sunday 16.08.1987

6. Circuit de la Sarthe - France

13.626 km / 8.469 mi

13.629 km / 8.470 mi

Outright Record

3.14,8 = 251.815 kph / 156.504 mph
 Hans-Joachim Stuck - Germany - Porsche 962 C
 Le Mans 24 Hours - Qualifying - 12.06.1985

Official Lap Record (race)

3.19,074 = 246.463 kph / 153.178 mph
 Loïc Duval - France - Peugeot 908 HDi FAP
 Le Mans 24 Hours - Race - 13.06.2010

7. Hockenheimring - Germany

6.823 km / 4.241 mi

6.823 km / 4.241 mi

Outright Record

1.38,117 = 250.342 kph / 155.589 mph
 Juan Pablo Montoya - Colombia - Williams-BMW FW23
 German Grand Prix - Qualifying - Saturday 28.07.2001

Official Lap Record (race)

1.41,808 = 241.266 kph / 149.948 mph
 Juan Pablo Montoya - Colombia - Williams-BMW FW23
 German Grand Prix - Race - Sunday 29.07.2001

The fastest-ever non-oval racing circuit (road course) in the United States is the short course at Watkins Glen, followed by Road America (note that Gil de Ferran's 1995 pole position at Burke Lakefront Airport in Cleveland had a higher average speed than Road America's record, at 147.512 mph, but this was due to an inaccurate track measurement).

Watkins Glen International - USA

3.942 km / 2.45 mi

3.942 km / 2.45 mi

Outright Record

0.58,669 = 241.889 kph / 150.335 mph
 Davy Jones - USA - Jaguar XJR-14
 Camel Continental IX - Qualifying - Saturday 27.06.1992

Official Lap Record (race)

0.59,920 = 236.839 kph / 147.196 mph
 Davy Jones - USA - Jaguar XJR-14
 Camel Continental IX - Race - Sunday 28.06.1992

Road America - USA

6.513 km / 4.048 mi

6.513 km / 4.048 mi

Outright Record

1.39,866 = 234.791 kph / 145.924 mph
 Dario Franchitti - Scotland - Reynard-Honda
 Motorola 220 - Qualifying - Saturday 19.08.2000

Official Lap Record (race)

1.41,874 = 230.163 kph / 143.047 mph
 Alessandro Zanardi - Italy - Reynard-Honda
 Texaco/Havoline 200 - Race - Sunday 16.08.1998

For motorcycles, I believe the fastest-ever non-oval racing circuits are as follows, listing only circuits with outright records over 200 kph / 124 mph:

1. Avus - Germany

8.11 km / 5.040 mi

8.11 km / 5.040 mi

Outright Record

Lap time unknown = 230.349 kph / 143.163 mph
 Calculated lap time: ± 2.06,7
 Reinhold Roth - Germany - Honda
 Avus-Motorrad-Rennen - Race - Sunday 16.09.1984

Official Lap Record (race)

Same as outright record

2. Circuit de Spa-Francorchamps - Belgium

14.120 km / 8.776 mi

14.120 km / 8.776 mi

Outright Record

3.48,6 = 222.362 kph / 138.200 mph
 Johnny Cecotto - Venezuela - Yamaha
 Belgian Grand Prix - Qualifying - Saturday 01.07.1978

Official Lap Record (race)

3.50,3 = 220.720 kph / 137.179 mph
 Barry Sheene - Great Britain - Suzuki
 Belgian Grand Prix - Race - Sunday 03.07.1977

3. Circuit de Mettet (Circuit Jules Tacheny) - Belgium

7.85 km / 4.88 mi

7.85 km / 4.88 mi

Outright Record

2.08,0 = 220.781 kph / 137.216 mph
 Johnny Cecotto - Venezuela - Yamaha
 Grand Trophy de l'Entre-Sambre-et-Meuse
 Qualifying - Saturday 08.09.1976

Official Lap Record (race)

2.08,5 = 219.922 kph / 136.683 mph
 Giacomo Agostini - Italy - Yamaha
 Grand Trophy de l'Entre-Sambre-et-Meuse
 Race - Sunday 09.05.1976

4. Circuit de Chimay - Belgium

9.5 km / 5.90 mi

9.5 km / 5.90 mi

Outright Record

2.38,0 = 216.456 kph / 134.528 mph
 Barry Sheene - Great Britain - Suzuki
 Circuit de Chimay - Race - Sunday 28.05.1978

Official Lap Record (race)

Same as outright record

5. Grenzlandring - Germany

9.005 km / 5.597 mi

9.005 km / 5.597 mi

Outright Record

Lap time unknown = 216.0 kph / 134.2 mph
 Calculated lap time: ± 2.30,1
 Georg Meier - Germany - BMW
 Grenzlandring-Rennen / Preis von Deutschland
 Race - Sunday 11.09.1949

Official Lap Record (race)

Same as outright record

6. Dundrod Circuit - Northern-Ireland**11.908 km / 7.4011 mi****11.908 km / 7.4011 mi****Outright Record**

3.18,870 = 215.569 kph / 133.977 mph
 Bruce Anstey - New Zealand - Suzuki
 Ulster Grand Prix - Race - Saturday 14.08.2010

Official Lap Record (race)

Same as outright record

7. Mountain Course - Isle Of Man**60.708 km / 37.73 mi****60.708 km / 37.73 mi****Outright Record**

17.12,30 = 211.754 kph / 131.578 mph
 John McGuinness - Great Britain - Honda
 Isle of Man Senior TT - Race - Friday 12.06.2009

Official Lap Record (race)

Same as outright record

Note: the Mountain Course lap record on four wheels was recorded by British rally driver Mark Higgins during a special record attempt on Friday 10 June 2011. Driving a Subaru WRX STi, he managed a lap of 19.37,47 = 185.609 kph / 115.356 mph. Top speed: 162.1 mph!

8. Hockenheimring - Germany**7.725 km / 4.801 mi****7.725 km / 4.801 mi****Outright Record**

2.13,3 = 208.627 kph / 129.663 mph
 Bob McIntyre - Great Britain - Gilera
 German Grand Prix - Race - Sunday 19.05.1957

Official Lap Record (race)

Same as outright record

9. The Triangle - Northern-Ireland**16.160 km / 10.042 mi****16.160 km / 10.042 mi****Outright Record**

Lap time unknown = 205.36 kph / 127.63 mph
 Calculated lap time: ± 4.43,3
 Tom Herron - Great Britain - Yamaha
 North West 200 - Race - 1978

Official Lap Record (race)

Same as outright record

10. Autodromo di Monza - Italy**5.750 km / 3.574 mi****5.750 km / 3.574 mi****Outright Record**

1.41,2 = 204.545 kph / 127.126 mph
 Giacomo Agostini - Italy - MV Agusta
 Grand Prix of Nations - Race - Sunday 12.09.1971

Official Lap Record (race)

Same as outright record

As far as I can determine, these ten are the only non-oval racing circuits to have been lapped at 200 kph / 124 mph or more on a motorcycle, but perhaps other circuits are up there as well - if anyone has further details please contact me.

In the post-war era, motorcycles never raced on superspeedway ovals due to the dangers involved. However, the fastest-ever lap I am aware of on a motorcycle around any circuit was set during a world record attempt at Daytona in March 1973:

Daytona International Speedway - Florida, United States	
4.023 km / 2.500 mi	Banking 31 degrees
World Record	
0.56,149 = 257.903 kph / 160.288 mph Yvon Duhamel - Canada - Kawasaki Z1 World record attempt - 13-15.03.1973 Certified by the AMA	

The 1986 edition of the Guinness Book of Records listed this as a world record, but whether it has been improved since is unknown.

It should be noted that from 1964-1970, the starting order for the Daytona 200 road race was determined by one lap over the high-banked 2.5 mi oval - rather than the road course used for the actual race. Gene Romero (Triumph) recorded the qualifying record of 0.57,20 = 253.164 kph / 157.342 mph in March 1970.

The same format was also used for the May 1970 Talladega 200, where Romero took pole position at 156.521 mph.

Not quite as fast but equally noteworthy is the lap of 1.35 = 170.526 kph / 105.983 mph Piero Taruffi (Norton) recorded on the 4.5 km Monza oval during the Grand Prix of Monza in September 1931. Amazingly, the full-length ten km circuit, which combined the oval and road course, proved even faster in 1936, with some riders achieving lap times of 3.29 = 172.25 kph or 107.053 mph during practice, while Italian rider Omobono Tenni recorded a best lap of 3.31,8 during the race.

In October 1969, Moto Guzzi broke various world records during their record attempts on the now 4.25 km high-speed oval. Rider Remo Venturi reportedly clocked a quickest lap of 222.022 kph / 137.99 mph on that occasion.

Also noteworthy is the 200.34 kph / 124.51 mph lap record at Brooklands, recorded by Noel Pope (Brough-Superior) on Tuesday 4 July 1939.

One final note for this section: I use the following formulas to check or calculate lap times, average speeds and circuit lengths...

- **Lap time** = 3600 / average speed * circuit length
- **Average speed** = circuit length / lap time * 3600
- **Circuit length** = lap time / 3600 * average speed

...whereby the average speed should be given in either kph or mph, the lap time in seconds, and the circuit length in km or mi. For example: a lap time of 2.10,178 on a circuit of 6.503 km gives an average speed of $6.503 / 2.10178 * 3600 = 179.837$ kph.

Another example: an average speed of 238.125 mph over a 2.5 mi circuit gives a calculated lap time of $3600 / 238.125 * 2.5 = 37,795$ seconds.

Of course it is best to use the most precise data available for a calculation, and not round off, to achieve the most accurate result. Having said that, one should bear in mind average speeds are never totally accurate, for the distance a racing car or motorcycle travels in one lap will virtually never be equal to the circuit length, since the circuit is measured at the centre line, not the ideal line.

Finally: one mile = 1.609 kilometres, so in the first example the average speed is 179.837 kph / 1.609 = 111.769 mph.

LONGEST

The longest-ever racing circuit by far may have been the 1079.820 km / 671.0 mi long *Giro di Sicilia* circuit used for the Targa Florio road race from 1948-1950. The course had to be completed once, so calling it a closed circuit depends on whether or not start and finish in Palermo were in the exact same place.

The Grande Circuito Madonie, located on the Italian island of Sicily, and used for the Targa Florio road race from 1906-1911 and once more in 1931, comprised closed public roads with a length of 148.050 km / 92.0 mi or 148.832 km / 92.5 mi depending on source. Competitors had to complete three or four laps.

Also noteworthy are numerous circuits used for the Turismo Carretera series in Argentina. This series, first organised in 1937, was initially contested in lengthy city-to-city road races of up to 11,000 km / 6836 mi. By the 1950s, these distances were reduced to between 500 and 1500 km.

The following decade saw a switch to closed-course racing. These public road circuits (called *semi-permanentes* in Argentina) were usually fast and long, sometimes over 300 km / 186 mi, and up until the end of the 1960s also often included off-road sections.

The circuits became shorter in the 1970s, although by European and American standards they were still very long, mostly up to 10-20 km / 6-12 mi. There were exceptions, however, such as the 121.815 km / 75.809 mi course at La Pampa, used for a race over three laps in October 1979. The quickest lap was clocked by Juan Alberto Occhionero (Coupe Chevy / Super 250) at a dazzling 30.41,66 = 238.1 kph / 148.0 mph...! And one of the best-known public road courses used for the Turismo Carretera series was the 32 km Circuito Serrano de Tandil, sometimes called the Argentinian Nürburgring, which was used between December 1977 and March 1992.

It should be noted most of these races did not use a massed-start, but rather participants were let go two at a time at intervals of ten seconds or so. Cars were occupied by a driver and co-driver. From a European point of view, the Turismo Carretera of that time fell somewhere in between circuit racing and rallying.

Incidentally, the last A to B road race was the December 1986 Gran Premio de La Pampa, a three-stage event over a total of 1498 km / 931 mi of paved roads. This was also the fastest-ever TC race: the average speed of the winner was a staggering 248.8 kph / 154.6 mph!

After several accidents in the late 1980s and early 1990s, Turismo Carretera slowly moved away from public road courses to purpose-built facilities (*autodromos*), of which there are many in Argentina. The series last ran on open roads at Santa Teresita in February 1997.

The longest racing circuit currently in use is the Isle of Man Mountain Course, located on the Isle of Man in the Irish Sea. This circuit is used annually for the Isle of Man TT and Manx Grand Prix motorcycle races and measures 60.708 km / 37.73 mi over closed public roads. The course dates back to the first decade of the last century, see the Oldest section above.

The longest-ever purpose-built racing circuit was the Nürburgring, near Adenau, Germany. Its longest configuration measured 28.290 km / 17.582 mi from 1967 through 1981. The last race on this layout was the Marathon de la Route in August 1970, but it was occasionally used for rallies until the late 1970s.

The longest-ever oval racing circuit seems to have been the Autodrome de Miramas in France, with a length of 5.0 km / 3.1 mi. The oval was used in the 1920s and 1930s, but has since been converted into a state of the art BMW test track. See the First section for more info about this circuit.

The longest current oval racing circuit is the Autódromo de Rafaela in Argentina, which measures 4.624 km / 2.874 mi. It opened as a dirt oval either on 2 August 1953 or 24 May 1954 - depending on what source to believe - and operated through 1964. The oval was subsequently paved over the next two years and reopened in its new form on 4 September 1966. On 28 February 1971, it hosted the USAC-sanctioned *Rafaela 300 Indy*, a race contested over two 150-mile heats, won by Al Unser. Lloyd Ruby recorded pole position for the first heat in 0.59,74 = 278.647 kph / 173.181 mph.

There are several oval test tracks much longer than Rafaela, but these are not used for racing. The longest may be the 8.5 mi / 13.679 km high-speed oval at Uvalde Proving Grounds, south of Uvalde, Texas, United States.

The world's longest purpose-built (semi) permanent non-oval racing circuits - thus excluding circuits used solely for testing - as of March 2012 are the following. Only circuits of 6.000 km / 3.7290 mi or longer are listed.

Nürburgring - between Müllenbach and Adenau, Germany

Location: 50°20'8.06"N / 6°56'51.33"E / www.nuerburgring.de

Opened in 1927 / the longest possible configuration nowadays measures 25.888 km or 16.089 mi / this consists of the Grand Prix course combined with the Nordschleife or North Loop / this layout is not used at present / however, the annual ADAC 24-hour race is held on a 25.378 km or 15.773 mi version

EuroSpeedway Lausitz - east of Klettwitz, Germany

Location: 51°31'51.40"N / 13°55'43.43"E / www.eurospeedway.de

Opened in 2000 as the Lausitzring / the longest possible configuration is the so-called Strecke 8 or Langstrecke / this combines the road course with the adjacent Dekra test oval to form an 11.3 km or 7.02 mi course / this has never been used for an actual race so far, although of course parts of it are in regular use for racing

Miller Motorsports Park - north-west of Tooele, Utah, United States

Location: 40°34'52.07"N / 112°22'43.33"W / www.millermotorsportspark.com

Opened in 2006 / the longest possible configuration is the Full Course of 7.218 km or 4.486 mi / this was used by the American Le Mans Series in 2006 and 2007 / the series has used the shorter Perimeter Course as of 2008

Circuit de Spa-Francorchamps - south of Francorchamps, Belgium

Location: 50°26'16.60"N / 5°58'16.52"E / www.spa-francorchamps.be

Opened in 1921 as a public road course / the present-day layout dates back to 1979 and has been entirely permanent since the year 2000 / the circuit has measured exactly 7003.95 metres or 4.353 mi since the 2007 rebuilt

Virginia International Raceway - east of Danville, Virginia, United States

Location: 36°33'48.67"N / 79°12'27.98"W / www.virmow.com

Opened in 1957 / closed in 1974 / reopened in 2000 / the longest possible configuration measures approximately 6.64 km or 4.13 mi, although the official length is 4.1 mi / it is known as the Grand West Course and mainly used for track days and driving seminars / the American Le Mans Series will race on this layout in September 2012 / strangely, the exact same layout is also known as the Grand East Course and listed as 4.2 miles !?

Monticello Motor Club - south of Monticello, New York, United States

Location: 41°37'22.64"N / 74°42'0.04"W / monticellomotorclub.com

Opened in 2008 / the longest possible configuration measures 6.597 km or 4.1 mi / this is a private, members-only facility / note the circuit does not host any officially sanctioned racing

Road America (Elkhart Lake) - south of Elkhart Lake, Wisconsin, United States

Location: 43°47'53.95"N / 87°59'30.79"W / www.roadamerica.com

Opened in 1955 / the circuit currently measures 6.513 km or 4.048 mi / it has seen only very minor changes since it opened over five decades ago

Reno-Fernley Raceway - south of Fernley, Nevada, United States

Location: 39°32'25.11"N / 119°14'32.62"W / www.reno-fernleyraceway.com

Opened in 2003 / the longest possible configuration currently measures approximately 6.440 km or 4.002 mi / note that while the circuit opened in 2003, the full-length course was not completed until September 2005

Bahrain International Circuit - south of Dar Kulaib, Bahrain

Location: 26°1'56.67"N / 50°30'54.34"E / www.bahraingp.com

Opened in 2004 / the longest possible configuration is known as the Endurance Track and measures 6.299 km or 3.915 mi / it has been used just twice, for the 24 Hours of Bahrain in 2006 and the Formula 1 Bahrain Grand Prix in 2010

Potrero de los Funes - north-east of San Luis, Argentina

Location: 33°13'44.82"S / 66°13'59.07"W

Opened in November 2008 / the meeting was headlined by FIA GT and supported by the Argentinian TC 2000 Series / this is a semi-permanent facility measuring 6.270 km or 3.899 mi / the circuit was semi-purpose-built, meaning it was based on heavily modified pre-existing public roads / these had previously been used for meetings of the famous Turismo Carretera series in August 1978 and August 1987 / the circuit measured 6.206 km at the time and consisted of a narrow normal public road with virtually no protective measures / the latter meeting was marred by several severe accidents

Mount Panorama Circuit (Bathurst) - directly south of Bathurst, Australia

Location: 33°26'21.78"S / 149°33'29.67"E / www.mount-panorama.com

Opened 1938 / the circuit currently measures 6.213 km or 3.861 mi / the Mount Panorama Circuit is a temporary or semi-permanent facility / see the First and Elevation Change sections for more info about this circuit

Autódromo Juan y Oscar Galvez - just south-west of downtown Buenos Aires, Argentina

Location: 34°41'38.53"S / 58°27'30.76"W / www.autodromoba.com.ar

Opened 1952 / the longest possible layout is a variation of the layout known as Circuito 15 / it measures approximately 6.135 km or 3.813 mi / I don't believe this is currently used / note the circuit is now also known as Autódromo Buenos Aires

Sebring International Raceway - south-east of Sebring, Florida, United States

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

Opened 1950 / the circuit was originally a temporary course laid out at a naval base called Hendricks Field / it later became a permanent facility / the track length was 3.7 mi as of 1991 / however, official result sheets of the 2012 12 Hours of Sebring listed the length as 3.74 mi or 6.018 km

The longest *temporary* racing circuits (street circuits) currently in use include the following, again listing only circuits of 6.000 km / 3.7290 mi or longer:

Length in km	Circuit	Location	Official Length in mi	Used by	Race(s)
60.708 km	Mountain Course	Isle of Man	37.73 miles	Motorcycles	Isle of Man TT / Manx Grand Prix
14.433 km	The Triangle	Northern Ireland	8.97 miles	Motorcycles	North West 200
13.629 km	Circuit de la Sarthe (Le Mans)	France	-	Autos	24 Heures du Mans
11.908 km	Dundrod Circuit	Northern Ireland	7.4011 miles	Motorcycles	Ulster Grand Prix
8.598 km	Tandragee	Northern Ireland	5.34375 miles	Motorcycles	Tandragee 100
6.986 km	Jurby South Road Course	Isle of Man	4.342 miles	Motorcycles	Jurby Road Races
6.838 km	Billown Course	Isle of Man	4.25 miles	Motorcycles	Southern 100 / Post-TT Races
6.500 km	Opava	Czech Republic	-	Motorcycles	Bezručův Okruh
6.120 km	Guia Circuit (Macau)	China	-	Both	Macau Grand Prix / Guia Race of Macau
6.100 km	Havířov (Těrlícko)	Czech Republic	-	Motorcycles	Těrlický Okruh

Longest temporary circuits (10)

This is a list of former *purpose-built* (semi) permanent non-oval racing circuits of 6.0 km or longer. These circuits are no longer active. I have indicated the length of each circuit in its longest-ever layout, and when *that* particular layout was used.

