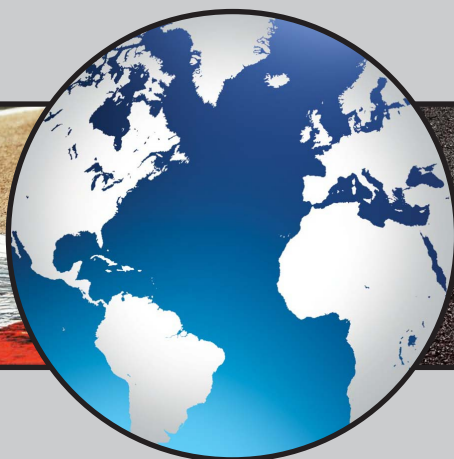


A large, stylized checkered flag pattern in shades of gray and white, with a blue and gray circular graphic element behind the title box.

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 nearly 160 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 nearly 5000 dates of motorcycle road races in the Netherlands, Belgium, Germany, Austria, Luxembourg and Switzerland, allowing you to see exactly when many of the motorcycle circuits listed in the *Rennen! Races! Vitesse!* document were used. The *Auto Races Index* pdf-file lists the dates of automobile races in said countries.

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

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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

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30/11/2016: updated the Formula 1 Circuits and MotoGP Circuits sections (pages 75-80).

08/10/2016: various updates in the Newest section (pages 20-21).

27/08/2016: various small updates here and there.

18/06/2016: various updates throughout.

11/06/2016: updated the Isle of Man lap records (page 42).

14/05/2016: updated the IndyCar schedule (page 81).

01/05/2016: updated the Newest section (pages 20-21), the IndyCar Circuits section (page 81) and the World Circuits Survey (pages 83-94).

First

The **first-ever racing circuit** – a closed course as opposed to a course running from A to B – was the one-mile dirt oval of the Rhode Island State Fair Park, located at Narragansett Park in Cranston, Rhode Island, United States. It was first used for auto 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 motor 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 & 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 & Motorcycles	Arlon	136 km	2 laps = 272.0 km	
1904 (3)					
24 July	Voiturettes & 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 & Motorcycles	Arlon	40.24 km	5 laps = 201.2 km	
7 August	Automobiles	Bastogne	120 km	5 laps = 600.0 km	Victor Hémary (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-mile 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 seemingly fell into disuse after the inaugural meeting, but it is known to have run one more race in late March of 1912.

In general, the majority of racing in pre-World War Two 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. Several noteworthy *minor* American tracks, as well as some *unpaved* courses outside of the United States, are also included, but these are listed in dark grey *italics*.

Not included are circuits with a wooden surface, that is, the American motordromes - of which at least 22 were used for motorcycle racing between 1909 and approximately 1915 - and the 24 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 had originally been planned as well but was not built at the time / by the late 1930s the entire track except for the front straight had been resurfaced with asphalt / in October 1961 the remaining bricks were also covered with asphalt, but a 36-inch strip of the original bricks has been kept intact at the start-finish line to this day / still active

Twin City Motor Speedway - just south of Minneapolis, Minnesota, USA

Location: 44°53'19.04"N / 93°12'55.02"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, although Fiat Avenue roughly follows the outline of the old speedway / incidentally, the Narragansett horse race track in Pawtucket, which opened in 1934, was named after the original Narragansett track in Cranston

Some sources suggest the Ascot Park 1-mile dirt oval in Los Angeles, California was paved in 1916, either with concrete or a mixture of concrete and asphalt. Unfortunately I have not been able to confirm this so far - other sources claim the track was only oiled rather than paved. The facility originally opened as a horse race track in 1903, but was used for automobile racing from 1904 onwards. The last auto race was held on 27 November 1919, but several motorcycle races took place after that, the last on 28 March 1920. The site is now an industrial area at the corner of South Avalon Boulevard and East Slauson Avenue, south of downtown Los Angeles.

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 September 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 Monza) - directly north of Monza, north-east of Milan, Italy

Location: 45°37'5.15"N / 9°17'6.15"E / www.monzanet.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) (Sitges-Terramar) - directly west of Sitges, Spain

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

Opened 28 October 1923 / the inaugural meeting appears to have been postponed from 17 September 1922 to October of the following year / this was a concrete oval with two extremely steeply banked turns / 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-Montlhéry - south-west of Montlhéry and Linas, south of Paris, France

Location: 48°37'29.83"N / 2°14'37.38"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 Montlhéry 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 (Fichtenhainrennbahn) - 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 race took place on 4 September 1932 / while the facility is still an active horse race track 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 closed and reopened a number of times during its life / the very last race meeting appears to have been staged by the New South Wales Light Car Club in November 1934 / this was marred by a serious accident / the track was definitively abandoned after a motorcycle rider was killed during a private test run in June 1936 / 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 3 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 race track was purpose-built at the site of an airfield / it included a high-speed turn 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

Hockenheimer 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

Dupont Speedway was built a few miles north-east of Denver, Colorado in 1932. It was reportedly originally a dirt track, but soon paved and so became one of the first asphalt ovals in America when it opened in this form on 29 or 30 May 1932. The banked 5/8-mile course seemingly lasted until the 1940s.

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

Cadwell Park - south-west of Louth, England

Location: 53°18'36.30"N / 0°3'37.81"W / www.cadwellpark.co.uk

Opened as an unpaved course in 1934 / the exact date was either 6 May or 24 June / to be confirmed / the original surface was very rough and is variously described as dirt, chalk and grass / the circuit was at least partially paved with concrete in time for the August 1937 meeting / unfortunately exact details are missing and it is not known if the entire course was paved at that time / in pre-war years Cadwell Park was used only for motorcycle racing but after being lengthened in 1953 and again in 1961 it also became an auto racing venue / still active

The American-style 1.2-km Tamagawa Speedway dirt oval opened on the banks of the Tama River in Kawasaki, a city in the Kanagawa Prefecture near Tokyo, on 7 June 1936. It was the first racing facility in Japan. The track ran a number of national races, including the Tokio Grand Prix, but closed upon the outbreak of World War Two. It reopened with motorcycle racing in November 1949, but auto racing reportedly never returned, although the track may have been used for vehicle testing. Today the site is occupied by baseball and football fields.

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°4'7.17"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 late 1939 or early 1940 / the 10 km course was partly based on existing roads / hillclimbs had in fact been held on the twisting section of the course close to Hohnstein in 1926-1927, 1930 and 1932-1933, and possibly also in 1934 / the circuit was to be used for the Großer Preis von Großdeutschland in October 1940 / however this was cancelled due to the war and the Großdeutschlandring was never actually used or even fully completed / it survives today as a normal public road

The 1/5-mile Lakeside Speedway was built for midget racing at an amusement park in Lakeside, Colorado in 1938. A year later, the small dirt oval was paved and it opened in this form on 14 May 1939. It ran midgets and stock cars through August 1988 before closing after two serious accidents. The abandoned track still remains to this day, adjacent to Lake Rhoda at the corner of West 44th Avenue and Sheridan Boulevard in Lakeside, north-west of Denver.

A 5/8-mile paved oval was reportedly built inside the 1-mile dirt oval of the Arizona State Fairgrounds in Phoenix around 1939, but I have not been able to confirm this.

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 following pages places the main circuits above - 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. Unfortunately, the exact date of opening is not known in a few cases, so the order may not be fully correct. 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 'Opened' and 'Closed' columns if the date given is merely that of the first or last *known* race, meaning there may have been racing at an unknown earlier or 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	± 1.0 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	Seemingly used only twice
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	± 22.02.1911	Measured three-and-a-half laps to the mile
31.07.1909	Springfield Stadium	USA	Motordrome	1/3 mi	± 30.05.1911	This was the first circular motordrome
14.08.1909	Indianapolis Motor Speedway	USA	Dirt oval	2.5 mi	N/A	First race with paved surface: 27.05.1910
17.08.1909	Frontier Park (Cheyenne)	USA	Dirt oval	4.0 mi	30.08.1914	Seemingly hosted just four meetings
09.11.1909	Atlanta Speedway	USA	Dirt oval	2.0 mi	01.09.1913	Surface: clay, sand and gravel with asphalt binder