Circuit	Country	Longest	Used	Notes
Avus	Germany	19.573 km	1921-1935	Was measured as 19.635 km prior to 1926
Autodromo di Mellaha (Tripoli)	Libya	13.1 km	1933-1940	Second-fastest pre-war road course after the Avus
Autodrome de Linas-Monthéry	France	12.5 km	1925-1935 ±	This layout may also have been used for 1950s Tour de France Auto Shortened version of 6.55 km is still used for testing, driving schools
Circuit de Rouen-Les-Essarts	France	6.542 km	1956-1971	
Talladega Superspeedway	USA	6.436 km	1969-1990	Listed as 4.0 mi / the road course used parts of the still-active oval
Roosevelt Raceway	USA	6.436 km	1936	Listed as 4.0 mi / shortened for 1937

Longest purpose-built circuits (6)

These circuits used to be 6.0 km or longer, but are now active in shorter form (if a circuit has more than one layout the current length given here refers to the main layout):

Circuit	Country	Longest	Used	Notes	Current length
Hockenheim Dreieck	Germany	12.045 km	1932-1937	Later shortened several times	4.574 km
Autodromo di Monza	Italy	10.100 km	1966-1969	Combined road course + oval with chicanes	5.793 km
Circuit de Charade (Clermont-Ferrand)	France	8.055 km	1958-1988		3.975 km
Autódromo José Carlos Pace (Interlagos)	Brazil	7.960 km	1940-1978		4.309 km
TT Circuit Assen	Netherlands	7.7178 km	1976-1980		4.542 km
Autódromo Internacional de Luanda	Angola	6.28 km	1972 - ???		± 4.33 km
Daytona International Speedway	USA	6.23 km	1976-1984	3.87 mi / now has several shorter layouts	± 5.7 km
Suzuka Circuit	Japan	6.033 km	1983-1984		5.807 km
Fuji Speedway	Japan	6.000 km	1965-1973		4.563 km

Longest purpose-built circuits (9)

SHORTEST

The shortest racing circuits are 1/20 mi – 80 metres – long ovals, used for Quarter Midget Racing in the United States and perhaps Canada as well. There are also figure-8 circuits of the same length.

The shortest non-oval purpose-built racing circuit may have been Mas du Clos in France, which measured a mere 400 metres for a few years following its opening in 1963, according to the circuit's official website. Unfortunately very little is known about that time, but the tiny course may have been used only for private competitions, testing and training.

Below is a list of *purpose-built* paved non-oval circuits of 1.609 km / 1.000 mi and less (excluding kart- and test tracks). Some of the lengths given here are based on simple measurements in Google Earth and may not be entirely accurate. The list is not a definitive or exhaustive ranking by any means.

- 0.400 km - **Mas du Clos** - France / 1963 - circa mid-1960s / later lengthened to present-day 3.072 km
- 0.550 km - **Autódromo Riccardo Paletti** (Autodromo San Cristoforo) (Varano) - Italy / 1969-70 / then lengthened
- 0.670 km - **Roskilde Ring** - Denmark / 1955-1956 / 1957-1968: 1.380 km
- 0.692 km - **Longridge Circuit** - England / 1973-1978 / built in a quarry / listed as 0.43 mi at the time
- 0.740 km - **Autódromo Fernando Vallejos** (Valparaíso) - Chile / may have been longer originally / now defunct
- 0.810 km - **Grandvalira Circuit** - Andorra / used for snow racing in the winter / hosts a driving school in summer
- 0.850 km - **Heidbergring** - Germany / 1980 - present / this is the official track length
- 0.978 km - **Røssvoll Motorstadion** - Norway / originally a rallycross course / paved in 1975 / see Location section
- 1.005 km - **Asan Circuit** - Japan / reportedly opened in 1987
- 1.007 km - **Circuit d'Annemasse** (Circuit Monthoux) - France / the circuit was active circa 1962-1972

- 1.100 km - **Ring Knutstorp** - Sweden / opened 1962 as oiled-gravel course / paved in 1963 / lengthened in 1970
- 1.100 km - **Sturup Raceway** - Sweden / opened as rallycross track in 1972 / paved in 1989 / later lengthened twice
- 1.120 km - **Autódromo Bosques del Angel** (Tulancingo) - Mexico / opened in 1990
- 1.130 km - **Marlboro Motor Raceway** - United States / 1955 / was listed as 0.7 mi at the time / soon lengthened
- 1.136 km - **Circuits Espace Plus** - France / adjacent the old Monthléry autodrome / optional extension later added
- 1.146 km - **Nasu Motor Sports Land** - Japan
- 1.150 km - **Wachauring** - Austria / originally a rallycross track / later paved / now incorporated into a test facility
- 1.150 km - **Circuit du Bois-Guyon** (Dreux) - France
- 1.150 km - **Circuit de Candie** (Toulouse) - France
- 1.150 km - **Circuit de Géoparc** (Saint-Dié-des-Vosges) - France / later lengthened to present-day 2.5 km
- 1.151 km - **Autódromo Noni Erdozain** (Zapala) - Argentina
- 1.155 km - **Autódromo de Benavídez** (Benavídez) - Argentina
- 1.160 km - **Autódromo de León** - Mexico / reportedly opened in 1977 / the original layout was slightly longer
- 1.160 km - **Autódromo de Cancún** - Mexico / opened in 1992 / may have been shorter originally without chicanes

- 1.210 km - **Cadwell Park** - England / was ¾ mi / first used as dirt track in 1934 / later paved / lengthened in 1952
- 1.240 km - **Autódromo Potosino** (San Luis Potosi) - Mexico / built in 1983 / replaced with an oval in 2005
- 1.250 km - **La Châtre** (Circuit de Chavy) - France / opened in 1956 / partly purpose-built / lengthened in 1978
- 1.260 km - **Buchy Park** - Barbados / reportedly opened as a dirt track in 1971 and paved in 1972
- 1.265 km - **Autódromo Segundo Taraborelli** (Tres Arroyos) - Argentina
- 1.280 km - **Mondello Park** - Ireland / opened in 1968 / listed as 0.8 mi at the time / lengthened the following year
- 1.280 km - **Autódromo Oscar Zambano** (Estancia Chica) - Argentina / reportedly opened in 1968
- 1.290 km - **Hume Weir Circuit** - Australia / 1959 / lengthened to 1.6 km later that year / paved 1960 / closed '77
- 1.290 km - **Western Speedway** - Canada / 1966 - circa 1982 / measured about 0.8 mile

- 1.310 km - **Autódromo Chanida** (Antofagasta) - Chile / originally a dirt track / later paved
- 1.316 km - **Colonia Las Heras** - Argentina
- 1.330 km - **Circuito Costanero** (Arrecifes) - Argentina / reportedly opened in 1959 as 1.1 km unpaved course
- 1.335 km - **Autódromo Cesáreo Naredo** (Casbas) - Argentina
- 1.370 km - **Autódromo Villa Olímpica** (Quilpué) - Chile
- 1.385 km - **Autódromo Roberto Hirsch** (Miramar) - Argentina
- 1.389 km - **Hokkaido Speed Park** - Japan / reportedly opened in 1985
- 1.390 km - **Wilmot Hills** - United States / 1953-1967
- 1.390 km - **War Bonnet Raceway** - United States / opened in 1966 / lengthened at some point before May 1968

- 1.400 km - **Taupo Motorsport Park** - New Zealand / possibly opened in 1959 / lengthened in 2006
- 1.405 km - **Manoir de l'Automobile** (Lohéac) - France / lengthened at some point
- 1.412 km - **Autódromo Querétaro** - Mexico / reportedly opened in 1984
- 1.415 km - **Autódromo Juvenal Jeraldo** (La Serena) (Huachalalume) - Chile / lengthened circa 2006
- 1.416 km - **Vålerbanen** - Norway / reportedly 1993-1996 / lengthened circa 1997 / now a training centre
- 1.430 km - **Spa Naoiri** - Japan / reportedly opened in 1997
- 1.450 km - **Lydden Hill** - England / opened as a grass track in 1955 / paved in 1965
- 1.450 km - **Autódromo de Amozoc** (Puebla) - Mexico / opened in 1985 / later renamed and completely rebuilt
- 1.470 km - **Autódromo Vegas de Quilaco** (Autódromo La Unión) - Chile

- 1.530 km - **Autódromo Marco Magaña** (Autódromo de la Laguna) (Autódromo Gómez Palacio) (Torreón) - Mexico
- 1.550 km - **Autódromo de Baradero** - Argentina - opened in May 1948
- 1.550 km - **Karlskoga Motorstadion** - Sweden / opened as dirt track in 1950 / paved in 1952 / lengthened in 1953
- 1.561 km - **Spa Nishiura Motor Park** - Japan / opened in 2007 / includes a level-crossing
- 1.570 km - **Autódromo La Pampilla** (Coquimbo) - Chile / opened 2007 / often listed as one mile / semi-permanent
- 1.580 km - **Kemora** - Finland / built in 1983 / originally measured roughly 1.58 km / lengthened in 1987
- 1.580 km - **Timaru International Motor Raceway** (Levels Raceway) - New Zealand / 1967-87 / lengthened 1988
- 1.580 km - **Autódromo Pacifico Sport** (San Antonio) - Chile

- 1.600 km - **Circuit des Sables d'Olonne** - France / original layout was longer
- 1.609 km - **Brands Hatch** - England / listed as one mile / 1950-1953 / lengthened twice after that
- 1.609 km - **Calder Park** - Australia / listed as one mile / 1962 - 1980s / lengthened at some point
- 1.609 km - **Oran Park Raceway** - Australia / listed as a mile / opened 1962 / later lengthened twice / closed 2010

In the Netherlands and Belgium, there were several short public road courses used for races with 50cc motorcycles. The shortest I know was a 400 metres long course in Wetteren, Belgium, which appeared on the calendar in 1961 - although it is not certain the race indeed took place.

Obviously, there are numerous karting circuits all around the world that are also very short. There might also be shorter circuits not used for racing, but rather only for testing or demonstrations.

WIDTH

The world's widest non-oval permanent racing circuit is believed to be Sepang International Circuit in Malaysia. The 5.542 km or 3.444 mi course is at least 16 metres / 52.49 feet wide along its entire length.

Some airfield circuits are even wider along their entire length, such as the 2.106 mi / 3.389 km course at Burke Lakefront Airfield in Cleveland, Ohio, United States, which seems to have had a minimum width of roughly 21 metres / 65.62 feet. The circuit was active from 1982-2007.

CORNERS

The circuit with the highest number of corners supposedly was the aforementioned Giro di Sicilia circuit in Italy, used for the Targa Florio road races from 1948-1950, due to its length of over 1000 kilometres, although the number of bends is unknown. The Grande Circuito Madonie, also used for the Targa Florio, reportedly comprised over 800 bends.

The most twists and turns on a permanent circuit could be found at the Nürburgring, which had approximately 176 changes of direction in its longest form mentioned above.

On the contrary, there were numerous circuits with a circular shape and thus with merely one bend, usually to the left. The earliest such circuit may have been Lakeside Inn Speedway in Lakeside, California, United States. This circular 2-mile dirt oval opened on 20 April 1907. The motordromes built for motorcycle racing in the United States between 1909 and the mid-1910s were also circular, as were the first two bigger board tracks built for automobile racing: the Los Angeles Motordrome in Playa del Rey (opened in 1910), and Oakland Motordrome in Elmhurst (1911), both in California. Another early example of a circular course is the 2.77 mi / 4.46 km circuit using the main street in Corona, California, which was used in September 1913, November 1914 and April 1916.

Perhaps the most famous circular circuit was 1.0 mi Longhorne Speedway, near Levittown, Pennsylvania. Used from 1926-1971, it was also known as The Big Left Turn. The circuit's original surface of dirt was asphalted in 1965.

Although never used for racing, the Nardò test circuit, located just east of Avetrana in south-east Italy, deserves a special mention, for it is an approximately 12.66 km / 7.87 mi long perfect circle. This may well be the world's longest continuous bend. At relatively low speeds, it does not require any steering input.

The circuit with the highest number of bends in only one direction may be the Sofia street circuit in Bulgaria, used for touring car racing at least in 2006. This featured seven bends, all of which righthanders – although it arguably also included a very slight kink to the left.

Also noteworthy are circuits with seven or more successive bends in the same direction:

The approximately 2.87 mi / 4.6 km Greenwood Roadway near Indianola, Iowa was active from 1963-1966 and featured seven or eight righthanders in succession, depending on how one counts. The Oosterplas public road course in Den Bosch, Netherlands, a 2.6 km circuit used for motorcycle racing from 1970-1973, featured seven consecutive righthanders.

The unpopular Ceasars Palace circuit, a temporary course laid out in a Las Vegas hotel parking lot and used for the Formula 1 Ceasars Palace Grand Prix from 1981-1982, featured seven consecutive lefthanders. The permanent Sachsenring in Germany has the same number of consecutive lefthanders in its current layout.

There has been at least one non-oval permanent circuit with bends in only one direction: the 4.797 km / 2.981 mi circuit of Enna-Pergusa, on the island of Sicily, Italy consisted of five righthand turns from 1961-1969 (but note the circuit may have opened in 1959 already - this is not clear). It was a very quick course, with the outright lap record clocked by Austrian Jochen Rindt in 1.12,8 = 237.2 kph / 147.4 mph in August 1968.

The tables on the following two pages list a *selection* of famous or otherwise noteworthy corners and corner combinations of present and past, respectively, on circuits around the world, along with some lesser-known personal favourites.

Circuit	Location	Corner(s)	Description
Autodromo di Monza	Italy	Parabolica	Aptly-named righthander that opens towards exit giving sling-shot onto main straight
Autódromo El Zonda	Argentina	Turns 8-10	Loop of three lefthand turns where circuit doubles back on itself with unusual overpass
Autódromo Hermanos Rodríguez	Mexico	Peraltada	Slightly banked semi-circular curve onto main straight
Autódromo José Carlos Pace	Brazil	S do Senna	Downhill S-curve and good overtaking opportunity
Autódromo Mouras	Argentina	Turn 1	Bumpy semi-circular curve with unusually great radius that allows much momentum
Barber Motorsports Park	USA	Turns 2-3	Long righthander that climbs at entry and drops at exit to circumnavigate hilltop
Bikernieki	Latvia	<i>Unnamed</i>	Quaint hammerhead-shaped sequence of weirdly cambered turns on full-length course
Brands Hatch	England	Paddock Hill Bend Hawthorn Bend	Signature righthander where road drops away at apex after approach over slight crest Difficult high-speed righthander with uphill approach after fast downhill straight
Cadwell Park	England	The Mountain	Righthand curve immediately followed by extremely steep crest that allows big jumps
Circuit de la Sarthe (Le Mans)	France	Mulsanne Porsche Curves	Straightforward but iconic 90-degree right at far end of the course Series of flowing curves generally acknowledged as the circuit's most challenging
Circuit Park Zandvoort	Netherlands	Tarzanbocht	180-degree right offering textbook overtaking opportunity and allowing multiple lines
Circuit Pau Arnos	France	<i>Unnamed</i>	Series of flowing and undulating corners on circuit's challenging back section
Donington Park	England	Craner Curves	Fast and flowing series of downhill curves
Guia Circuit (Macau)	China	Melco Hairpin	Extremely tight hairpin right with permanent no-passing zone
Infineon Raceway	USA	Turns 1-2	Fast left immediately followed by steep uphill run into blind right
Istanbul Park	Turkey	Turn 8	Universally praised high-speed lefthander in fractured four-part design
Mazda Raceway Laguna Seca	USA	Corkscrew	Signature and world-renowned S-curve where road drops away at extreme downgrade
Monaco	Monaco	Tunnel	Fast turn hidden in uniquely long tunnel
Mosport International Raceway	Canada	Moss Corner Clayton Corner	Signature two-part fast-in slow-out righthander with steeply downhill approach Sweeping downhill left
Mountain Course	Isle of Man	Bray Hill Governer's Bridge	Quintessential Mountain Course flat-out downhill corner between sidewalks and houses Distinctive and unusually tight hairpin right
Mount Panorama (Bathurst)	Australia	The Esses / The Dipper	Rollercoaster-like S-curves on hair-raising descent lined by concrete walls
Nelson Ledges Road Course	USA	The Carousel	Lengthy righthander
Nürburgring Nordschleife	Germany	Fuchsröhre Caracciola-Karussell	Light swerves down steep hill followed by extremely abrupt rise into flat-out left Semi-circular lefthand bend with steeply banked concrete bowl on inner edge
Oregon Raceway Park	USA	Half Pipe	Signature wave-like S-curve with extreme camber
Oulton Park	England	Druids Corner	Fast double-apex right with high-speed approach
Pacific Raceways	USA	Turns 3A-3B	Twin hairpins with steep Alpine-like downgrade
Potrero de los Funes	Argentina	Turns 16-18	Tight series of serpentine-like turns up a hill and past rock faces
Road America	USA	The Carousel	Lengthy righthander crucial for good lap time
Road Atlanta	USA	The Esses	Signature series of slight left and right curves cascading down a hill
Salzburgring	Austria	Ostschleife	Long and fast righthander following high-speed approach
Sebring International Raceway	USA	Turn 1 Sunset Bend	Bumpy but fast lefthander where wide track narrows at exit Two-part semi-circular bend with fast entry and bumpy surface
Silverstone Circuit	England	Copse Corner Maggotts / Becketts	Near flat-out righthander Series of fast swerves that tighten progressively towards Chapel
Spa-Francorchamps	Belgium	Eau Rouge / Raidillon	Signature high-speed sweeper over steep hill is perhaps world's most famous corner
Suzuka Circuit	Japan	130R	Ultra-fast lefthand kink requiring precision at turn-in
Virginia International Raceway	USA	Climbing Esses	Fast series of swerves
Watkins Glen International	USA	The Loop / Chute	Long and flowing downhill curves

Selected corners & corner combinations worldwide (present)