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	± 00.07.1914	
03.09.1910	Denver Motor Speedway	USA	Dirt oval	± 3.5 mi	± 30.05.1911	aka Sable Speedway / seemingly ran just 3 races
23.04.1911	Oakland Motordrome	USA	Board track	0.5 mi	21.04.1912	
28.05.1911	Tuileries Motordrome	USA	Motordrome	1/3 mi	unknown	aka Denver Motordrome
08.07.1911	Riverview Stadium Motordrome	USA	Motordrome	1/3 mi	± 00.06.1913	
11.02.1912	Los Angeles Stadium	USA	Motordrome	1/3 mi	± 00.11.1912	
18.05.1912	Luna Park Motordrome	USA	Motordrome	1/4 mi	± 00.00.1914	
15.06.1912	Point Breeze Park Motordrome	USA	Motordrome	1/3 mi	± 00.09.1915	
29.06.1912	Brighton Beach Motordrome	USA	Motordrome	1/3 mi	± 00.08.1915	
04.07.1912	Columbus Motordrome	USA	Motordrome	1/2 mi	unknown	Longer than the other motordromes
04.07.1912	Vailsburg Motordrome	USA	Motordrome	1/4 mi	08.09.1912	Reportedly burned down in September 1915
31.08.1912	St. Louis Motordrome	USA	Motordrome	1/4 mi	± 00.00.1914	
00.05.1913	Detroit Motordrome	USA	Motordrome	unknown	unknown	Opened in May 1913 but exact date unknown
14.06.1913	Atlanta Motordrome	USA	Motordrome	1/4 mi	22.05.1914	
22.06.1913	Lagoon Motordrome	USA	Motordrome	1/4 mi	± Late 1915	Damaged by a tornado on 05.07.1915 but rebuilt
02.07.1913	Eastend Motordrome	USA	Motordrome	unknown	± 00.08.1914	
05.07.1913	Milwaukee Motordrome	USA	Motordrome	1/4 mi	unknown	
05.07.1913	Sioux City Speedway	USA	Dirt oval	2.0 mi	04.07.1917	
12.09.1913	Chattanooga Motordrome	USA	Motordrome	unknown	unknown	Date of opening to be confirmed
25.12.1913	Houston Motordrome	USA	Motordrome	1/4 mi	± 00.05.1914	
23.05.1914	Toronto Motordrome	Canada	Motordrome	1/4 mi	± 00.08.1915	Only known motordrome outside of United States
30.05.1914 ±	Twin City Motordrome	USA	Motordrome	1/4 mi	± Late 1914	Track length to be confirmed
03.07.1914	Tacoma Speedway	USA	Dirt oval	2.0 mi	04.07.1914	Replaced by a board track in 1915 / see below
04.07.1914	Dodge City Motor Speedway	USA	Dirt oval	2.0 mi	04.07.1921	

July 1914 < World War One > November 1918

26.09.1914	Omaha Stadium Speedway	USA	Motordrome	1/3 mi	± 00.07.1915	
26.06.1915	Speedway Park	USA	Board track	2.0 mi	28.07.1918	aka Chicago Speedway
04.07.1915	Tacoma Speedway	USA	Board track	2.0 mi	04.07.1922	aka Pacific Coast Speedway
05.07.1915	Omaha Speedway	USA	Board track	1.25 mi	09.09.1917	
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	11.10.1919	
14.10.1915	Speedway Park	USA	Dirt oval	1.5 mi	14.10.1915	Seemingly ran one event / aka Wichita Speedway
16.06.1916	Ochiltree Speedway	USA	Dirt oval	2.0 mi	16.09.1916	Hosted just 2 events
09.07.1916	La Grande Speedway	USA	Dirt oval	1.5 mi	23.07.1916	Seemingly hosted just 2 events / ran motorcycles

Opened	Circuit	Country	Type	Length	Closed	Notes
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	
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	Used for testing 'til late 1940s / surface: concrete
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	First purpose-built motor course in Denmark
16.01.1921	San Antonio Speedway	USA	Dirt oval	2.0 mi	± 24.04.1927	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
05.10.1921	Meridian Speedway	USA	Dirt oval	1.5 mi	04.07.1923	Same site as Speedway Park oval listed above
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	± 16.09.1928	Reportedly not used 1926-1927
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
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	± 1.0 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-Monthéry	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 sand (tar sand)
04.07.1925	Rockingham Motor Speedway	USA	Dirt oval	1.25 mi	04.07.1925	Replaced by board track later in 1925 / see below
11.07.1925	Baltimore-Washington Speedway	USA	Board track	1.125 mi	25.09.1926	
18.07.1925	Autodrome de Linas-Monthéry	France	Road course	12.5 km	01.10.1995	Ran vintage races through 20.06.2004
31.10.1925	Rockingham Motor Speedway	USA	Board track	1.25 mi	12.10.1928	Later known as Rockingham Speedway
05.12.1925	Olympia Motor Speedway	Australia	Paved oval	5/6 mi	24.11.1934	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 30.09.1979
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	Included a high-speed turn banked at 48 degrees
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	

Opened	Circuit	Country	Type	Length	Closed	Notes
18.02.1934	Mines Field	USA	Dirt course	± 1.9 mi	29.11.1936	Changed into a 1-mile B-shaped oval for 1936
24.06.1934 ±	Cadwell Park	England	Dirt course	0.75 mi	N/A	First race with paved surface: circa August 1937
08.07.1934	Sleepy Hollow Ring	USA	Dirt course	± 0.75 mi	16.06.1935	Used for ARCA races
07.10.1934 ±	Wayland	USA	Dirt course	0.9 mi	07.11.1935	Used for ARCA races
12.05.1935	Marston Mills	USA	Dirt course	0.9 mi	29.06.1935	Used for ARCA races
07.09.1935	Altoona Speedway	USA	Dirt oval	1.25 mi	05.09.1938	Same site as earlier board track

07.06.1936	Tamagawa Speedway	Japan	Dirt oval	1.2 km	unknown	Reportedly ran motorcycles until circa 1952
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

The **oldest racing circuits** still in use as of April 2013 were:

	Circuit	Location	First Race	Type	Notes
1	Indiana State Fairgrounds	Indianapolis, Indiana United States	19.07.1903	1-mile dirt oval	Hosts the annual Hoosier Hundred
2	New York State Fairgrounds	Syracuse, New York United States	10.09.1903	1-mile dirt oval	Hosted annual Super Dirt Week until 2015 / see update below
3	Milwaukee Mile (Wisconsin State Fair Park)	West Allis, Wisconsin United States	11.09.1903	1-mile dirt oval	Paved as of 06.06.1954 race / now listed as 1.015 mi / hosted IndyCar Series
Oldest racing circuits					

Update: the mile track in Syracuse ran its final race on 11 October 2015 and has since been demolished.

Here are the **GPS-coordinates** for the above tracks:

- Indiana State Fairgrounds - 39°49'47.49"N / 86°8'3.98"W
- New York State Fairgrounds - 43°4'21.62"N / 76°13'20.49"W
- Wisconsin State Fair Park - 43°1'14.25"N / 88°0'40.02"W

Note 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 did not return until 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 known as the Four Inch Course.

The oldest **non-oval permanent circuit** still in use today is the Autodromo Nazionale 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). Non-permanent circuits are marked thus: (\pm). Circuits that opened in the same month are listed in random order within that month. Please note that despite my best efforts, this list may not be complete. For exact locations, see the World Circuits Survey at the end of this document.