Circuit	Location	Corner(s)	Description
Augusta Int Speedway	USA	Cemetery Turn	Banked 130-degree near-hairpin lefthand turn
Autodrome de Linas-Montlhéry	France	Cuvette de Couard	Series of Nürburgring-like undulating curves following high-speed section
Autodromo di Monza	Italy	Alta Velocità	Steeplly banked concrete turns on north and south side of high-speed oval
Autódromo José Carlos Pace	Brazil	Curva 1	Quick and very wide lefthander
Avus	Germany	Nordkurve	Steeplly banked and brick-paved wall-of-death-like lefthander
Bridgehampton Race Circuit	USA	Turn 1	Fast and blind downhill righthander underneath bridge
Circuit de Reims-Gueux	France	Virage de Gueux	Fast and sweeping bend to the right
Circuit de Spa-Francorchamps	Belgium	Virage de Masta	Extremely quick S-curve with no room for error
		Virage de Stavelot	Very fast slightly banked righthand curve
Circuit Québec-Ste-Croix	Canada	<i>Unnamed</i>	Distinctive downhill hairpin
Fuji Speedway	Japan	30° Bank	Long and wide speedway-like banking
Hockenheimring	Germany	Ostkurve	Fast curve in thick woods later slowed by a chicane for auto races
Karlskoga Motorstadion	Sweden	Velodromen	Signature 180-degree banked corner with advertisement painted on-track
Meadowdale Int Raceways	USA	Monza Wall	Signature steeply banked but bumpy lefthand sweep onto main straightaway
Mettet	Belgium	Virage Cloquettes	Righthand curve with substantial banking for greater speeds
Nürburgring Südschleife	Germany	Scharfer Kopf	Near-hairpin right atop steep hill
Österreichring	Austria	Dr. Tiroch-Kurve	Long and slightly uphill fast righthander
Pista del Littorio	Italy	<i>Unnamed</i>	Steeplly banked high-speed turn
Ring Knutstorp	Sweden	Litokurvan / Bäckén	Peculiar and tight right-left combo with extreme camber and on-track advertisements Note this section still exists but seemingly slightly modified with less extreme camber
Riverside Int Raceway	USA	The Esses	Signature series of fast snake-like curves
Road Atlanta	USA	The Dip	Steep plunge followed by fast lefthand kink and abrupt climb into blind righthander
Roosevelt Raceway	USA	<i>Unnamed</i>	Steeplly banked lefthander onto main straight (1937 layout only)
Roskilde Ring	Denmark	Pirelli	Wide and slightly banked curve with large Pirelli advertisement painted on-track
Rouen-Les-Essarts	France	Virage des Six Frères	Fast and dangerous righthander that was part of a series of downhill curves
		Virage du Nouveau Monde	Signature hairpin turn originally paved with cobblestones at bottom of long descent
Westwood Racing Circuit	Canada	The Carousel	Aptly-named slightly banked semi-circular righthander

Selected corners & corner combinations worldwide (past)

ELEVATION CHANGE

The difference between a circuit's highest and lowest spot is the total elevation change. Unfortunately, such info is known for relatively few circuits. The list below is therefore not a complete ranking by any means, but merely an overview for comparative purposes of some circuits of which the elevation change is known.

The table gives the following information for each circuit, insofar available:

- Circuit name
- Circuit length in kilometres
- Highest extreme in metres
- Lowest extreme in metres
- Total elevation change in metres
- Maximum uphill gradient in %
- Maximum downhill gradient in %
- Notes

Circuit	Country	Length in km	Elevation			Max Gradient		Notes
			Highest	Lowest	Change	Up	Down	
100 metres and more:								
Mountain Course (Isle of Man)	Great Britain	60.708	422	0	422	-	-	
Schottenring	Germany	16.08	620	300	320	-	-	
Nürburgring Nordschleife	Germany	20.793	620	320	300	17	11	Used to be listed as 20.832 km
Nideggen (Eifelrennen)	Germany	± 33.2	± 450	± 180	± 270	-	-	
Circuit de Charade (old course)	France	8.055	-	-	179.48	10	7.8	
Mount Panorama Circuit (Bathurst)	Australia	6.213	862	688	174	-	-	Maximum gradient is 15.9 %
Spa-Francorchamps (old course)	Belgium	14.100	472	298	174	-	-	
Nürburgring Südschleife	Germany	7.747	620	475	145	± 17	± 8	
Sachsenring (old course)	Germany	8.731	432	295	137	11	5	
Solitude	Germany	11.417	505.92	382.59	123.33	15	11	
Spa-Francorchamps	Belgium	6.973	466	362	104	-	-	Based on 2005 data / see note below
50-99 metres:								
Automotodrom Brno	Czech Republic	5.403	-	-	73.75	7.5	5.0	
Schleizer Dreieck (old course)	Germany	7.631	-	-	69	-	-	
Circuit de Charade	France	3.975	± 816	± 758	± 58	6.38	7.6	
Nürburgring Grand Prix Strecke	Germany	5.148	620.0	564.7	55.3	8.8	6.5	
Circuit Pau Arnos	France	3.030	-	-	55	-	-	
Mazda Raceway Laguna Seca	USA	3.602	283.2	228.3	54.9	-	-	
Autopolis International Racing Course	Japan	4.674	-	-	52	7.2	10	
Road America	USA	6.514	-	-	± 52	-	-	
Mosport International Raceway	Canada	3.957	336.2	285.6	50.6	-	-	
30-49 metres:								
Infineon Raceway	USA	3.706	53.0	4.3	48.7	-	-	
Istanbul Park	Turkey	5.338	-	-	46	-	-	Maximum gradient is 8.145 %
Schleizer Dreieck	Germany	3.805	-	-	44	-	-	
Oregon Raceway Park	USA	3.701	-	-	42.6	-	-	
Autodromo del Mugello	Italy	5.245	-	-	41.19	9.65	8.49	
Bridgehampton Race Circuit	USA	4.586	-	-	± 40	-	-	
Suzuka Circuit	Japan	5.807	-	-	40	-	-	
Virginia International Raceway	USA	5.261	152.4	112.8	39.6	-	-	

Circuit	Country	Length in km	Elevation			Max Gradient		Notes
			Highest	Lowest	Change	Up	Down	
Pacific Raceways	USA	3.620	-	-	38	-	-	
Hungaroring	Hungary	4.381	-	-	36	6.2	7.0	
Fuji Speedway	Japan	4.469	580	545	35	-	10	
Watkins Glen International	USA	5.471	480	445	35	-	-	
Circuit de la Sarthe (Le Mans)	France	13.629	-	-	± 34	-	-	
Ahvenisto Race Circuit	Finland	3.040	-	-	32	-	-	
Arctic Circle Raceway	Norway	3.753	-	-	31	-	8.6	
Twin Ring Motegi	Japan	4.801	-	-	± 30	-	-	

Less than 30 metres:

Salzburgring	Austria	4.255	-	-	25	3.8	1.8	
Motorsport Arena Oschersleben	Germany	3.696	-	-	23	-	-	
Calabogie Motorsports Park	Canada	5.050	-	-	19.8	-	-	
Barber Motorsports Park	USA	3.829	201.1	182.9	18.2	-	-	Based on 2003 data / see note below
Bahrain International Circuit	Bahrain	6.299	-	-	18	3.6	5.6	
Tokachi Speedway	Japan	5.091	-	-	15	-	-	
Autodromo di Monza	Italy	5.793	8.33	-3.98	12.3	-	-	Maximum gradient circa 2.0 - 2.4 %
Autodrom Most	Czech Republic	4.219	-	-	12	2.8	3.2	
Shanghai International Circuit	China	5.451	-	-	6.74	3	8	
Korea International Circuit	South Korea	5.615	7.0	1.8	5.2	5.5	3.1	
Tsukuba Circuit	Japan	2.045	-	-	± 5	-	-	
TT Circuit Assen	Netherlands	4.542	± 12	± 10	± 2	-	-	

Spa-Francorchamps: a 2007 track map gives the highest / lowest elevation as 472 / 373 metres, total change thus 99 metres.
Barber Motorsports Park: the official circuit website now states the elevation change is 80 feet, or 24.3 metres.

Elevation change comparative table

MOST CIRCUITS

The country with the most racing circuits must surely be the United States of America. Historian Allan Brown lists nearly 8000 American and nearly 800 Canadian tracks in the 2003 edition of his must-have book "The History of America's Speedways Past & Present". These figures include over 6500 ovals and 600 road courses, but also over 1000 dragstrips and figure-8 courses as well as several hillclimbs.

LOCATION

The world's northernmost racing circuit is Arctic Circle Raceway, north-east of Mo-I-Rana, Norway. As the name suggests it is located near the Arctic circle. The circuit opened in 1995. Location: 66°25'19.72"N / 14°26'22.33"E.

Incidentally, there's another track just south of Arctic Circle Raceway, next to Mo-I-Rana Airport, called Røssvoll Motorstadion. This was originally a rallycross course before being asphalted in the mid-1970s to become Norway's first paved racing circuit. The extremely short, near-oval Motorstadion subsequently hosted road races until the new and far superior Artic Circle Raceway opened, and has reportedly since reverted back to rallycross. Location: 66°21'59.38"N / 14°18'17.25"E.

The world's southernmost racing circuit is the Autódromo Carlos Romero near Tolhuin, Tierra del Fuego, Argentina. Unfortunately, it is not known when this circuit opened. Location: 54°29'22.37"S / 67°10'25.02"W.

The world's highest racing circuit is believed to be the Autódromo de Pucarani, near Pucarani, north-west of La Paz, Bolivia. Judging from data in Google Earth, the start-finish line is located at approximately 3848 metres / 12,625 feet above sea level. The circuit was built in 1998. Location: 16°24'32.91"S / 68°28'21.97"W.

INDOOR CIRCUITS

Small indoor ovals, typically 1/10-mile in length but occasionally up to 1/5-mile, have been active in the United States ever since midget racing became popular in the mid-1930s. According to historian Allan Brown, the first indoor race was held on a dirt oval in the Chicago Armory in Chicago, Illinois on 18 November 1934.

Apart from indoor kart tracks, which were developed around the mid-1990s and can nowadays be found around the world, and motorcross courses, only one indoor non-oval circuit is known to have existed. A nearly 1-mile long course (!) was created *inside* the vast exhibition halls of the International Amphitheater in Chicago in 1958. It hosted races for sports cars on 8-9 March of that year. Approximately 33,000 people attended over the weekend and saw about 35 drivers achieve average speeds around 72 mph, while some hit top speeds of more than 100 mph!

STREET CIRCUITS

This section lists street circuits used for automobile racing in various parts of the world. Obviously, it merely represents a *selection* of circuits of particular importance or note, as it would be impossible to list each and every street course which has been used worldwide since the early 1900s.

Please note that throughout this section - except where noted otherwise - circuits highlighted in light grey are not true street circuits, that is, circuits made up of closed bits of public road, but rather purpose-built circuits that were/are not permanent but temporary, that is, open to everyday traffic when no racing took/takes place.

The two tables below list selected 'classic' European street circuits of the pre-war and post-war period, respectively. The tracks are listed chronologically according to the date of the first auto race, and in these tables I have also indicated if a circuit was used for motorcycle racing as well in two separate columns. As usual, dates are given as day/month/year.

Circuit	Country	Automobile Races		Notes	Motorcycle Races	
		First	Last		First	Last
Circuit des Ardennes (Bastogne)	Belgium	31.07.1902	27.07.1907	First-ever major racing circuit / see First section	31.07.1902	26.07.1907
Grande Circuito delle Madonie	Italy	06.05.1906	14.05.1911	Targa Florio / used once more on 10.05.1931	-	-
Circuit de Dieppe	France	02.07.1907	26.06.1912	Hosted French Grand Prix three times	-	-
Circuito Stradale del Mugello	Italy	21.06.1914	19.07.1970	Hosted Mugello road races / used intermittently	-	-
Medio Circuito delle Madonie	Italy	23.11.1919	04.05.1930	Used for the Targa Florio	04.10.1920	07.04.1929
Circuit de la Sarthe (Le Mans)	France	25.07.1921	-	Has hosted annual 24-hour race since 1923	27.08.1920	12.04.1970
Avus (Berlin)	Germany	24.09.1921	03.05.1998	The circuit was shortened several times	10.06.1922	09.09.1989
Eifelrundkurs (Nideggen)	Germany	15.07.1922	12.06.1926	Hosted the Eifelrundfahrt / Eifelrennen	15.07.1922	11.06.1926
Circuit de Spa-Francorchamps	Belgium	12.08.1922	23.07.1978	Partly incorporated into new layout	12.08.1921	02.07.1978
	New layout:	21.07.1979	-	Fully permanent as of the year 2000	01.07.1979	-
San Sebastián (Lasarte)	Spain	25.07.1923	22.09.1935	First auto races were held 25-28 July 1923	23.07.1923	unknown
Circuito di Pescara	Italy	13.07.1924	15.08.1961	Longest-ever circuit to host a F1 Grand Prix	-	-
Solitude (Stuttgart)	Germany	16.05.1925	18.07.1965		16.05.1925	18.07.1965
Circuit de Chimay	Belgium	09.05.1926	28.06.1992	Succeeded by new shorter layout	09.05.1926	18.09.1994
	New layout:	23.06.1996	01.09.2007	Now used for motorcycle racing only	25.06.1995	-
Circuit de Reims-Gueux	France	25.07.1926	29.06.1969		25.07.1926	11.06.1972
Ards Circuit	Northern Ireland	18.08.1928	05.09.1936	Hosted the RAC Tourist Trophy	-	-
Circuit de Monaco (Monte Carlo)	Monaco	14.04.1929	-	Hosts annual Formula 1 Monaco Grand Prix	16.05.1948	16.05.1948
Masaryk Ring (Brno)	Czech Republic	28.09.1930	08.06.1986	The circuit was shortened several times Succeeded by purpose-built Automotodrom Brno	10.09.1950	31.08.1986
Circuito de Vila Real	Portugal	15.06.1931	14.07.1991	Racing was revived on shorter layout in 2007	16.06.1934	unknown
	New layout:	06.10.2007	20.06.2010	There was no race in 2011 / may return in 2012	-	-
Piccolo Circuito delle Madonie	Italy	08.05.1932	15.05.1977	Used for the Targa Florio	-	-
Circuit de Pau	France	19.02.1933	-	Hosts the Grand Prix de Pau and Pau Historic GP	06.04.1947	07.04.1969
Montjuïc (Barcelona)	Spain	25.06.1933	27.04.1975	Inaugural motorcycle race held on Christmas Day	25.12.1932	26.10.1986
Circuit des Planques (Albi)	France	27.08.1933	31.05.1953	Succeeded by new shorter layout	27.08.1933	31.05.1953
	New layout:	30.05.1954	12.06.1960	New layout was called Circuit Raymond Sommer	29.05.1955	29.05.1955
Bremgarten (Bern)	Switzerland	26.08.1934	22.08.1954	Abandoned following 1955 Le Mans tragedy	15.08.1931	22.08.1954
Schottenring	Germany	10.07.1938	25.06.1950		12.09.1925	10.07.1955
Circuit du Neudorf-Findel	Luxembourg	04.06.1939	22.05.1952		26.05.1949	22.05.1952
Circuit des Remparts (Angoulême)	France	02.07.1939	05.06.1955		15.06.1947	21.06.1952
	Vintage races:	Sept 1978	-	Used annually for races with vintage racing cars	-	-
Opatija (Abbazia)	Croatia	09.07.1939	16.06.1968	Originally located in Italy, later in Yugoslavia	01.09.1946	19.06.1977

Circuit	Country	Automobile Races		Notes	Motorcycle Races	
		First	Last		First	Last
Circuit des Nations (Genève)	Switzerland	21.07.1946	30.07.1950	Located near the United Nations office	31.05.1936	23.07.1950
Circuito di Ospedaletti	Italy	13.04.1947	22.04.1951	Located west of Sanremo	20.04.1947	08.10.1972
Norising (Nürnberg)	Germany	12.09.1948	-	Now hosts annual DTM race	18.05.1947	20.06.1976
Grenzlandring (Wegberg)	Germany	19.09.1948	31.08.1952	World's fastest racing circuit in 1949	19.09.1948	31.08.1952
Sachsenring (Hohenstein-Ernstthal)	Germany	25.09.1949	09.07.1989	Succeeded by purpose-built circuit	26.05.1927	08.07.1990

Circuito da Boavista (Porto)	Portugal	18.06.1950	14.08.1960	Different layout had hosted races from 1931-33	-	-
	New layout:	10.07.2005	-	The circuit is used every other year	-	-
Circuit de Rouen-Les-Essarts	France	30.07.1950	27.06.1993		08.07.1951	28.03.1976
Dundrod Circuit	Northern Ireland	12.08.1950	18.09.1955	Now used for motorcycle racing only	23.09.1950	-
Circuito de Vila do Conde	Portugal	23.09.1951	15.06.2003	There had already been a race on 27.09.1931 A revival meeting was held on 22.05.2010	± 1962	± 1983
Råbelöfsbanan (Kristianstad)	Sweden	07.08.1955	11.08.1957		14.09.1952	17.09.1961
Circuit de Charade (Clermont-Ferrand)	France	27.07.1958	18.09.1988	Partly incorporated into new permanent circuit	17.05.1959	21.04.1974

Circuit du Heysel (Bruxelles)	Belgium	10.04.1960	15.04.1962	Located at the Heysel plateau near the Atomium	16.09.1961	16.09.1961
Schleizer Dreieck	Germany	04.06.1961	05.08.1990	Earlier auto races on 17.09.1933 and 08.07.1951 Motorcycle racing continued on shorter layout	15.06.1924	-
Circuito Guadalupe (Alcañiz)	Spain	11.09.1965	27.07.2003	Succeeded by purpose-built Motorland Aragón	-	-
Frohburger Dreieck	Germany	13.09.1970	23.09.1990	Now used for motorcycle racing only	21.08.1960	-
Saarlouis	Germany	28.05.1972	14.05.1978	Located on a motorway	-	-

Selected classic European street circuits (post-war auto racing)

The table below lists some particularly noteworthy modern European street circuits. Again, this is merely a selection, as there have been countless others, especially in some eastern European countries where auto racing on city streets and motorways is still relatively common, for example in Russia and Bulgaria.

None of the circuits listed below were also used for motorcycle racing, except the Alemannenring in Singen, which was originally a short-lived motorcycle circuit in the early 1980s.

Circuit	Country	Automobile Races		Notes
		First	Last	
Norrköping	Sweden	11.05.1986	1989	Hosted the Norrköping Grand Prix 1986-87 and 1989 / ran vintage and modern cars
Birmingham	England	25.08.1986	27.08.1990	Hosted the Birmingham Superprix / this was headlined by Formula 3000
Bruxelles	Belgium	11.10.1987	11.10.1987	Hosted the Belgian production touring car championship / located in the financial district
Bruxelles (Heysel)	Belgium	02.10.1988	29.10.1989	Hosted the Belgian production touring car championship / at the Atomium
Ciney	Belgium	28.10.1990	09.06.1991	Hosted the Belgian production touring car championship / located in a parking lot
Alemannenring (Singen)	Germany	15.09.1991	17.09.1995	Hosted DTM and German Formula 3 / had been used by motorcycles in the early 1980s
Helsinki Thunder	Finland	04.06.1995	25.05.1997	Hosted FIA GT, DTM and ITC
Kirchberg	Luxembourg	19.05.1997	19.05.1997	Hosted vintage races only
Oslo Racing Festival	Norway	02.07.2000	02.07.2000	Hosted the Norwegian Touring Car Championship / cancelled in 1999 and 2001
Cagliari	Italy	10.11.2002	02.11.2003	Hosted the Superfund Euro 3000 Series / largely located in a parking lot
Circuito Urbano Bilbao	Spain	16.07.2005	17.07.2005	Hosted the World Series by Renault / included an overpass and two river-crossings
Bucharest Ring	Romania	19.05.2007	24.08.2008	Hosted FIA GT and British Formula 3 / a planned 2011 Auto GP meeting was cancelled
Göteborg City Race	Sweden	14.06.2008	-	Hosted the STTC but will switch to TTA for 2012 / largely specially constructed
Valencia Street Circuit	Spain	26.07.2008	-	Hosts the F1 European Grand Prix / largely specially constructed

Selected modern European street circuits (auto racing)

The table below lists selected American street courses of the 1930s through 1960s, according to the date of the first auto race. Most were used for sports car racing and lasted but a few years, although a few survived much longer. Unfortunately, for one circuit the exact date of the last race is missing - if anyone has further details, please contact me. The column on the right of the dates gives the lap length in miles.

Circuit	Auto Races		Lap mi	Notes	
	First	Last			
Briarcliff Manor	NY	11.11.1934	23.06.1935	3.3	Hosted the Briarcliff Trophy / this and three circuits below were used for ARCA races
Memphis	TN	13.05.1936	13.05.1936	4.0	Hosted the Cotton Carnival Road Race / rectangular unpaved course near airport
Alexandria Bay	NY	15.08.1936	10.08.1940	1.4	Hosted the Round the Houses Races / located in the Thousand Islands region
Montauk	NY	09.07.1939	06.07.1940	2.0	Hosted the Montauk Grand Prix / length was 2.85 miles for second year
Watkins Glen	NY	02.10.1948	20.09.1952	6.6	Located directly west of town / replaced by a new circuit in 1953 - see below
Bridgehampton	NY	11.06.1949	23.05.1953	4.0	Succeeded by new purpose-built circuit nearby / this opened on 29.09.1957
Palm Beach Shores	FL	03.01.1950	09.12.1951	2.1	Start-finish was on South Ocean Avenue / length was 1.9 miles for second year
Elkhart Lake	WI	23.07.1950	23.07.1950	3.4	Located directly north-west of town / replaced by a new circuit in 1951 - see below
Pebble Beach	CA	05.11.1950	22.04.1956	2.1	Length was 1.8 miles for first year only / racing moved to Laguna Seca in 1957
Elkhart Lake	WI	26.08.1951	07.09.1952	6.5	Succeeded by new purpose-built circuit nearby / this opened on 10.09.1955
Reno	NV	21.10.1951	21.10.1951	2.5	Located south of downtown at Virginia Lake / racing moved to Stead AFB in 1953
Golden Gate Park (San Francisco)	CA	31.05.1952	06.06.1954	3.0	Located in the western portion of the park / encircled the Stadium (Polo Field)
Brynfan Tyddyn (Wilkes-Barre)	PA	26.07.1952	21.07.1956	3.5	Located north-west of town / formed a double-header with Giants Despair Hillclimb
Grand Island	NY	30.08.1952	30.08.1952	3.7	Hosted the one-off Centennial Grand Prix of Grand Island for sports cars
Put-In-Bay	OH	14.09.1952	06.06.1959	3.2	There was one more race on 05.10.1963 / located on South Bass Island in Lake Erie
Sullivan County (Callicoon)	NY	28.06.1953	28.06.1953	8.5	Full name: Sullivan County Sport Car Race Course / actually located near Obernburg
Watkins Glen	NY	19.09.1953	17.09.1955	4.6	Replaced by new purpose-built circuit on same site / this opened on 15.09.1956
Hansen Dam (Los Angeles)	CA	18.06.1955	19.06.1955	1.3	Located in Hansen Dam Park / hosted the Los Angeles Sports Car Races
Pomona	CA	23.06.1956	20.06.1965	2.0	Located at the Pomona Fairgrounds / largely laid out in the parking lot
Lake Garnett (Garnett)	KS	04.07.1959	03.09.1972	2.8	Located directly north of town / nowadays still used for kart racing
Burns Park (Little Rock)	AR	24.04.1960	16.10.1966	2.0	Located next to Interstate 40 / start-finish was on Funland Drive
Sioux Falls	SD	26.06.1960	26.06.1960	1.8	Located downtown / reportedly also ran a race on different course on 26.07.1959
West Delta Park (Portland)	OR	11.06.1961	-		On abandoned roads in former Vanport / eventually became Portland Int Raceway
Ponca City	OK	18.06.1961	05.07.1992	1.5	Located just east of town on the shores of Lake Ponca
Las Vegas	NV	29.10.1961	29.10.1961	2.0	Located at the Convention Center / ran sports cars and motorcycles
Port of Stockton (Stockton)	CA	14.04.1962	05.06.1966	1.9	Located at the inland port west of downtown / replaced an earlier airfield course
Austin	TX	11.08.1963	unknown	1.2	Part of the Aqua Festival / perhaps used multiple locations over the years
Bottomless Lakes (Roswell)	NM	29.11.1964	07.05.1967	7.7	Located in the state park south-east of Roswell / abandoned after a fatal accident
Lake Afton (Goddard)	KS	21.08.1965	11.08.1991	1.8	Cancelled in 1992 due to rising costs / nowadays still used for kart racing
South Lake Tahoe	CA	01.10.1967	01.10.1967	1.9	Located on roads of a then-new subdivision / hosted the Lake Tahoe Grand Prix
Ocean Shores	WA	20.10.1968	20.10.1968	2.0	Located on then-new neighbourhood streets / sand kept blowing onto the course

Selected American street circuits (auto racing 1930s-1960s)

The table on the following two pages lists all American street circuits from the 1970s onwards used by the main championships, including...

- Formula 1
- CART / Champ Car World Series
- Indy Racing League / Indycar Series
- IMSA GT
- American Le Mans Series
- Trans-Am

...as well as street circuits used by some other series, for example the American Indycar Series or Formula Atlantic. I have indicated the year(s) of operation, and which series headlined the event(s). Please note that in this table, two shades of grey are used as a visual aid only, without any further meaning.

Circuit	Year(s)	Main Series	Notes
Baltimore Inner Harbor	MD Sept 2011	Indycar Series and ALMS	New-for-2011 street circuit / encircles Oriole Park at Camden Yards Both series are to return for a double-header in September 2012
Columbus Downtown	OH 1985-1988	IMSA GT	The course included two river-crossings and encircled City Hall
Dallas Fair Park	TX July 1984	Formula 1 and Can-Am	Hosted the one-off Formula 1 Dallas Grand Prix
Dallas Fair Park	TX May 1988	Trans-Am	Almost completely different layout than earlier Formula 1 circuit
Dallas Addison Airport	TX 1989-1991	Trans-Am	Located north of Dallas / used Addison Airport runway and adjacent streets
Dallas Reunion Arena	TX 1993-1995 1996	Trans-Am Trans-Am and IMSA GT	Encircled the Reunion Arena / partly ran through the parking lots
Del Mar Fairgrounds	CA 1987-1992	IMSA GT	Located in the parking lot of the Del Mar Fairgrounds below the horse race track A different circuit at the same site was used from 1958-1964
Denver Civic Center	CO 1990-1991	CART	Located downtown / encircled Civic Center Park
Denver Pepsi Center	CO 2002 2003-2006	CART Champ Car World Series	Encircled the Pepsi Center / partly laid out in the parking lots
Des Moines Downtown	IA 1989-1992 1994	Trans-Am Trans-Am	Cancelled due to floods in 1993 / the course included two river-crossings
Detroit Renaissance Center	MI 1982-1988 1989-1991	Formula 1 CART	Hosted the Formula 1 Detroit Grand Prix and subsequently the Detroit Indy Grand Prix / the course encircled the Renaissance Center and included a tunnel
Detroit Belle Isle	MI 1992-2001 2007-2008	CART / Trans-Am IRL / Indycar Series and ALMS	Located on Belle Isle in the Detroit River The Indycar Series will return to the circuit in June 2012
East Rutherford Meadowlands	NJ 1984-1987 1988-1991	CART CART	Located at the Meadowlands Sports Complex / used two different layouts
Grand Rapids Downtown	MI 1998-1999	Trans-Am	Known as the Brayton Memorial Street Circuit The course included two river-crossings
Houston Downtown	TX 1998-2001	CART	Located downtown next to the George R. Brown Convention Center
Houston Reliant Park	TX 2006-2007 Oct 2013	Champ Car World Series and ALMS Izod Indycar Series	At Reliant Park next to the Astrodome / the 2006 races were held at night The Indycar Series has announced Houston will be on the 2013 schedule
Las Vegas Caesars Palace	NV 1981-1982 1983-1984	Formula 1 and Can-Am CART and Trans-Am	Hosted the Formula 1 Caesars Palace Grand Prix / located in the hotel parking lot The layout was modified to near-oval for the CART and Trans-Am races
Las Vegas Fremont Street	NV April 2007	Champ Car World Series	Encircled the Fremont Street Experience pedestrian mall
Long Beach Shoreline Drive	CA 1975 - present	Formula 5000, F1, CART, Champ Car, Indycar Series, ALMS / also ran a support race for motorcycles in 1977	
Los Angeles Exposition Park	CA 1998-2000	NASCAR Featherlite Southwest Series	Located next to the Los Angeles Memorial Coliseum
Miami Bayfront Park	FL 1983-1985	IMSA GT	Located near the present-day American Airlines Arena
Miami Bayfront Park	FL Oct 2002 Sept 2003	CART and ALMS Champ Car World Series and ALMS	Different layout than earlier Bayfront Park circuit listed above
Miami Bicentennial Park	FL 1986-1993 1995	IMSA GT CART	A shortened version was used for separate AMA Superbike races from 1990-1991
Miami Tamiami Park	FL 1985-1988	CART	Encircled a sports park / aka Tamiami Park Raceway
Minneapolis Downtown	MN 1996-1998	Trans-Am	Located directly north of the Metrodome in Downtown East
New Orleans Business Area	LA June 1991	IMSA GT	Located in the business area just south of the French Quarter
New Orleans Superdome	LA June 1992 Oct 1995	IMSA GT IMSA GT	Encircled the Louisiana Superdome
Niagara Falls Downtown	NY June 1988	Trans-Am	Located downtown but exact location and layout unknown
Phoenix Downtown	AZ 1989-1991	Formula 1	Hosted the Formula 1 United States Grand Prix / Trans-Am support race in 1990
Reno Reno Hilton	NV June 1993 1996-1997	American Indycar Series Trans-Am	Ran through the parking lot of the Reno Hilton and over an adjacent street

Circuit	Year(s)	Main Series	Notes
San Antonio Downtown	TX 1987-1990	IMSA GT	Encircled the Henry B. Gonzales Convention Center and Hemisfair Park
San Diego Liberty Station	CA Nov 2000	Trans-Am United States F3 Championship	Located on roads of the former Naval Training Center / hosted the San Diego Grand Prix / cancelled in 2001 / the site is now Liberty Station
San Jose Downtown	CA 2005-2007	Champ Car World Series	Encircled the downtown San Jose Convention Center
Spokane Riverfront Park	WA 1987-1988	NASCAR Winston West Series Formula Atlantic	The course included a tunnel and three river-crossings
St. Petersburg Bayshore Drive	FL 1985-1990	Trans-Am	Located on the waterfront / ran via Bayshore Drive and Beach Drive
St. Petersburg Tropicana Field	FL 1996-1997	Trans-Am	Encircled the Tropicana Field stadium just west of downtown

St. Petersburg Bayshore Drive	FL 2003 2005 - present	Champ Car World Series IRL / Indycar Series	Largely same location as earlier Trans-Am circuit but different layout Uses a runway of Albert Whitted Airport and nearby streets
Tacoma Tacoma Dome	WA 1986-1987	NASCAR Winston West Series Formula Atlantic	Located south of downtown / encircled the Tacoma Dome
Tampa Fairgrounds	FL 1988-1990	IMSA GT	Located at the Florida State Fairgrounds north-east of town The 1988 race was a non-championship event
Washington DC RFK Stadium	DC July 2002	ALMS and Trans-Am	Located adjacent to the Robert F. Kennedy Memorial Stadium Laid out entirely in the parking lot
Weehawken Port Imperial	NJ June 2013	Formula 1	New street circuit will host Formula 1 Grand Prix as of 2013 / located along the Hudson river in Weehawken and West New York
West Palm Beach Auditorium	FL 1986-1987	IMSA GT	Encircled the West Palm Beach Auditorium west of downtown
West Palm Beach Fairgrounds	FL 1988-1991	IMSA GT	Located at the South Florida Fairgrounds

Selected modern American street circuits (auto racing 1970s onwards)

There have also been a few street circuits in the United States used for vintage racing only, and these are listed below. Only the street course in Pittsburgh is currently still in use.

Circuit	Used	Notes
Casper Events Center	WY 1994-1996	The course encircled the Events Center / no further details known
Los Angeles Downtown	CA Aug-Sept 1997	The course encircled Olvera Street / start-finish was at Union Station
Palm Springs Multiple locations	CA 1985-1992 1994-1996	Used at least two different circuits / one was near the airport / the other was located next to the Convention Center and may have been partly purpose-built / cancelled in 1998 due to lack of sponsorship
Pittsburgh Schenley Park	PA 1983 - present	The course is located in Schenley Park / still hosts the annual Pittsburgh Vintage Grand Prix
Springvale Location unknown	AZ Sept 2000	No details known
Steamboat Springs Mount Werner Circle	CO 1982-1998	First two years were for motorcycles only / located at Mount Werner Circle

Selected American street circuits (vintage auto racing)

The table below lists Canadian street circuits, and in this case the list is complete. Please note that in some cases, the date of the first race may be a day off, as it is sometimes difficult to see if there were any support races on the day preceding the main event. Of these tracks, Montréal and Granby also ran motorcycles.

Circuit	Auto Races		Notes
	First	Last	
Sherbrooke	1965	03.07.1966	Located in a city park / note both meetings were against-the-clock individual time trials rather than actual races
Québec	05.02.1967	± 1978	Located in the Plaines d'Abraham park / hosted the Esso Grand Prix / reportedly also ran races from 1984-1994
Trois Rivières	10.09.1967	-	Located at the Exposition de Trois-Rivières (Fairgrounds) / has hosted various classes including Can-Am and ALMS
St. John's	28.07.1974	28.07.1974	Located at the Confederation Building and Pippy Park / hosted a one-off Formula Atlantic race
Québec	25.09.1977	10.06.1979	Located at the Parc de l'Exposition (Exhibition Park) north of downtown
Hamilton	07.08.1978	07.08.1978	Located downtown / start-finish was in front of City Hall / hosted a one-off Formula Atlantic race
Montréal	24.09.1978	-	Purpose-built but not permanent / originally Circuit Île Notre-Dame / renamed Circuit Gilles Villeneuve in 1982
Granby	29.07.1984	28.07.1985	Located in the industrial area south-west of town / events included both auto and motorcycle races
Toronto	20.07.1986	-	Located at Exhibition Place / has hosted CART, Champ Car and Indycar Series races
Vancouver	01.09.1990	31.08.1997	Located at Concord Pacific Place / hosted CART races / succeeded by new layout in 1998 - see below
Halifax	08.10.1990	11.07.1993	Located at Citadel Hill Park / hosted the Moosehead Grand Prix / racing moved to the airfield for 1994-1995 events
Vancouver	06.09.1998	25.07.2004	Located at Concord Pacific Place / hosted CART and Champ Car races / different layout than earlier circuit
Winnipeg	05.08.2001	06.08.2001	Located in Red River Exhibition Park / hosted one-off Motorfest Manitoba headlined by CASCAR Western Series

Canadian street circuits (auto racing)

The next table lists selected Asian street circuits used for auto racing. Note that Macau has also run motorcycles since 1967, and the 2011 Colombo Night Race in Sri Lanka also included motorcycles.

Circuit	Country	Auto Races		Notes
		First	Last	
Macau	China	31.10.1954	-	Hosts the Macau Grand Prix and Guia Race of Macau / was a Portuguese colony until 20.12.1999
Thomson Road	Singapore	17.09.1961	22.04.1973	Hosted the Malaysian Grand Prix and later the Singapore Grand Prix
Ashkelon	Israel	22.11.1970	22.11.1970	Hosted one-off Israel Grand Prix / all races but one were cancelled due to lack of crowd control
Dubai	UAE	04.12.1981	04.12.1981	Hosted one-off Dubai Grand Prix / the race was held on Friday / Located at the Hyatt Regency Hotel
Zhuhai	China	07.03.1993	12.11.1995	Hosted the BPR Global GT Series last two years / more or less the first motorsport events in China
Changwon	South Korea	28.11.1999	23.11.2003	Hosted the Korean Super Prix for Formula 3 / partly laid out in a parking lot
Shanghai	China	18.07.2004	18.07.2004	Hosted one-off non-championship DTM race / located in the Pudong district
Beijing	China	12.11.2006	12.11.2006	Hosted one-off A1GP race / located at Jingkai Convention and Exhibition Centre
Marina Bay	Singapore	27.09.2008	-	Hosts the Formula 1 Singapore Grand Prix / the start-finish section is purpose-built
Beijing	China	10.10.2010	10.10.2010	Hosted Superleague Formula and CTCC / located at the Shunyi Olympic Rowing-Canoeing Park
Shanghai	China	28.11.2010	28.11.2010	Hosted one-off DTM race / located in the Pudong district / different location than earlier circuit
Colombo	Sri Lanka	16.12.2011	17.12.2011	Hosted the Colombo Night Race / included various races for cars and motorcycles under the lights
Qingdao	China	Aug 2012	-	Will host the Izod Indycar Series

Selected Asian street circuits (auto racing)

AIRFIELD CIRCUITS

Although there was some racing at grass or dirt airstrips in pre-war days - for example at Mines Field in Los Angeles, Rukuhia in New Zealand or Wiesbaden-Erbenheim in Germany - circuits laid out on runways, taxiways and/or service roads of a paved airfield are a post-war phenomenon, as a large number of facilities - airfields, aerodromes, air bases, naval stations and the like - suddenly became available when hostilities ceased. At that time, purpose-built circuits were still few and far between, and so in many countries racing at airfields became commonplace over the next years and decades, especially in the United States, Germany, the United Kingdom, Australia and Canada - not coincidentally all belligerents.

The first *documented* airfield circuit is the 3-mile course at Long Kesh, a Royal Air Force station between Maze and Lisburn in Northern Ireland. This hosted motorcycle racing on Saturday 24 November 1945, although it is possible there had already been a meeting in May as part of V-E Day celebrations.