Date	Circuit	Country	Notes
2000 (6)			
April	Circuito de Almería (Tabernas)	Spain	Located north-east of Tabernas
May	Sandia Motor Speedway (now NAPA Speedway)	USA	Located south-west of Albuquerque, New Mexico
July	Cayuga Dragway Park (now Toronto Motorsports Park)	Canada	Partly purpose-built
August	Lausitzring (now EuroSpeedway Lausitz) (Klettwitz)	Germany	One of only two American-style large ovals in Europe
September	Texas Motor Speedway (road course) (Fort Worth)	USA	The oval had already opened April 2007
September	Indianapolis Motor Speedway (road course)	USA	The oval had already opened August 1909
2001 (9)			
March	Circuito del Parque Fundidora (Monterrey) (\pm)	Mexico	Located in Fundidora Park / first meeting: CART
April	Nashville Superspeedway (road course) (Smyrna)	USA	The oval also opened in April 2001 / Tennessee
May	Rockingham Motor Speedway (Corby)	United Kingdom	One of only two American-style large ovals in Europe
August	Autódromo Internacional Orlando Moura (Campo Grande)	Brazil	Located east of the city near Noroeste
September	No Problem Raceway Park (Donaldsonville)	USA	Located south-west of Donaldsonville, Louisiana
October \pm	Stadium Automobile d'Abbeville	France	May have opened earlier in the year / north of town
October \pm	Jennings GP	USA	Located south-west of Jennings, Florida
December	Autodromo José Muñoz (Río Gallegos)	Argentina	Located just south of the city
December	Goldenport Circuit Beijing	China	The first actual race may have been held in 2002
2002 (9)			
March	California Speedway (road course) (Fontana)	USA	The oval had already opened in June 1997 / California
March/April \pm	Mid America Motorplex	USA	Located directly west of Pacific Junction, Iowa
April	Adria International Raceway	Italy	Located south-east of Adria at Smergoncino
May/June	Stratotech Park International Raceway (Fort Saskatchewan)	Canada	Official opening was in June
June \pm	Pannala International Circuit	Sri Lanka	Located south-east of Pannala
June	Circuito Guadix (Hernán Valle)	Spain	Located north of Hernán Valle
September	BeaveRun Motorsports Complex	USA	Located north-west of Koppel, Pennsylvania
September	Pôle Mécanique Alès-Cévennes (Saint-Martin-de-Valgalgues)	France	Date of homologation / located just north of Alès
October	Autódromo Los Volcanes (now Autódromo Pedro Cofino)	Guatemala	Located north-west of Escuintla near El Rodeo
2003 (13)			
January	Barber Motorsports Park	USA	Located south-west of Leeds, Alabama
January	Autódromo Pacífico Sport (San Antonio)	Chile	Located south-east of San Antonio
March	Arizona Motorsports Park	USA	Located north-west of Litchfield Park, Arizona
March	Autodromo Nazionale Franco di Sini (Mores)	Italy	Located south of Mores / aka Autodromo di Mores
March	Autódromo Rosendo Hernández (San Luis)	Argentina	First meeting: TC 2000 / official opening: April
April \pm	Reno-Fernley Raceway	USA	Located south of Fernley, Nevada
April	Taeback Racing Park (Taeback Junyong Circuit)	South Korea	Located in the hills south of Taeback
May/June	Padborg Park	Denmark	Opened in May / first actual race: June
<i>List continues below...</i>			

Date	Circuit	Country	Notes
July	WesBank Raceway (Gosforth Park) (Germiston)	South Africa	Closed in late 2007 / included an oval + road course
September ±	Ascari Race Resort (Ronda)	Spain	Hosts the Radical Ascari Cup / north-east of Ronda
November	Kari Motor Speedway (Chettipalayam)	India	Located south of town
Unknown	Autódromo Geraldo Backer (Carapina)	Brazil	Originally opened as dirt course in 2001 / paved 2003
Unknown	Gotland Ring (Lärbro)	Sweden	Located north of Lärbro / homologated June 2009

2004 (7)

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 / located south-east of town
September	Euro-Ring (Örkény)	Hungary	Located just north-east of Örkény
September	Shanghai Tianma Circuit	China	Located west of Shanghai and south of Qingpu
October	Losail International Circuit (Doha)	Qatar	First meeting: MotoGP Grand Prix of Qatar
October	Dubai Autodrome	UAE	First meeting: FR V6 + FIA GT + ETCC

2005 (11)