Airfield racing spread to other countries in 1946. The following automobile and/or motorcycle meetings are known to have been held at airfields that year:

- Caversham, Australia - 7 April
- Marsden Park, Australia - 10 June
- Gransden Lodge, England - 16 June
- North Weald, England - June
- Aldergrove, Northern Ireland - July
- Strathpine, Australia - 12 August
- Maldegem, Belgium - 6 October
- Ansty, England - early November
- Seagrove, New Zealand - 11 November
- Strathpine, Australia - 24 November
- Seagrove, New Zealand - 24 November

Having said this: according to American author Allan Brown, a Sam Nunis-promoted stock car race was held at Longview Airport, either in Washington or Texas, much earlier, in 1937, and there may also have been racing at Santa Barbara Airport near Goleta, California (1939) and Lubbock Municipal Airport in Texas (1940). Unfortunately, no details about these events are known, and I have not been able to confirm either took place.

The first airfield race in the United States that *is* documented was held at Livermore Naval Air Station, a military facility just east of Livermore, California, on 27 July 1947. Frank Phillips reportedly won a stock car race on a 1.5-mile course.

The next known airfield races took place at a remarkable superspeedway of sorts at Fort Lauderdale-Davie Airport, Florida in early 1949. Originally a military facility known as Forman Field, the airfield was shaped like a spoked wheel, with a two-mile taxiway encircling the runways. Named Broward Speedway, this flat circular course, which allowed average speeds up to some 115 mph, hosted two NASCAR-sanctioned 100-mile stock car sweepstakes on 23 January and 27 February. The latter meeting also included the 25-mile European-style Florida Grand Prix, which used a different, 1.1-mile triangular road course layout. The site is now South Florida Education Center in Davie, south-west of downtown Fort Lauderdale. Further early stock car airport races that year were held in Kansas, at Great Bend Municipal Airport in May and at Dodge City Airport in July.

Since these early days of American airfield racing, at least 190 airports have been used for racing in the United States, more than anywhere else in the world. Other nations with many airfield circuits were Germany with approximately 55, the United Kingdom with at least fifty in England alone, Canada with about thirty, and Australia with over twenty. There have also been airfield races in more exotic places, for example in Jamaica, the Bahamas, Puerto Rico, Sri Lanka and India.

The fastest-ever airfield circuit was most likely that of Burke Lakefront Airport in Cleveland, Ohio, where CART and Champ Car raced from 1982-2007. A.J. Allmendinger recorded the qualifying record in 2006, with a lap of 0.56,283 = 134.705 mph or 216.740 kph - note Gil de Ferran's 1995 pole position of 0.57,815 had a much higher average speed of 147.512 mph, but this was due to an inaccurate track measurement of 2.369 miles - the course was recalculated as 2.106 miles in 1997.

The longest-ever airfield circuit is believed to have been situated at Stead Air Force Base near Reno, Nevada. This was used for the Reno Road Races for sports cars on 18 October 1953 and measured 5.33 mi / 8.58 km, albeit only for the main event, as the support races used a shorter 2.84 mi / 4.57 km layout.

Below is a list of all *known* airfield circuits of 4.0 mi / 6.436 km and longer. Nearly all of these were located at American Air Force bases and used for sports car racing in the 1950s. Some of the airfields used more than one layout, but note only those of 4.0 miles or longer are listed, the longest layout in black and any others directly below in grey.

Venue	Location	Length	First Race	Last Race	Notes
Stead AFB	Reno, Nevada	5.33 mi	18.10.1953	18.10.1953	See above / a shorter course here was used from 1961-1962 and in 1970
Hendricks Field	Sebring, Florida	5.2 mi	15.03.1952	20.03.1982	Hosts annual 12 Hours of Sebring / began in 1950 with 3.5 mi course
		4.75 mi	19.03.1983	19.03.1983	Sebring is now the oldest remaining road course in the United States
		4.86 mi	24.03.1984	22.03.1986	Located south-east of town
		4.11 mi	21.03.1987	17.03.1990	The course was shortened to 3.7 mi as of 1991
Hunter AFB	Savannah, Georgia	5.0 mi	14.03.1954	14.03.1954	Hosted the Savannah Grand Prix / support races used 3.5 mi layout
Oakes Field	Nassau, Bahamas	5.0 mi	06.12.1957	08.12.1957	Hosted the Bahamas Speed Week
		4.5 mi	04.12.1958	04.12.1966	
Bergstrom AFB	Austin, Texas	4.9 mi	28.03.1954	28.03.1954	Hosted the Lone Star National Sports Car Races twice
		4.48 mi	12.04.1953	12.04.1953	Later turned into Austin-Bergstrom International Airport
Turner AFB	Albany, Georgia	4.5 mi	26.10.1952	25.10.1953	Hosted the Sowega Sports Car Races twice
Nowra	Nowra, Australia	4.38 mi	16.06.1947	16.06.1947	Used once more on 07.12.1952 but in 1.6 mi layout
Leyburn	Leyburn, Australia	4.3 mi	18.09.1949	Mid-1950s	Hosted the 1949 Australian Grand Prix / located north of town
Andrews AFB	Camp Springs, Maryland	4.3 mi	02.05.1954	02.05.1954	Located south-east of Washington DC
Pferdsfeld	Bad Kreuznach, Germany	4.29 mi	03.04.1955	03.04.1955	Listed as 6.9 km / also used from 1958-1961 but in ever-shorter layouts
MacDill AFB	Tampa, Florida	4.2 mi	21.02.1953	21.02.1953	Used once more on 31.01.1954 but in 3.44 mi layout
Buckley Field	Aurora, Colorado	4.0 mi	12.07.1959	12.07.1959	Located east of Denver / now known as Buckley Air Force Base

Airfield circuits 4 miles and longer (12)

DEDICATED CIRCUITS

The table below lists a *selection* of dedicated non-oval circuits that have opened worldwide since World War Two. Most of the circuits are permanent, but some, while purpose-built, were not permanent but temporary, that is, open to everyday traffic when no racing took place.

Unless otherwise noted, the date of opening refers to the inaugural race, and as usual dates are given as day/month/year. In the Closed column, the plus-minus sign (\pm) is used if the date given is merely that of the last *known* race, meaning there may have been racing at an unknown later date.

For circuits that opened before World War Two, see the First section, and a more comprehensive list of circuits that have opened since the year 2000 can be found in the Newest section above.

Opened	Circuit	Country	Closed	Notes
1940s				
07.08.1948	Zandvoort	Netherlands	-	First permanent circuit in the Netherlands
02.10.1948	Silverstone	England	-	Initially a temporary airfield circuit / later became fully permanent
1950s				
09.04.1950	Brands Hatch	England	-	Inaugural meet was for motorcycles / first auto race: 16.04.1950
30.07.1950	Rouen-Les-Essarts	France	27.06.1993	Purpose-built but not permanent
31.12.1950	Sebring	USA	-	Initially a temporary airfield circuit / later became fully permanent
09.03.1952	Autódromo Juan y Oscar Gálvez	Argentina	-	Originally named Autódromo 17 de Octubre
30.03.1952	Circuito de Punta Fría (Piriápolis)	Uruguay	Unknown	Aka Autódromo de Piriápolis / possibly opened one week earlier
16.08.1952	Thompson International Speedway	USA	1978 \pm	First race on New Thompson Raceway: 26.05.1957
25.04.1953	Autodromo Enzo e Dino Ferrari (Imola)	Italy	-	Purpose-built but not permanent / later became fully permanent
26.07.1953	Wilmot Hills	USA	13.08.1967	-
08.08.1953	Oulton Park	England	-	-
26.12.1953	Roy Hesketh Circuit	South Africa	Nov 1981	Reopened in 2008 but seemingly not for actual racing
29.05.1954	Aintree	England	-	The last auto race was in July 1982 / now runs motorcycles only
15.08.1954	Milwaukee Mile	USA	-	Infield road course / first race on oval: 11.09.1903
05.06.1955	Roskilde Ring	Denmark	22.09.1968	First permanent circuit in Denmark / paved after opening meet
30.07.1955	Circuit van Drenthe (Assen)	Netherlands	-	Purpose-built but not permanent / fully permanent as of 1992
10.09.1955	Road America	USA	-	-
13.05.1956	Mallory Park	England	-	Official opening: 25.04.1956
15.09.1956	Watkins Glen	USA	-	-
15.12.1956	Philip Island Circuit	Australia	-	-
28.04.1957	Lime Rock Park	USA	-	-
03.08.1957	Virginia International Raceway	USA	-	Originally ran its last race 13.10.1974 / reopened in March 2000
21.09.1957	Riverside International Raceway	USA	12.06.1988	There may have been some racing in 1989
29.09.1957	Bridgehampton Race Circuit	USA	Sept 1997 \pm	A racing school operated at the track for another year or so
10.11.1957	Laguna Seca Raceway	USA	-	Now known as Mazda Raceway Laguna Seca
30.11.1957	Teretonga Park	New Zealand	-	At the time the world's southernmost racing circuit
Jan 1958	Autodromo di Vallelunga	Italy	-	Originally a sand oval / the paved course opened in January 1958
27.07.1958	Charade (Clermont-Ferrand)	France	18.09.1988	Purpose-built but not permanent / new permanent circuit built '89
14.09.1958	Meadowdale International Raceway	USA	18.05.1969	-
04.04.1959	Daytona International Speedway	USA	-	Infield road course / first race on oval: 20.02.1959
26.07.1959	Westwood Racing Circuit	Canada	08.10.1990	First permanent circuit in Canada
20.12.1959	Autódromo Hermanos Rodríguez	Mexico	-	First permanent circuit in Mexico
1960s				
14.08.1960	Pacific Raceways	USA	-	Date is of first documented race / note there was one earlier race
03.10.1960	Circuit Paul Armagnac (Nogaro)	France	-	Circuit was lengthened twice
12.02.1961	Catalina Park	Australia	25.01.1970	Final race was in 1970 but held rallycross and sprints until 1990s
12.03.1961	Motor Stadium Jean Behra	France	-	Better known as Magny-Cours / rebuilt circuit opened 29.04.1989
19.03.1961	Lakeside Raceway	Australia	-	Closed in 2001 / reopened April 2008
24.06.1961	Mosport Park	Canada	-	Second permanent circuit in Canada / now Mosport Int Raceway
04.11.1961	Kyalami	South Africa	-	-
14.01.1962	Calder Park	Australia	-	Officially opening of rebuilt circuit: 03.08.1987
11.03.1962	Sandown Raceway	Australia	-	-
24.07.1962	Autódromo de Lourenço Marques	Mozambique	-	First race on rebuilt circuit: 26.11.1972 / unknown if still active
19.08.1962	Mid Ohio Sports Car Course	USA	-	-
08.09.1962	Circuit du Séquestre (Albi)	France	-	Succeeded the non-permanent Circuit Raymond Sommer
04.11.1962	Suzuka Circuit	Japan	-	First permanent circuit in Japan

Opened	Circuit	Country	Closed	Notes
08.06.1963 14.07.1963 17.11.1963	Greenwood Roadway Omloop van Terlaemen (Zolder) Augusta International Speedway	USA Belgium USA	07.08.1966 - 01.03.1964	The last documented meeting on 25.09.1966 was for go-karts First permanent circuit in Belgium / official opening: 19.06.1963 The road course hosted just two meetings
07.06.1964 02.08.1964	Oregon International Raceway Le Circuit Mont-Tremblant-St-Jovite	USA Canada	29.05.1966 ± -	Last event was for go-karts in August 1966 Third permanent circuit in Canada / aka Le Circuit
18.07.1965 29.08.1965 24.10.1965 24.10.1965	Funabashi Circuit Ring Djursland Circuit Bugatti (Le Mans) Hockenheimring (Motodrom)	Japan Denmark France Germany	July 1967 - - -	Second permanent circuit in Japan - Includes a small part of the older public road course Official opening: 22.05.1966 / original circuit opened 29.05.1932
12.03.1966 15.05.1966 22.05.1966 12.06.1966 03.07.1966 31.07.1966 18.12.1966	Fuji Speedway Jyllands-Ringen Surfers Paradise Raceway Keimola Dalsland Ring Bikernieki Circuito del Jarama	Japan Denmark Australia Finland Sweden USSR Spain	- - 16.08.1987 June 1978 ± 27.05.1973 - -	Date is unconfirmed / some sources claim Fuji opened Dec 1965 - Date is of official opening / there was one earlier club meeting First permanent circuit in Finland - First permanent circuit in the USSR / now in Latvia Date is of test race / first official race was on Friday 21.07.1967
26.02.1967 15.07.1967 06.08.1967 08.10.1967	Amaroo Park Ahveniston Moottorirata (Hämeenlinna) Falkenbergs Motorbana Autódromo El Zonda (San Juan)	Australia Finland Sweden Argentina	23.08.1998 - - -	- Date is of official opening / first races possibly held following day - -
May 1968 16.06.1968 29.09.1968 01.12.1968	Mondello Park Scandinavian Raceway (Anderstorp) Edmonton International Speedway Sears Point International Raceway	Ireland Sweden Canada USA	- - 1982 -	- - Date is of first known race / originally named Speedway Park Now named Infineon Raceway
02.03.1969 26.07.1969 10.08.1969 31.08.1969 20.09.1969	Wannaroo Park Österreichring (A1-Ring / Red Bull Ring) Kinneulle Ring Mantorp Park Salzburgring	Australia Austria Sweden Sweden Austria	- - - - -	Later renamed Barbagallo Raceway First permanent circuit in Austria / closed 2003 / reopened 2011 - - Second permanent circuit in Austria
1970s				
19.04.1970 22.06.1970 05.07.1970 13.09.1970 20.09.1970 28.09.1970	Circuit Paul Ricard (Le Castellet) Tsukuba Circuit Dallas International Motor Speedway Road Atlanta Ontario Motor Speedway Autódromo de San Carlos	France Japan USA USA USA Venezuela	- - 01.04.1973 ± - Late 1980 -	Now called Paul Ricard HTTT / stands for High Tech Test Track - Date is of first known race / the dragstrip opened in June 1969 - Infield road course / first race on oval: 06.09.1970 -
05.09.1971	Circuit de Nivelles-Baulers	Belgium	21.06.1981	Second permanent circuit in Belgium
16.01.1972 21.05.1972 28.05.1972 04.06.1972 18.06.1972 06.08.1972	Autódromo Juan Manuel Fangio Autódromo de Benguela Autódromo Internacional de Luanda Circuit Dijon-Prenois Circuito do Estoril Misano World Circuit	Argentina Angola Angola France Portugal Italy	- Unknown - - - -	Aka Balcarce The circuit still exists but has been abandoned for years The circuit is in poor condition and deteriorating but still active Official opening: 26.05.1972 - Originally named Circuito Internazionale Santa Monica
May 1973 Oct 1973	Circuit de Croix-en-Ternois Manfeild Autocourse	France New Zealand	- -	- -
31.03.1974 23.06.1974 14.07.1974 Late 1974	Autódromo General San Martín Autodromo del Mugello Autódromo La Guácima Knockhill Racing Circuit	Argentina Italy Costa Rica Scotland	Nov 1997 - - -	Still exists but abandoned and increasingly deteriorating - - First permanent circuit in Scotland / opened in Autumn 1974
May 1975 27.06.1975	Sugo Sportsland Chayka	Japan USSR	- -	The circuit was completely rebuilt in 1987 Second permanent circuit in the USSR / now in Ukraine
March 1977 07.08.1977	Donington Park Autódromo de Jacarepaguá	England Brazil	- Unknown	Originally a pre-war circuit that closed in August 1939 Replaced an earlier circuit at same site that opened 10.06.1966
17.09.1978 24.09.1978	Automotodrom Grobnik (Rijeka) Circuit Gilles Villeneuve (Montréal)	Yugoslavia Canada	- -	Now in Croatia Purpose-built but not permanent / initially Circuit Île Notre-Dame
01.07.1979 01.12.1979	Circuit de Spa-Francorchamps Circuit Carole	Belgium France	- -	Originally partly temporary / fully permanent as of the year 2000 -
1980s				
15.05.1980	Heidbergring	Germany	-	Third permanent circuit in Germany
26.06.1983	Autodrom Most	Czechoslovakia	-	Official opening: 14.08.1983 / now in the Czech Republic
12.05.1984	Nürburgring (Grand Prix Strecke)	Germany	-	-
08.12.1985	Circuito de Jerez	Spain	-	-

Opened	Circuit	Country	Closed	Notes
24.03.1986	Hungaroring	Hungary	-	-
18.07.1987 09.08.1987	Automotodrom Brno Memphis Motorsports Park	Czechoslovakia USA	- -	Now in the Czech Republic Date is of first known race / closed in 2009 / reopened in 2011
25.06.1989 02.08.1989	Charade (Clermont-Ferrand) Heartland Park Topeka	France USA	- -	Replaced the earlier non-permanent Charade circuit listed above Date is of first known race

1990s				
20.05.1990	Rudskogen	Norway	-	Norway's premier racing circuit
14.07.1990	Circuito de Albacete	Spain	-	Some sources claim the circuit opened in September 1990
10.11.1990	Eastern Creek Raceway	Australia	-	Date is of official opening / note there was a test race in July
18.11.1990	TI Circuit Aida	Japan	-	Date is of official opening / later renamed Okayama Int Circuit
30.11.1990	Autopolis	Japan	-	Date is of official opening
15.09.1991	Circuit de Catalunya	Spain	-	Official opening: 10.09.1991
05.05.1993	Tokachi Speedway	Japan	-	Some sources claim the circuit opened in October 1992
11.08.1995	Arctic Circle Raceway	Norway	-	The world's northernmost circuit
26.05.1996	Sachsenring	Germany	-	-
03.11.1996	Zhuhai International Circuit	China	-	First permanent circuit in China
25.07.1997	Motorsport Arena Oschersleben	Germany	-	Originally named Motopark Oschersleben
31.07.1997	Twin Ring Motegi	Japan	-	Date is of official opening / date of inaugural race unknown
13.12.1998	Sepang International Circuit	Malaysia	-	-
May 1999	Phakisa Freeway	South Africa	-	-
11.07.1999	Queensland Raceway	Australia	-	-
19.09.1999	Circuit de la Comunitat Valenciana	Spain	-	More commonly known as Circuit Ricardo Tormo

2000s				
20.08.2000	Lausitzring	Germany	-	Date is of official opening / later renamed EuroSpeedway Lausitz
24.09.2000	Indianapolis Motor Speedway	USA	-	Infield road course / first race on oval: 14.08.1909
26.05.2001	Rockingham Motor Speedway	England	-	The first race on the road course may have been at a later date
April 2002	Adria International Raceway	Italy	-	-
02.03.2003	Autódromo Rosendo Hernández	Argentina	-	Date is of first known race / official opening: 20.04.2003
16.03.2003	Barber Motorsports Park	USA	-	Date is of first known race / first professional race: 17.05.2003
22.06.2003	Padborg Park	Denmark	-	Official opening: 24.05.2003
03.04.2004	Bahrain International Circuit	Bahrain	-	Official opening: 17.03.2004
06.06.2004	Shanghai International Circuit	China	-	-
02.10.2004	Losail International Circuit	Qatar	-	-
07.10.2004	Dubai Autodrome	UAE	-	The inaugural race was held on Friday
20.08.2005	Istanbul Park	Turkey	-	-
17.06.2006	Miller Motorsports Park	USA	-	Date is of first professional race / perhaps ran earlier club races
22.06.2008	Circuit de Dakar (Baobabs)	Senegal	-	-
05.07.2008	New Jersey Motorsports Park	USA	-	Date is of official opening / first known actual race: 09.08.2008
02.11.2008	Autódromo Internacional do Algarve	Portugal	-	Aka Portimão
06.09.2009	Motorland Aragón	Spain	-	-
26.10.2009	Hampton Downs Motorsports Park	New Zealand	-	Official opening: 24.01.2010
31.10.2009	Yas Marina Circuit (Abu Dhabi)	UAE	-	-

2010s				
19.06.2010	Circuito de Navarra	Spain	-	Date is of official opening
11.07.2010	NRing Circuit (Nizhny Novgorod)	Russia	-	Official opening: 03.07.2010
07.08.2010	Smolensk Ring	Russia	-	-
24.09.2010	Ordos International Circuit	China	-	The inaugural race was held on Friday
24.10.2010	Korea International Circuit	South Korea	-	-
29.10.2011	Buddh International Circuit	India	-	Official opening: 18.10.2011

Selected dedicated circuits (post-war)

EIGHT-SHAPED CIRCUITS

Racing circuits - as opposed to test circuits such as Fiorano - that pass over/underneath themselves via a flyover/tunnel are surprisingly rare, particularly purpose-built venues with such a feature. In chronological order:

Circuit	Country	Opened	Closed	Notes
Purpose-built (11)				
Autodromo di Monza	Italy	1922	-	Full course / the last major race on this layout was in 1969
Paramount Ranch	USA	1956	1957	Located south of Agoura Hills near Saratoga Hills in California
Suzuka Circuit	Japan	1962	-	Located south-west of Suzuka
Ahveniston Moottorirata (Hämeenlinna)	Finland	1967	-	Located directly north-west of Hämeenlinna
Autódromo El Zonda (San Juan)	Argentina	1967	-	Located near Zonda in the mountains west of San Juan
Autódromo Juan Manuel Fangio (Balcarce)	Argentina	1972	-	Located just south of Balcarce
Oran Park	Australia	1962	2010	The eight-shape was created in 1973 by adding the north loop
Autódromo General San Martín (Mendoza)	Argentina	1974	1997	The circuit is still there but abandoned and increasingly deteriorating
Central Circuit	Japan	1996	-	Located north-west of Nishiwaki
Spa Nishiura Motor Park	Japan	2007	-	Located south of Gamagori on the shores of Mikawa Bay
Parcmotor Castellolí	Spain	2009	-	Located between Igualada and Castellolí

Circuit	Country	Type	Year(s)	Notes
Non-purpose-built (26)				
Lucca	Italy	Street circuit	1935-1938 ±	-
Saint Cloud	France	Street circuit	1946	Possibly also used in 1955
Kölner Kurs (Köln)	Germany	Motorway circuit	1948-1949	-
Rund um Lübecks Türme (Lübeck)	Germany	Motorway circuit	1949	-
Norisring (Nürnberg)	Germany	Street circuit	1949-1951	At the time West-Germany
Dresden-Hellerau	Germany	Motorway circuit	1951-1971	At the time East-Germany
Chemnitzer Autobahnschere (Chemnitz)	Germany	Motorway circuit	1952	At the time East-Germany
Bautzener Autobahnring (Bautzen)	Germany	Motorway circuit	1955-1974	At the time East-Germany
Brasília	Brazil	Street circuit	1962	Hosted the 1000 km Brasília
Circuit du Heysel (Bruxelles)	Belgium	Street circuit	1963	Never actually used / the race was cancelled
Brasília	Brazil	Street circuit	1966-1970	Hosted the 1000 km Brasília
Salzburg-Anif (Anif-Grödig)	Austria	Motorway circuit	1966-1969	Hosted the Austrian motorcycle Grand Prix
Havířov	Czech Republic	Motorway circuit	1971-1995	At the time Czechoslovakia
Ostrava	Czech Republic	Motorway circuit	1973-1990	At the time Czechoslovakia
Most	Czech Republic	Motorway circuit	1979-1982	At the time Czechoslovakia
Sankt Wendel	Germany	Street circuit	1982-1984	At the time West-Germany
Prešov (Šarišský Okruh)	Slovakia	Motorway circuit	Unknown - 1992	At the time Czechoslovakia
Palanga	Lithuania	Motorway circuit	2000 - present	Used for an annual 1000 km touring car race
Burgas	Bulgaria	Motorway circuit	2000s	Used for the Bulgarian Touring Car Championship
Ruse	Bulgaria	Motorway circuit	2000s - present ±	Used for the Bulgarian Touring Car Championship
Sofia (Sofiya)	Bulgaria	Motorway circuit	2000s ±	Used for the Bulgarian Touring Car Championship
Veliko Tarnovo (Veliko Tŕrnovo)	Bulgaria	Motorway circuit	2000s - present ±	Used for the Bulgarian Touring Car Championship
Staré Město (Slovácký Okruh)	Czech Republic	Street circuit	2004 - present	Used for the Slovácký Okruh road races
Circuito Urbano Bilbao	Spain	Street circuit	2005	Also see the Street Circuits section above
Las Palmas	Peru	Motorway circuit	2000	Unconfirmed
Tallinn	Estonia	Street circuit	Unknown	Unconfirmed

Eight-shaped circuits (37)

LONGEST STRAIGHTAWAYS

This is an attempt to list the circuits with the longest straightaways. For this list I have only considered purpose-built permanent racing circuits (no test tracks) that are active as of November 2009. The lengths given are the result of simple measurements in Google Earth and therefore are merely approximate. Official numbers are available for a few circuits as well. Only straights longer than 1.0 km are listed, although of course it is possible I have missed some.

Length	Circuit	Country	Notes
Over 1.3 km (9)			
2.110 km	Nürburgring Nordschleife	Germany	The straight is named Döttinger-Höhe
1.862 km	Paul Ricard HTTT	France	In 1A-V2 layout as used by LMS 2010-11 / ± 1.962 km with optional SC layout
1.726 km	Motorland Aragón	Spain	Not yet visible in Google Earth / without optional curves / this layout is not used
1.591 km	Autódromo Nueve de Julio	Argentina	Has a kink in it / otherwise about 1.173 km
1.540 km	Fuji International Speedway	Japan	Official figure: 1.475 km
1.487 km	NOLA Motorsports Park	USA	Without optional curves / otherwise about 0.953 km / slightly curved at one end
1.330 km	Autódromo Sergio Santander (Antica)	Chile	Long layout / uncertain if used
1.318 km	Road Atlanta	USA	Slightly bend in two places
1.307 km	Maputo (formerly Lourenço Marques)	Mozambique	Curved near the end / now used for drag racing
1.2 - 1.3 km (11)			
1.265 km	Autódromo Juan y Oscar Galvez (Buenos Aires)	Argentina	Long layout including loop around lake
1.237 km	Road America (Elkhart Lake)	USA	
1.234 km	Autódromo Roberto Mouras (La Plata)	Argentina	Without optional chicanes
1.227 km	Brainerd International Raceway	USA	Main straight doubles as drag strip
1.218 km	Autodromo di Monza	Italy	Slightly curved at beginning / official figure: 1194.40 metres
1.218 km	Autódromo Hermanos Ricardo y Pedro Rodriguez	Mexico	Without optional chicane
1.217 km	Shanghai International Circuit	China	Official figure: 1.175 km
1.216 km	Buddh International Circuit	India	
1.213 km	Autodromo del Mugello	Italy	Slightly curved near the end / official figure: 1.141 km
1.203 km	Yas Marina Circuit (Abu Dhabi)	UAE	Official figure: 1.248 km
1.201 km	Autódromo Parque Ciudad de Río Cuarto	Argentina	Very slightly bend halfway
1.1 - 1.2 km (8)			
1.196 km	Virginia International Raceway	USA	Without optional chicane / official figure: 4000 feet = 1.219 km
1.165 km	Circuit Gilles Villeneuve (Montréal)	Canada	Beginning is not entirely straight
1.165 km	Korea International Circuit	South Korea	Official figure: 1.160 km
1.150 km	Autódromo Juan Manuel Fangio (Balcarce)	Argentina	Bend in several places
1.107 km	Autódromo Internacional de Luanda	Angola	Still active but perhaps on an ad-hoc basis
1.103 km	Circuit Dijon-Prenois	France	
1.103 km	Circuit de Spa-Francorchamps	Belgium	Measured from top of Raidillon to Les Combes / has a kink in it
1.100 km	Autódromo Hermanos Emiliozzi (Olivarria)	Argentina	
Less than 1.1 km (14)			
1.095 km	Bahrain International Circuit (Sakhir)	Bahrain	Official figure: 1.090 km
1.075 km	Losail International Circuit	Qatar	Official figure: 1.068 km
1.075 km	Calder Park	Australia	Lenghtened national circuit / not used at present / otherwise only ca 0.945 km
1.072 km	Miller Motorsports Park	USA	Official figure: 3500 feet = 1.067 km
1.069 km	Mount Panorama Circuit (Bathurst)	Australia	Used to be about 1.870 km without Caltex Chase

Length	Circuit	Country	Notes
1.068 km	Portland International Raceway	USA	Without optional chicane
1.053 km	Circuit de Catalunya (Barcelona)	Spain	
1.044 km	Scandinavian Raceway (Anderstorp)	Sweden	The main straight doubles as a runway
1.040 km	Sebring International Raceway	USA	Now permanent but arguably not purpose-built
1.036 km	Autodromo Internazionale di Siracusa	Italy	Official figure: 1.037 km
1.027 km	Colmar-Berg	Luxembourg	Built as a test track but in regular use for racing since mid-1970s
1.022 km	Hidden Valley Raceway	Australia	The main straight doubles as a drag strip
1.014 km	Tokachi Speedway	Japan	Official figure: 1.010 km
1.009 km	Autódromo Internacional Ayrton Senna (Goiânia)	Brazil	

Circuits with straightaways over 1 km (42)

Note that the Autódromo Termas de Río Hondo (Argentina), which opened in 2008, is likely up there as well, but this is not yet visible in Google Earth. The Circuit of the Americas in the United States will be added when it has officially opened.

Formula 1 Circuits

Below is an overview of the **2011** Formula 1 circuits. The table lists the following information:

- **Date** - date of this year's Grand Prix
- **Circuit** - name of the circuit (Ø denotes the circuit is run anti-clockwise)
- **Length** - length of the Grand Prix layout as used in 2011 and as per the official FIA track maps
- **Turns (#)** - the number of turns as per the official FIA track maps
- **First Race** - date of the circuit's inaugural race (*)
- **First GP** - date of the circuit's first Grand Prix since the World Championship was established in 1950 (**)
- **GP** - the number of Grands Prix at this circuit since 1950 and through 2010 (**)
- **Notes** - any additional notes

(*) At some circuits, namely Bahrain, Albert Park, Istanbul Park, Marina Bay, Yas Marina and Buddh International Circuit, the inaugural race was a support event of the Formula 1 Grand Prix. At Korea International Circuit, the sole support race of the 2010 inaugural Grand Prix was a race of the Hyundai Series, which took place on Sunday morning - although race may not be the right word as the field spent almost the entire distance behind the safety car after an accident on the first lap...!

(**) Excluding non-championship races.

	Date	Circuit	Length	#	First Race	First GP	GP	Notes
		Bahrain International Circuit	5.412 km	15	03.04.2004	04.04.2004	07	The 2011 Bahrain Grand Prix was cancelled
01	27.03	Albert Park Circuit	5.303 km	16	09.03.1996	10.03.1996	15	
02	10.04	Sepang International Circuit	5.543 km	15	13.12.1998	17.10.1999	12	
03	17.04	Shanghai International Circuit	5.451 km	16	06.06.2004	26.09.2004	07	
04	08.05	Istanbul Park Ø	5.338 km	14	20.08.2005	21.08.2005	06	
05	22.05	Circuit de Catalunya	4.655 km	16	15.09.1991	29.09.1991	20	
06	29.05	Monaco	3.340 km	19	14.04.1929	21.05.1950	57	
07	12.06	Circuit Gilles Villeneuve	4.361 km	14	24.09.1978	08.10.1978	31	
08	26.06	Valencia Street Circuit	5.419 km	25	26.07.2008	24.08.2008	03	
09	10.07	Silverstone Circuit	5.891 km	18	02.10.1948	13.05.1950	44	Hosted the first-ever F1 World Championship Grand Prix
10	24.07	Nürburgring	5.148 km	15	18.06.1927	29.07.1951	38	Previously one non-championship Grand Prix on 20.08.1950
					Current circuit: 12.05.1984	07.10.1984	16	
11	31.07	Hungaroring	4.381 km	14	24.03.1986	10.08.1986	25	
12	28.08	Circuit de Spa-Francorchamps	7.004 km	19	12.08.1921	18.06.1950	43	
					Current circuit: 01.07.1979	22.05.1983	25	
13	11.09	Autodromo di Monza	5.793 km	11	03.09.1922	03.09.1950	60	Has been on calendar every year since 1950 except for 1980
14	25.09	Marina Bay Street Circuit Ø	5.073 km	23	27.09.2008	28.09.2008	03	Hosted first-ever Formula 1 night race in 2008
15	09.10	Suzuka Circuit	5.807 km	18	04.11.1962	01.11.1987	22	
16	16.10	Korea International Circuit Ø	5.615 km	18	24.10.2010	24.10.2010	01	
17	30.10	Buddh International Circuit	5.125 km	16	29.10.2011	30.10.2011	00	New addition to calendar
18	13.11	Yas Marina Circuit Ø	5.554 km	21	31.10.2009	01.11.2009	02	
19	27.11	Autódromo José Carlos Pace Ø	4.309 km	15	12.05.1940	11.02.1973	28	Previously one non-championship Grand Prix on 30.03.1972
		Average circuit length	5.216 km		excluding Bahrain			
		Average number of turns		17	excluding Bahrain			

2011 Formula 1 circuits (19)

Below is an overview of the **2012** Formula 1 circuits. The table lists the following information:

- **Date** - date of this year's Grand Prix
- **Circuit** - name of the circuit (Ø denotes the circuit is run anti-clockwise)
- **Length** - length of the Grand Prix layout as used in 2012 and as per the official FIA track maps
- **Turns (#)** - the number of turns as per the official FIA track maps
- **First Race** - date of the circuit's inaugural race (*)
- **First GP** - date of the circuit's first Grand Prix since the World Championship was established in 1950 (**)
- **GP** - the number of Grands Prix at this circuit since 1950 and through 2011 (**)
- **Notes** - any additional notes

(*) At some circuits, namely Bahrain, Albert Park, Istanbul Park, Marina Bay, Yas Marina and Buddh International Circuit, the inaugural race was a support event of the Formula 1 Grand Prix. At Korea International Circuit, the sole support race of the 2010 inaugural Grand Prix was a race of the Hyundai Series, which took place on Sunday morning - although race may not be the right word as the field spent almost the entire distance behind the safety car after an accident on the first lap...!

(**) Excluding non-championship races.

	Date	Circuit	Length	#	First Race	First GP	GP	Notes
01	18.03	Albert Park Circuit	5.303 km	16	09.03.1996	10.03.1996	16	
02	25.03	Sepang International Circuit	5.543 km	15	13.12.1998	17.10.1999	13	
03	15.04	Shanghai International Circuit	5.451 km	16	06.06.2004	26.09.2004	08	
04	22.04	Bahrain International Circuit	5.412 km	15	03.04.2004	04.04.2004	07	
05	13.05	Circuit de Catalunya	4.655 km	16	15.09.1991	29.09.1991	21	
06	27.05	Monaco	3.340 km	19	14.04.1929	21.05.1950	58	
07	10.06	Circuit Gilles Villeneuve	4.361 km	14	24.09.1978	08.10.1978	32	
08	24.06	Valencia Street Circuit	5.419 km	25	26.07.2008	24.08.2008	04	
09	08.07	Silverstone Circuit	5.891 km	18	02.10.1948	13.05.1950	45	Hosted the first-ever F1 World Championship Grand Prix
10	22.07	Hockenheimring	4.574 km	17	29.05.1932	02.08.1970	32	
			Current circuit:		2002	28.07.2002	07	Exact date of first race on rebuilt circuit unknown
11	29.07	Hungaroring	4.381 km	14	24.03.1986	10.08.1986	26	
12	02.09	Circuit de Spa-Francorchamps	7.004 km	19	12.08.1921	18.06.1950	44	
			Current circuit:		01.07.1979	22.05.1983	26	
13	09.09	Autodromo di Monza	5.793 km	11	03.09.1922	03.09.1950	61	Has been on calendar every year since 1950 except for 1980
14	23.09	Marina Bay Street Circuit Ø	5.073 km	23	27.09.2008	28.09.2008	04	Hosted first-ever Formula 1 night race in 2008
15	07.10	Suzuka Circuit	5.807 km	18	04.11.1962	01.11.1987	23	
16	14.10	Korea International Circuit Ø	5.615 km	18	24.10.2010	24.10.2010	02	
17	28.10	Buddh International Circuit	5.125 km	16	29.10.2011	30.10.2011	01	
18	04.11	Yas Marina Circuit Ø	5.554 km	21	31.10.2009	01.11.2009	02	
19	18.11	Circuit of the Americas Ø				18.11.2012	00	New addition to calendar / circuit info to be announced
20	25.11	Autódromo José Carlos Pace Ø	4.309 km	15	12.05.1940	11.02.1973	28	Previously one non-championship Grand Prix on 30.03.1972
		Average circuit length	5.190 km		excluding Circuit of the Americas			
		Average number of turns		17	excluding Circuit of the Americas			

2012 Formula 1 circuits (20)

The table below lists all circuits that have hosted a World Championship Grand Prix since 1950, in chronological order. Listed are the dates of the first and last Grand Prix, the total number of Grands Prix held at that circuit, and the exact years the circuit was used - all excluding non-championship races. As usual, dates are given as day/month/year.

Please note the table has been updated through 2011, and thus represents the situation at the end of that season. The 2012 season will be included once it has finished.