April	Autobahn Country Club	USA	Located south-west of Joliet and Rockdale, Illinois
May	Autódromo del Águila (Mexico)	Mexico	Located south-west of Morelia near Lagunillas
June	Autódromo Internacional de Santa Cruz do Sul	Brazil	Located south of Santa Cruz do Sul
July	Autodromo Valle dei Templi (Racalmuto)	Italy	Located south of Racalmuto
August	Istanbul Park (Akfirat)	Turkey	First meeting: Formula 1 Turkish Grand Prix
September ±	Mega Space (Santa Luzia)	Brazil	Circuit was extended in 2012
October ±	Ansan Speedway	South Korea	Located just south of the city centre / now defunct
December	MSR Houston (MBSL Road Course)	USA	Located north of Angleton, Texas
Unknown	Circuit de Candie (Toulouse)	France	Seemingly originally a motorcross track opened 2003
Unknown	Géoparc (Saint-Dié-des-Vosges)	France	Located on the north-western outskirts of town
Unknown	Dracon (Kaloyanovo)	Bulgaria	Reportedly built in early summer

2006 (7)

March	Circuit de Bresse (Frontenaud)	France	Located east of Frontenaud next to the motorway
April	Miller Motorsports Park	USA	Located between Grantsville and Tooele, Utah
July	Autodromo di Franciacorta (Castrezzato)	Italy	Date is of official opening / just east of Castrezzato
August	Motorsports Park Hastings	USA	Located directly east of Hastings, Nebraska
September	Calabogie Motorsports Park	Canada	Located in the woods east of Calabogie
October ±	Autódromo La Pampilla (Coquimbo) (±)	Chile	A semi-permanent circuit / arguably an oval
Unknown	ADM Raceway (Autodrom Moscow) (Myachkovo)	Russia	Succeeded an earlier non-permanent airfield layout

2007 (11)

January ±	Circuito Montebianco (La Palma del Condado)	Spain	First actual races may have been in 2008
April	Iowa Speedway (road course) (Newton)	USA	The oval had already opened September 2006
May	Eagles Canyon Raceway (Slidell)	USA	Official opening was in November 2007 / Texas
May	Circuit d'Alcarràs	Spain	Located south of Gimènells i el Pla de la Font
June	Spa Nishiura Motor Park (Gamagori)	Japan	Circuit includes an overpass
July	Spreewaldring Training Center (Schönwald)	Germany	Not used for actual racing
July/Aug ±	GrandSport Speedway	USA	Located directly south-west of Hitchcock, Texas
September ±	Chengdu International Circuit	China	Located on the southern outskirts of the city
September	Circuit des Ecuyers (Beuvardes)	France	Located between Beuvardes and Jaulgonne
Unknown	Red Ring (Krasnoe Koltso) (Krasnoyarsk)	Russia	Likely opened around the summer
Unknown	Autodromo MBR Vincenzo Florio	Italy	Located west of Palermo near Cippi on Sicily

Date	Circuit	Country	Notes
2008 (25)			
February	Circuito de la Selva (Hostalric)	Spain	Located just outside of Hostalric
March	Nuevo Autódromo de Querétaro (EcoCentro Expositor)	Mexico	Located just east of Querétaro near La Cañada
May	Autódromo Termas de Río Hondo	Argentina	Located at the lake just outside Termas de Río Hondo
May	Circuit ICAR (International Center of Advanced Racing) (Montréal)	Canada	Located at Montréal-Mirabel International Airport
May ±	Circuit de Chenevières (Pôle des Sports Mécaniques de Lorraine)	France	Located south-east of Lunéville near Chenevières
June	Old Bridge Township Raceway Park	USA	Date is of official opening / New Jersey
June	Circuit de Dakar (Baobabs) (Sinndia)	Senegal	Located just north-east of Sinndia (aka Sindia)
June	Circuit Clastres	France	Official opening was in September
June	Göteborg City Arena (±)	Sweden	Semi-purpose-built / first meeting: STCC
June	Harris Hill Road	USA	Located north-east of San Marcos, Texas
July	New Jersey Motorsports Park	USA	Located south of Millville, New Jersey
July	Haunted Hills (Bryant Park) (Yallourn)	Australia	Used for sprints (hillclimbing) rather than racing
July	Valencia Street Circuit (±)	Spain	Semi-purpose-built / first meeting: GT + Formula 3
July	Monticello Motor Club	USA	Located south of Monticello, New York
October	Autódromo La Cantera (Chihuahua)	Mexico	Located just west of Chihuahua
October	Autódromo Ciudad de Gualeguaychú	Argentina	Located west of Gualeguaychú
October ±	European Motorsports Park (now The FIRM)	USA	Located north of Keystone Heights, Florida
November	Kazanring (Canyon Ring) (Vysokaya Gora)	Russia	First event: track day / first actual race: August 2011
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
November	Oregon Raceway Park	USA	Located east of Grass Valley, Oregon
December	Circuits Automobiles LFG (Circuit de La Ferté-Gaucher)	France	Located south of La Ferté-Gaucher
Unknown	Reem International Circuit	Saudi Arabia	Possibly opened around July / located in the desert
Unknown	Driveway Austin	USA	Originally opened as a kart track circa 2005 / Texas
Unknown	Great Tew Estate Driving Centre	United Kingdom	Located at the airfield south of Great Tew