#	Venue	Country	First GP	Last GP	Total	Year(s)
01	Silverstone	England	13.05.1950	-	45	1950-54, 56, 58, 60, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87-11
02	Monaco	Monaco	21.05.1950	-	58	1950, 1955-2011
03	Indianapolis	USA	30.05.1950	17.06.2007	19	1950-1960, 2000-2007
		Oval	30.05.1950	30.05.1960	11	1950-1960 - Indy 500 rather than Grand Prix
		Road course	24.09.2000	17.06.2007	08	2000-2007
04	Bremgarten	Switzerland	04.06.1950	22.08.1954	05	1950-1954
05	Spa-Francorchamps	Belgium	18.06.1950	-	44	1950-1956, 1958, 1960-1968, 1970, 1983, 1985-2002, 2004-05, 2007-11
		Old circuit	18.06.1950	07.06.1970	18	1950-1956, 1958, 1960-1968, 1970
		New circuit	22.05.1983	-	26	1983, 1985-2002, 2004-2005, 2007-2011
06	Reims-Gueux	France	02.07.1950	03.07.1966	11	1950-1951, 1953-1954, 1956, 1958-1961, 1963, 1966
07	Monza	Italy	03.09.1950	-	61	1950-1979, 1981-2011
08	Nürburgring	Germany	29.07.1951	-	39	1951-1954, 1956-1958, 1961-1969, 1971-76, 1984-85, 1995-07, 09, 11
		Nordschleife	29.07.1951	01.08.1976	22	1951-1954, 1956-1958, 1961-1969, 1971-1976
		Grand Prix Strecke	07.10.1984	-	17	1984-1985, 1995-2007, 2009, 2011
09	Pedrables	Spain	28.10.1951	24.10.1954	02	1951, 1954
10	Rouen-Les-Essarts	France	06.07.1952	07.07.1968	05	1952, 1957, 1962, 1964, 1968
11	Zandvoort	Netherlands	17.08.1952	25.08.1985	30	1952-1953, 1955, 1958-1971, 1973-1985
12	Buenos Aires	Argentina	18.01.1953	12.04.1998	20	1953-1958, 1960, 1972-1975, 1977-1981, 1995-1998
13	Aintree	England	16.07.1955	21.07.1962	05	1955, 1957, 1959, 1961-1962
14	Pescara	Italy	18.08.1957	18.08.1957	01	1957
15	Porto	Portugal	24.08.1958	14.08.1960	02	1958, 1960
16	Ain-Diab	Morocco	19.10.1958	19.10.1958	01	1958
17	Avus	Germany	02.08.1959	02.08.1959	01	1959
18	Monsanto Park	Portugal	23.08.1959	23.08.1959	01	1959
19	Sebring	USA	12.12.1959	12.12.1959	01	1959
20	Riverside	USA	20.11.1960	20.11.1960	01	1960
21	Watkins Glen	USA	08.10.1961	05.10.1980	20	1961-1980
		Old circuit	08.10.1961	04.10.1970	10	1961-1970
		New circuit	03.10.1971	05.10.1980	10	1971-1980
22	East London	South Africa	29.12.1962	01.01.1965	03	1962-1963, 1965
23	Mexico City	Mexico	27.10.1963	22.03.1992	15	1963-1970, 1986-1992
24	Brands Hatch	England	11.07.1964	13.07.1986	14	1964, 1966, 1968, 1970, 1972, 1974, 1976, 1978, 1980, 1982-1986
25	Zeltweg	Austria	23.08.1964	23.08.1964	01	1964
26	Charade	France	27.06.1965	02.07.1972	04	1965, 1969-1970, 1972
27	Kyalami	South Africa	02.01.1967	14.03.1993	20	1967-1980, 1982-1985, 1992-1993
		Old circuit	02.01.1967	19.10.1985	18	1967-1980, 1982-1985
		New circuit	01.03.1992	14.03.1993	02	1992-1993
28	Le Mans (Bugatti Circuit)	France	02.07.1967	02.07.1967	01	1967
29	Mosport	Canada	27.08.1967	09.10.1977	08	1967, 1969, 1971-1974, 1976-1977
30	Jarama	Spain	12.05.1968	21.06.1981	09	1968, 1970, 1972, 1974, 1976-1979, 1981

#	Venue	Country	First GP	Last GP	Total	Year(s)
31	Mont-Tremblant	Canada	22.09.1968	20.09.1970	02	1968, 1970
32	Montjuïc	Spain	04.05.1969	27.04.1975	04	1969, 1971, 1973, 1975
33	Hockenheim	Germany	02.08.1970	-	32	1970, 1977-1984, 1986-2006, 2008, 2010
		Old circuit	02.08.1970	29.07.2001	25	1970, 1977-1984, 1986-2001
		New circuit	28.07.2002	-	07	2002-2006, 2008, 2010
34	Spielberg	Austria	16.08.1970	18.05.2003	25	1970-1987, 1997-2003
		Österreichring	16.08.1970	16.08.1987	18	1970-1987
		A1-Ring	21.09.1997	18.05.2003	07	1997-2003
35	Paul Ricard	France	04.07.1971	08.07.1990	14	1971, 1973, 1975-1976, 1978, 1980, 1982-1983, 1985-1990
36	Nivelles	Belgium	04.06.1972	12.05.1974	02	1972, 1974
37	Interlagos	Brazil	11.02.1973	-	29	1973-1977, 1979-1980, 1990-2011
		Old circuit	11.02.1973	27.01.1980	07	1973-1977, 1979-1980
		New circuit	25.03.1990	-	22	1990-2011
38	Zolder	Belgium	20.05.1973	29.04.1984	10	1973, 1975-1982, 1984
39	Anderstorp	Sweden	17.06.1973	17.06.1978	06	1973-1978
40	Dijon-Prenois	France	07.07.1974	20.05.1984	06	1974, 1977, 1979, 1981-1982, 1984
41	Long Beach	USA	28.03.1976	27.03.1983	08	1976-1983
42	Fuji Speedway	Japan	24.10.1976	12.10.2008	04	1976-1977, 2007-2008
		Old circuit	24.10.1976	23.10.1977	02	1976-1977
		New circuit	30.09.2007	12.10.2008	02	2007-2008
43	Jacarepaguá	Brazil	29.01.1978	26.03.1989	10	1978, 1981-1989
44	Montréal	Canada	08.10.1978	-	32	1978-1986, 1988-2008, 2010-2011
45	Imola	Italy	14.09.1980	23.04.2006	27	1980-2006
46	Las Vegas	USA	17.10.1981	25.09.1982	02	1981-1982
47	Detroit	USA	06.06.1982	19.06.1988	07	1982-1988
48	Dallas	USA	08.07.1984	08.07.1984	01	1984
49	Estoril	Portugal	21.10.1984	22.09.1996	13	1984-1996
50	Adelaide	Australia	03.11.1985	12.11.1995	11	1985-1995
51	Jerez de la Frontera	Spain	13.04.1986	26.10.1997	07	1986-1990, 1994, 1997
52	Hungaroring	Hungary	10.08.1986	-	26	1986-2011
53	Suzuka	Japan	01.11.1987	-	23	1987-2006, 2009-2011
54	Phoenix	USA	04.06.1989	10.03.1991	03	1989-1991
55	Magny-Cours	France	07.07.1991	22.06.2008	18	1991-2008
56	Catalunya	Spain	29.09.1991	-	21	1991-2011
57	Donington Park	England	11.04.1993	11.04.1993	01	1993
58	TI Circuit Aida	Japan	17.04.1994	22.10.1995	02	1994-1995
59	Albert Park	Australia	10.03.1996	-	16	1996-2011
60	Sepang	Malaysia	17.10.1999	-	13	1999-2011
61	Bahrain	Bahrain	04.04.2004	-	07	2004-2010
62	Shanghai	China	26.09.2004	-	08	2004-2011
63	Istanbul Park	Turkey	21.08.2005	08.05.2011	07	2005-2011
64	Valencia	Spain	24.08.2008	-	04	2008-2011
65	Marina Bay	Singapore	28.09.2008	-	04	2008-2011
66	Abu Dhabi	UAE	01.11.2009	-	03	2009-2011
67	Yeongam	South Korea	24.10.2010	-	02	2010-2011
68	Greater Noida	India	30.10.2011	-	01	2011
					Total	858 World Championship rounds 1950-2011

Formula 1 Circuits Fast Facts

Please note this page has been updated through 2011, and thus represents the situation at the end of that season. The 2012 season will be included once it has finished.

Totals 1950-2011: 858 World Championship rounds at 68 venues in 30 countries

First race outside Europe: 1950 Indianapolis 500

First Grand Prix outside Europe: 1953 Argentine Grand Prix (Buenos Aires)

Future new / returning circuits:

- Circuit of the Americas - USA (2012)
- New Jersey street circuit - USA (2013)
- Paul Ricard - France (2013)
- Sochi - Russia (2014)

Longest circuits:

- 25.579 km - 15.897 mi - **Pescara** (1957)
- 22.835 km - 14.192 mi - **Nürburgring** (1967-1969, 1971-1976)
- 22.810 km - 14.177 mi - **Nürburgring** (1951-1954, 1956-1958, 1961-1966)
- 14.120 km - 8.776 mi - **Spa-Francorchamps** (1950-1956)
- 14.100 km - 8.763 mi - **Spa-Francorchamps** (1958, 1960-1968, 1970)
- 10.000 km - 6.215 mi - **Monza** (1955-1956, 1960-1961)
- 8.369 km - 5.200 mi - **Sebring** (1959)
- 8.347 km - 5.188 mi - **Reims-Gueux** (1953)
- 8.302 km - 5.160 mi - **Reims-Gueux** (1954, 1956, 1958-1961, 1963, 1966)
- 8.300 km - 5.158 mi - **Avus** (1959)
- 8.055 km - 5.006 mi - **Charade** (1965, 1969-1970, 1972)

Shortest circuits:

- 3.145 km - 1.955 mi - **Monaco** (1955-1972)
- 3.180 km - 1.976 mi - **Monaco** (1950)
- 3.200 km - 1.989 mi - **Zeltweg** (1964)
- 3.251 km - 2.021 mi - **Long Beach** (1976-1981)
- 3.275 km - 2.035 mi - **Long Beach** (1983)

Anti-clockwise circuits (16):

- Indianapolis (1950-1960) (oval)
- Porto
- Avus
- Montjuïc
- Interlagos
- Jacarepaguá
- Imola
- Las Vegas
- Detroit
- Dallas
- Phoenix
- Kyalami (1992-1993) (new circuit)
- Istanbul Park
- Singapore (Marina Bay Street Circuit)
- Abu Dhabi (Yas Marina Circuit)
- Yeongam (Korea International Circuit)

Circuits that have changed their starting location (6):

- Silverstone
- Monaco
- Watkins Glen
- Spa-Francorchamps
- Montréal (Circuit Gilles Villeneuve)
- Kyalami

Fastest circuits: Monza, Silverstone, Österreichring, Hockenheim - see the Fastest section further above

MotoGP Circuits

Below is an overview of the **2011** MotoGP circuits. The table lists the following information:

- **Date** - date of this year's Grand Prix
- **Circuit** - name of the circuit (Ø denotes the circuit is run anti-clockwise)
- **Length** - length of the Grand Prix layout as used in 2011 and as per the official result sheets
- **First Race** - date of the circuit's inaugural race (except Twin Ring Motegi: date of opening) (*)
- **First GP** - date of the circuit's first Grand Prix since the World Championship was established in 1949 (**)
- **GP** - the number of Grands Prix at this circuit since 1949 and through 2010 (**)
- **Notes** - any additional notes

(*) The Twin Ring Motegi in Japan officially opened on 31 July 1997 and began operations the next day, but the date of the first actual race is not known.

(**) Excluding non-championship races.

	Date	Circuit	Length	First Race	First GP	GP	Notes
01	20.03	Losail International Circuit	5.380 km	02.10.2004	02.10.2004	07	Hosted first-ever MotoGP night race in 2008
02	03.04	Circuito de Jerez	4.423 km	08.12.1985	26.04.1987	24	
03	01.05	Circuito do Estoril	4.182 km	18.06.1972	03.09.2000	11	
04	15.05	Le Mans	4.185 km	27.08.1920	-	23	
		Current circuit:		24.10.1965	18.05.1969	23	Known as the Bugatti Circuit
05	05.06	Circuit de Catalunya	4.727 km	15.09.1991	31.05.1992	19	
06	12.06	Silverstone Circuit	5.902 km	02.10.1948	14.08.1977	11	
07	25.06	TT Circuit Assen	4.542 km	26.06.1926	09.07.1949	62	Only venue to have been on calendar every year since 1949
		Current circuit:		30.07.1955	30.07.1955	56	
08	03.07	Autodromo del Mugello	5.245 km	23.06.1974	16.05.1976	25	
09	17.07	Sachsenring Ø	3.671 km	26.05.1927	30.07.1961	25	
		Current circuit:		26.05.1996	19.07.1998	13	
10	24.07	Mazda Raceway Laguna Seca Ø	3.610 km	10.11.1957	10.04.1988	12	MotoGP class only since 2005
11	14.08	Automotodrom Brno	5.403 km	28.09.1930	25.07.1965	41	
		Current circuit:		18.07.1987	23.08.1987	23	
12	28.08	Indianapolis Motor Speedway Ø	4.216 km	14.08.1909	14.09.2008	03	The 2008 GP was the first motorcycle race here since 1909
13	04.09	Misano World Circuit	4.226 km	06.08.1972	11.05.1980	14	
14	18.09	Motorland Aragón Ø	5.078 km	06.09.2009	19.09.2010	01	
15	02.10	Twin Ring Motegi	4.801 km	31.07.1997	25.04.1999	12	This year's GP originally scheduled for 24.04 but postponed
16	16.10	Philip Island Circuit Ø	4.448 km	15.12.1956	09.04.1989	16	
17	23.10	Sepang International Circuit	5.548 km	13.12.1998	18.04.1999	12	This year's MotoGP race was red-flagged and not restarted
18	06.11	Circuit de la Comunitat Valenciana Ø	4.005 km	19.09.1999	19.09.1999	12	Also known as Circuit Ricardo Tormo
		Average circuit length	4.644 km				

2011 MotoGP circuits (18)

Below is an overview of the **2012** MotoGP circuits. The table lists the following information:

- **Date** - date of this year's Grand Prix
- **Circuit** - name of the circuit (Ø denotes the circuit is run anti-clockwise)
- **Length** - length of the Grand Prix layout as used in 2012 and as per the official result sheets
- **First Race** - date of the circuit's inaugural race (except Twin Ring Motegi: date of opening) (*)
- **First GP** - date of the circuit's first Grand Prix since the World Championship was established in 1949 (**)
- **GP** - the number of Grands Prix at this circuit since 1949 and through 2011 (**)
- **Notes** - any additional notes

(*) The Twin Ring Motegi in Japan officially opened on 31 July 1997 and began operations the next day, but the date of the first actual race is not known.

(**) Excluding non-championship races.

	Date	Circuit	Length	First Race	First GP	GP	Notes
01	08.04	Losail International Circuit	5.380 km	02.10.2004	02.10.2004	08	Hosted first-ever MotoGP night race in 2008
02	29.04	Circuito de Jerez	4.423 km	08.12.1985	26.04.1987	25	
03	06.05	Circuito do Estoril	4.182 km	18.06.1972	03.09.2000	12	
04	20.05	Le Mans	4.185 km	27.08.1920	-	24	
		Current circuit:		24.10.1965	18.05.1969	24	Known as the Bugatti Circuit
05	03.06	Circuit de Catalunya	4.727 km	15.09.1991	31.05.1992	20	
06	17.06	Silverstone Circuit	5.902 km	02.10.1948	14.08.1977	12	
07	30.06	TT Circuit Assen	4.542 km	26.06.1926	09.07.1949	63	Only venue to have been on calendar every year since 1949
		Current circuit:		30.07.1955	30.07.1955	57	
08	08.07	Sachsenring Ø	3.671 km	26.05.1927	30.07.1961	26	
		Current circuit:		26.05.1996	19.07.1998	14	
09	15.07	Autodromo del Mugello	5.245 km	23.06.1974	16.05.1976	26	
10	29.07	Mazda Raceway Laguna Seca Ø	3.610 km	10.11.1957	10.04.1988	13	MotoGP class only since 2005
11	19.08	Indianapolis Motor Speedway Ø	4.216 km	14.08.1909	14.09.2008	04	The 2008 GP was the first motorcycle race here since 1909
12	26.08	Automotodrom Brno	5.403 km	28.09.1930	25.07.1965	42	
		Current circuit:		18.07.1987	23.08.1987	24	
13	16.09	Misano World Circuit	4.226 km	06.08.1972	11.05.1980	15	
14	30.09	Motorland Aragón Ø	5.078 km	06.09.2009	19.09.2010	02	
15	14.10	Twin Ring Motegi	4.801 km	31.07.1997	25.04.1999	13	
16	21.10	Sepang International Circuit	5.548 km	13.12.1998	18.04.1999	13	
17	28.10	Philip Island Circuit Ø	4.448 km	15.12.1956	09.04.1989	17	
18	11.11	Circuit de la Comunitat Valenciana Ø	4.005 km	19.09.1999	19.09.1999	13	Also known as Circuit Ricardo Tormo
		Average circuit length	4.644 km				

2012 MotoGP circuits (18)

Note: the definitive 2012 MotoGP schedule is yet-to-be confirmed by the FIM, above is the most recently issued version.

The table below lists all circuits that have hosted a World Championship race since 1949, in chronological order. Listed are the dates of the first and last Grand Prix (or Tourist Trophy), the total number of Grands Prix held at that circuit, and the exact years the circuit was used - all excluding non-championship races. As usual, dates are given as day/month/year.

Please note that some Grands Prix did not include every class, and the various classes also did not always race on the same day, especially at the Isle of Man. In other words, one Grand Prix may have spanned two or even more days. The dates given below always refer to the outright first and last race day, respectively. Also note that the Isle of Man TT used not one but two circuits from 1954-1959.

Finally, the table has been updated through 2011, and thus represents the situation at the end of that season. The 2012 season will be included once it has finished.

#	Venue	Country	First GP	Last GP	Total	Year(s)
01	Isle of Man	Great Britain	13.06.1949	12.06.1976	28	1949-1976
		Mountain Course	13.06.1949	12.06.1976	28	1949-1976 (1954: 250-350-500 / 1955-1959: 350-500)
		Clypse Course	16.06.1954	06.06.1959	06	1954-1959 (1954: 125-SC / 1955-1959: 125-250-SC)
02	Bremgarten	Switzerland	02.07.1949	22.08.1954	05	1949, 1951-1954
03	Assen	Netherlands	09.07.1949	-	63	1949-2011
		Old circuit	09.07.1949	10.07.1954	06	1949-1954
		New circuit	30.07.1955	-	57	1955-2011
04	Spa-Francorchamps	Belgium	17.07.1949	07.07.1990	40	1949-1979, 1981-1986, 1988-1990
		Old circuit	17.07.1949	02.07.1978	30	1949-1978
		New circuit	01.07.1979	07.07.1990	10	1979, 1981-1986, 1988-1990
05	Clady Circuit	Northern Ireland	20.08.1949	16.08.1952	04	1949-1952
06	Monza	Italy	04.09.1949	24.05.1987	27	1949-1968, 1970-1971, 1973, 1981, 1983, 1986-1987
07	Genève	Switzerland	23.07.1950	23.07.1950	01	1950
08	Montjuïc	Spain	08.04.1951	19.09.1976	17	1951-1955, 1961-1968, 1970, 1972, 1974, 1976
09	Albi	France	14.07.1951	14.07.1951	01	1951
10	Solitude	Germany	20.07.1952	19.07.1964	06	1952, 1954, 1956, 1960, 1962, 1964
11	Schottenring	Germany	19.07.1953	19.07.1953	01	1953
12	Rouen-Les-Essarts	France	02.08.1953	16.05.1965	02	1953, 1965
05	Dundrod	Northern Ireland	15.08.1953	14.08.1971	19	1953-1971
14	Reims-Gueux	France	30.05.1954	15.05.1955	02	1954-1955
15	Nürburgring	Germany	26.06.1955	20.07.1997	17	1955, 1958, 1965, 1968, 1970, 72, 74, 76, 78, 80, 84, 86, 88, 90, 95-97
		Nordschleife	26.06.1955	24.08.1980	08	1955, 1958, 1970, 1972, 1974, 1976, 1978, 1980
		Südschleife	24.04.1965	21.04.1968	02	1965, 1968
		Grand Prix Strecke	27.05.1984	20.07.1997	07	1984, 1986, 1988, 1990, 1995-1997
16	Hockenheim	Germany	19.05.1957	12.06.1994	23	1957, 59, 61, 63, 66-67, 69, 71, 73, 75, 77, 79, 81-83, 85-87, 89, 91-94
		Old circuit	19.05.1957	26.05.1963	04	1957, 1959, 1961, 1963
		New circuit	22.05.1966	12.06.1994	19	1966-1967, 1969, 1971, 1973, 1975, 1977, 79, 81-83, 85-87, 89, 91-94
17	Hedemora	Sweden	27.07.1958	27.07.1958	01	1958
18	Charade	France	17.05.1959	21.04.1974	10	1959-1964, 1966-1967, 1972, 1974
19	Kristianstad	Sweden	26.07.1959	17.09.1961	02	1959, 1961
20	Sachsenring	Germany	30.07.1961	-	26	1961-1972, 1998-2011
		Old circuit	30.07.1961	09.07.1972	12	1961-1972
		New circuit	19.07.1998	-	14	1998-2011
21	Buenos Aires	Argentina	15.10.1961	31.10.1999	10	1961-1963, 1981-1982, 1987, 1994-1995, 1998-1999
22	Tampere	Finland	23.09.1962	01.09.1963	02	1962-1963
23	Suzuka	Japan	10.11.1963	06.04.2003	19	1963-1965, 1987-1998, 2000-2003
24	Daytona	USA	01.02.1964	21.03.1965	02	1964-1965
25	Imatra	Finland	30.08.1964	15.08.1982	19	1964-1982
26	Brno	Czech Republic	25.07.1965	-	42	1965-1982, 1987-1991, 1993-2011
		Masaryk Ring	25.07.1965	29.08.1982	18	1965-1982
		Automotodrom Brno	23.08.1987	-	24	1987-1991, 1993-2011

#	Venue	Country	First GP	Last GP	Total	Year(s)
27	Fuji Speedway	Japan	15.10.1966	14.10.1967	02	1966-1967
28	Mosport	Canada	30.09.1967	30.09.1967	01	1967
29	Jarama	Spain	04.05.1969	14.06.1998	19	1969, 1971, 1973, 1975, 1977-1988, 1991, 1993, 1998
30	Le Mans (Bugatti Circuit)	France	18.05.1969	-	24	1969-1970, 1976, 1979, 1983, 1985, 1987, 1989-91, 1994-95, 2000-11
31	Imola	Italy	07.09.1969	05.09.1999	13	1969, 1972, 1974-1975, 1977, 1979, 1981, 1983, 1988, 1996-1999
32	Opatija	Croatia	14.09.1969	19.06.1977	08	1969-1970, 1972-1977
33	Salzburgring	Austria	09.05.1971	22.05.1994	22	1971-1979, 1981-1991, 1993-1994
34	Anderstorp	Sweden	24.07.1971	12.08.1990	17	1971-1977, 1981-1990
35	Paul Ricard	France	22.04.1973	23.05.1999	13	1973, 1975, 1977, 1980-1981, 1984, 1986, 1988, 1991, 1996-1999
36	Mugello	Italy	16.05.1976	-	26	1976, 1978, 1982, 1984-1985, 1991-2011
37	San Carlos	Venezuela	20.03.1977	18.03.1979	03	1977-1979
38	Silverstone	England	14.08.1977	-	12	1977-1986, 2010-2011
39	Nogaro	France	07.05.1978	09.05.1982	02	1978, 1982
40	Karlskoga	Sweden	23.07.1978	22.07.1979	02	1978-1979
41	Rijeka (Grobnik)	Croatia	17.09.1978	17.06.1990	13	1978-1990
42	Misano	Italy	11.05.1980	-	15	1980, 1982, 1984-1987, 1989-1991, 1993, 2007-2011
43	Zolder	Belgium	06.07.1980	06.07.1980	01	1980
44	Kyalami	South Africa	19.03.1983	06.09.1992	04	1983-1985, 1992
		Old circuit	19.03.1983	23.03.1985	03	1983-1985
		New circuit	06.09.1992	06.09.1992	01	1992
45	Jerez de la Frontera	Spain	26.04.1987	-	25	1987-2011
46	Donington Park	England	02.08.1987	26.07.2009	23	1987-2009
47	Goiânia	Brazil	27.09.1987	17.09.1989	03	1987-1989
48	Laguna Seca	USA	10.04.1988	-	13	1988-1991, 1993-1994, 2005-2011
49	Philip Island	Australia	09.04.1989	-	17	1989-1990, 1997-2011
50	Hungaroring	Hungary	02.09.1990	12.07.1992	02	1990, 1992
51	Eastern Creek	Australia	07.04.1991	20.10.1996	06	1991-1996
52	Shah Alam	Malaysia	29.09.1991	13.04.1997	07	1991-1997
53	Catalunya	Spain	31.05.1992	-	20	1992-2011
54	Magny-Cours	France	19.07.1992	19.07.1992	01	1992
55	Interlagos	Brazil	23.08.1992	23.08.1992	01	1992
56	Jacarepaguá	Brazil	17.09.1995	04.07.2004	09	1995-1997, 1999-2004
57	Sentul	Indonesia	07.04.1996	28.09.1997	02	1996-1997
58	A1-Ring	Austria	04.08.1996	01.06.1997	02	1996-1997
59	Johor	Malaysia	19.04.1998	19.04.1998	01	1998
60	Sepang	Malaysia	18.04.1999	-	13	1999-2011
61	Twin Ring Motegi	Japan	25.04.1999	-	13	1999-2011
62	Valencia	Spain	19.09.1999	-	13	1999-2011
63	Phakisa Freeway	South Africa	10.10.1999	18.04.2004	06	1999-2004
64	Estoril	Portugal	03.09.2000	-	12	2000-2011
65	Losail	Qatar	02.10.2004	-	08	2004-2011
66	Shanghai	China	01.05.2005	04.05.2008	04	2005-2008
67	Istanbul Park	Turkey	23.10.2005	22.04.2007	03	2005-2007
68	Indianapolis	USA	14.09.2008	-	04	2008-2011
69	Motorland Aragón	Spain	19.09.2010	-	02	2010-2011
					Total	796 World Championship rounds 1949-2011

Izod Indycar Series Circuits

Below is an overview of the **2011** Izod Indycar Series circuits. The table lists the following information:

- **Date** - date of this year's race
- **Circuit** - name of the circuit
- **Length** - length of the track layout as used in 2011 and as per the official result sheets
- **Type** - circuit type (road course, street circuit, airfield circuit, oval)
- **First Race** - date of the circuit's inaugural race (except Twin Ring Motegi: date of opening) (*) (**)
- **Notes** - any additional notes

(*) The Twin Ring Motegi in Japan officially opened on 31 July 1997 and began operations the next day, but the date of the first actual race is not known. Note the 2011 Indycar Series race at Motegi was originally to take place on the oval, but as this was damaged during an earthquake in March, it was decided in early June to switch the race to the road course.

(**) The date for Barber Motorsports Park is of the first documented race.

	Date	Circuit	Length	Type	First Race	Notes
01	27.03	Streets of St. Petersburg	1.8 mi	Street	03.11.1985	First race on current layout was on 23.02.2003
02	10.04	Barber Motorsports Park	2.3 mi	Road	16.03.2003	Date is of first documented race
03	17.04	Streets of Long Beach	1.968 mi	Street	28.09.1975	
04	01.05	Streets of São Paulo	2.536 mi	Street	14.03.2010	This year's race was stopped due to rain on 01.05 and completed on 02.05
05	29.05	Indianapolis Motor Speedway	2.5 mi	Oval	14.08.1909	
06	11.06	Texas Motor Speedway	1.455 mi	Oval	05.04.1997	This year's event comprised two races, both held on Saturday 11.06
07	19.06	Milwaukee Mile	1.015 mi	Oval	11.09.1903	
08	25.06	Iowa Speedway	0.894 mi	Oval	17.09.2006	
09	10.07	Streets of Toronto	1.755 mi	Street	20.07.1986	
10	24.07	Edmonton Airport Circuit	2.224 mi	Airfield	22.09.1996	Hosted CASCAR 1996-2000 / racing returned with Champ Car in July 2005
11	07.08	Mid Ohio Sports Car Course	2.258 mi	Road	19.08.1962	
12	14.08	New Hampshire Motor Speedway	1.025 mi	Oval	17.06.1990	Inaugural race was on road course / first race on oval was on 15.07.1990
13	28.08	Infineon Raceway	2.303 mi	Road	01.12.1968	
14	04.09	Streets of Baltimore	2.04 mi	Street	03.09.2011	New addition to calender
15	17.09	Twin Ring Motegi	2.983 mi	Road	31.07.1997	Date of opening / date of inaugural race unknown
16	02.10	Kentucky Speedway	1.48 mi	Oval	16.06.2000	
17	16.10	Las Vegas Motor Speedway	1.544 mi	Oval	14.09.1996	This year's race was red-flagged due to an accident and not restarted
		Average circuit length	1.887 mi			

2011 Izod Indycar Series circuits (17)

Below is an overview of the **2012** IZOD IndyCar Series circuits. The table lists the following information:

- **Date** - date of this year's race
- **Circuit** - name of the circuit
- **Length** - length of the track layout as used in 2012 and as per the official result sheets
- **Type** - circuit type (road course, street circuit, airfield circuit, oval)
- **First Race** - date of the circuit's inaugural race (except Barber Motorsports Park: date of first documented race)
- **Notes** - any additional notes

	Date	Circuit	Length	Type	First Race	Notes
01	25.03	Streets of St. Petersburg	1.8 mi	Street	03.11.1985	First race on current layout was on 23.02.2003
02	01.04	Barber Motorsports Park	2.3 mi	Road	16.03.2003	Date is of first documented race
03	15.04	Streets of Long Beach	1.968 mi	Street	28.09.1975	
04	29.04	Streets of São Paulo	2.536 mi	Street	14.03.2010	
05	27.05	Indianapolis Motor Speedway	2.5 mi	Oval	14.08.1909	
06	03.06	The Raceway at Belle Isle Park	2.1 mi	Street	06.06.1992	
07	09.06	Texas Motor Speedway	1.455 mi	Oval	05.04.1997	The race will be held under the lights
08	16.06	Milwaukee Mile	1.015 mi	Oval	11.09.1903	
09	23.06	Iowa Speedway	0.894 mi	Oval	17.09.2006	The race will be held under the lights
10	08.07	Streets of Toronto	1.755 mi	Street	20.07.1986	
11	22.07	Edmonton Airport Circuit	2.224 mi	Airfield	22.09.1996	Hosted CASCAR 1996-2000 / racing returned with Champ Car in July 2005
12	05.08	Mid Ohio Sports Car Course	2.258 mi	Road	19.08.1962	
13	19.08	Streets of Qingdao		Street	Aug 2012	New addition to calendar / weekend schedule and circuit details TBA
14	26.08	Infineon Raceway	2.303 mi	Road	01.12.1968	Length is of 2011 layout / may change for 2012
15	02.09	Streets of Baltimore	2.04 mi	Street	03.09.2011	
16	15.09	Auto Club Speedway	2.029 mi	Oval	21.06.1997	The race will be held under the lights
		Average circuit length	1.945 mi	excluding Qingdao		

2012 IZOD IndyCar Series circuits (16)

American Le Mans Series Circuits

Below is an overview of the **2011** American Le Mans Series circuits. The table lists the following information:

- **Date** - date of this year's race
- **Circuit** - name of the circuit (∅ denotes the circuit is run anti-clockwise)
- **Duration** - duration of this year's race
- **Length** - length of the track layout as used in 2011 and as per the official result sheets
- **First Race** - date of the circuit's inaugural race
- **First ALMS** - date of the circuit's inaugural American Le Mans Series race
- **Total** - the total number of American Le Mans Series races at this circuit since 1999 and through 2010
- **Notes** - any additional notes

Note that rounds one and nine of the 2011 American Le Mans Series season, at Sebring and Road Atlanta, also count towards this year's Intercontinental Le Mans Cup. Long Beach, Mid Ohio and Baltimore are ALMS/Izod Indycar Series doubleheaders.

	Date	Circuit	Duration	Length	First Race	First ALMS	Total	Notes
01	19.03	Sebring International Raceway	12:00	3.7 mi	31.12.1950	20.03.1999	12	Also counts towards Intercontinental Le Mans Cup
02	16.04	Streets of Long Beach	02:00	1.968 mi	28.09.1975	14.04.2007	04	
03	09.07	Lime Rock Park	02:45	1.474 mi	28.04.1957	05.07.2004	07	
04	24.07	Mosport International Raceway	02:45	2.459 mi	24.06.1961	27.06.1999	12	
05	06.08	Mid Ohio Sports Car Course	02:45	2.258 mi	19.08.1962	25.08.2001	09	
06	20.08	Road America	04:00	4.048 mi	10.09.1955	07.07.2002	09	
07	03.09	Streets of Baltimore	02:00	2.04 mi	03.09.2011	03.09.2011	00	New addition to calender
08	17.09	Mazda Raceway Laguna Seca ∅	06:00	2.238 mi	10.11.1957	10.10.1999	12	
09	01.10	Road Atlanta	1000 mi or 10:00	2.54 mi	13.09.1970	18.04.1999	15	Also counts towards Intercontinental Le Mans Cup
		Average circuit length		2.525 mi				

2011 American Le Mans Series circuits (9)

Below is an overview of the **2012** American Le Mans Series circuits. The information is the same as in the table above, but updated for the new season. The Total column shows the number of ALMS races since 1999 and through 2011.

Note that round one of the 2012 American Le Mans Series season, the 12 Hours of Sebring, also counts towards this year's FIA World Endurance Championship. Long Beach, Mid Ohio and Baltimore are ALMS/Izod Indycar Series doubleheaders.

	Date	Circuit	Duration	Length	First Race	First ALMS	Total	Notes
01	17.03	Sebring International Raceway	12:00	3.74 mi	31.12.1950	20.03.1999	13	Track was apparently remeasured for 2012
02	14.04	Streets of Long Beach	01:40	1.968 mi	28.09.1975	14.04.2007	05	
03	12.05	Mazda Raceway Laguna Seca ∅	06:00	2.238 mi	10.11.1957	10.10.1999	13	
04	07.07	Lime Rock Park	02:45	1.474 mi	28.04.1957	05.07.2004	08	
05	22.07	Mosport International Raceway	02:45	2.459 mi	24.06.1961	27.06.1999	13	
06	04.08	Mid Ohio Sports Car Course	02:45	2.258 mi	19.08.1962	25.08.2001	10	
07	18.08	Road America	04:00	4.048 mi	10.09.1955	07.07.2002	10	
08	01.09	Streets of Baltimore	02:00	2.04 mi	03.09.2011	03.09.2011	01	
09	15.09	Virginia International Raceway	04:00	4.1 mi	03.08.1957	15.09.2012	00	New addition to calender / to use Grand Course
10	20.10	Road Atlanta	1000 mi or 10:00	2.54 mi	13.09.1970	18.04.1999	16	
		Average circuit length		2.687 mi				

2012 American Le Mans Series circuits (10)

The table below lists all circuits that have hosted an American Le Mans Series round since the championship was established in 1999, in chronological order. Listed for each circuit is the date of its inaugural race, the dates of the first and last ALMS races, the total number of ALMS races, and the exact years the series visited the circuit. As usual, dates are given as day/month/year.

In some cases the date of the inaugural race requires some clarification. For Portland International Raceway, the date given here refers to the inaugural race at the West Delta Park street course, which ultimately became the permanent Raceway in the early 1970s.

The Motor Speedways of Las Vegas, Charlotte and Texas all opened with races on their respective ovals, but here the dates refer to the inaugural races on their infield road courses. Finally, the date for Miller Motorsports Park refers to the first professional race - the track may have ran earlier club races.

Please also note the table has been updated through 2011, and thus represents the situation at the end of that season. The 2012 season will be included once it has finished.

#	Venue	Location	First Race	First ALMS	Last ALMS	Total	Year(s)
01	Sebring International Raceway	Florida	31.12.1950	20.03.1999	-	13	1999-2011
02	Road Atlanta	Georgia	13.09.1970	18.04.1999	-	16	1999-2011
03	Mosport International Raceway	Canada	24.06.1961	27.06.1999	-	13	1999-2011
04	Sears Point Raceway (Infineon)	California	01.12.1968	25.07.1999	17.07.2005	07	1999-2005
05	Portland International Raceway	Oregon	11.06.1961	01.08.1999	22.07.2006	06	1999-2001, 2004-2006
06	Mazda Raceway Laguna Seca	California	10.11.1957	10.10.1999	-	13	1999-2011
07	Las Vegas Motor Speedway	Nevada	06.10.1996	07.11.1999	29.10.2000	02	1999-2000
08	Charlotte Motor Speedway (Lowe's)	North Carolina	23.05.1971	01.04.2000	01.04.2000	01	2000
09	Silverstone Circuit	England	02.10.1948	13.05.2000	13.05.2000	01	2000
10	Nürburgring	Germany	18.06.1927	-	-	-	
		Current circuit	12.05.1984	09.07.2000	09.07.2000	01	2000
11	Texas Motor Speedway	Texas	02.09.2000	02.09.2000	04.03.2001	02	2000-2001
12	Adelaide Street Circuit	Australia	03.11.1985	31.12.2000	31.12.2000	01	2000
13	Donington Park	England	25.05.1931	-	-	-	
		Current circuit	March 1977	14.04.2001	14.04.2001	01	2001
14	Circuito del Jarama	Spain	23.07.1967	20.05.2001	20.05.2001	01	2001
15	Mid Ohio Sports Car Course	Ohio	19.08.1962	25.08.2001	-	10	2001-2002, 2004-2011
16	Road America	Wisconsin	10.09.1955	07.07.2002	-	10	2002-2011
17	Washington DC (RFK Stadium)	District of Columbia	20.07.2002	21.07.2002	21.07.2002	01	2002
18	Trois Rivières	Canada	10.09.1967	03.08.2002	03.08.2003	02	2002-2003
19	Miami (Bayfront Park)	Florida	05.10.2002	05.10.2002	27.09.2003	02	2002-2003
20	Lime Rock Park	Connecticut	28.04.1957	05.07.2004	-	08	2004-2011
21	Houston (Reliant Park)	Texas	12.05.2006	12.05.2006	21.04.2007	02	2006-2007
22	Miller Motorsports Park	Utah	17.06.2006	15.07.2006	11.07.2010	05	2006-2010
23	Streets of St. Petersburg	Florida	03.11.1985	-	-	-	
		Current layout	23.02.2003	31.03.2007	04.04.2009	03	2007-2009
24	Streets of Long Beach	California	28.09.1975	14.04.2007	-	05	2007-2011
25	Detroit (Belle Isle)	Michigan	07.06.1992	01.09.2007	30.08.2008	02	2007-2008
26	Streets of Baltimore	Maryland	03.09.2011	03.09.2011	-	01	2011
						Total	129 American Le Mans Series rounds 1999-2011

American Le Mans Series circuits 1999-2011 (26)