2009 (19)			
January	Central Florida Racing Complex	USA	Closed at the end on 2013 / near Taft, Florida
February	Sirkuit Lippo Village Karawaci (Jakarta) (±)	Indonesia	Partly purpose-built / now defunct
March	Parcmotor Castellolí	Spain	Circuit includes an overpass / just outside of Castellolí
March	Circuit du Bourbonnais (Moulins)	France	Official opening was in July / south-east of the city
April	Circuit de Chambley (Saint-Julien-Lès-Gorze)	France	Located at the airfield just outside of town
April ±	Kaeng Krachan Circuit	Thailand	Located south-east of Kaeng Krachan
May	High Plains Raceway	USA	Located north-east of Deer Trail, Colorado
May	Circuit Automobile Int Moulay El Hassan (Marrakech) (±)	Morocco	Semi-purpose-built / first meeting: WTCC
June	Circuit de Haut Saintonge	France	Located north-east of Montguyon
June	Autódromo Eusebio Marcilla (Junín)	Argentina	South-west of town / replaced an older short circuit ?
July	Townsville Street Circuit (Reid Park) (±)	Australia	Partly purpose-built / first meeting: V8 Supercars
September	Autódromo Parque Provincia del Neuquén (Centenario)	Argentina	Located south of town / replaced older dirt course
September	Motorland Aragón (Ciudad del Motor de Aragón) (Alcañiz)	Spain	Located north-west of Alcañiz
September	Sodegaura Forest Raceway	Japan	Located east of Sodegaura on the Bōsō Peninsula
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	Inde Motorsports Ranch	USA	Located west of Willcox, Arizona
December	Guangdong International Circuit	China	Located in Dawang Industrial Park near Zhaoqing
Unknown	Clark International Speedway (Mabalacat City)	Philippines	Opened late in 2009 / later extended

Date	Circuit	Country	Notes
2010 (16)			
March/April	Circuit Jules Tacheny (Mettet)	Belgium	Opened in March / first actual race: April
April	Slovakiaring (Dunajská Streda)	Slovakia	Official opening was in October 2009
April	Autódromo La Chutana (Santa Maria del Mar)	Peru	Located north-east of town next to the highway
April	Autódromo Chiapas (road course) (Berriozábal)	Mexico	The oval had already opened in October 2008
April	Chuckwalla Valley Raceway	USA	Located north-east of Desert Center, California
May	Velopark (Autódromo Internacional de Porto Alegre)	Brazil	Located north-west of Nova Santa Rita
May	Polideportivo Ciudad de Mercedes	Uruguay	Located just west of Mercedes
June	Circuito de Navarra (Los Arcos)	Spain	Located just south-east of Los Arcos
June	Blyton Park Driving Centre (Gainsborough)	United Kingdom	Located north-east of Gainsborough
July	NRing Circuit (Nizhny Novgorod)	Russia	First meeting: RTCC
August	Smolensk Ring (Verkhnedneprovskiy)	Russia	First meeting: European Truck Racing
September	Circuit de Fontenay-Le-Comte (Piste Fontenay Pôle)	France	Adjacent to the airstrip south of Fontenay-Le-Comte
September	Ordos International Circuit	China	First meeting: CTCC / located just east of town
October	Korea International Circuit (Mokpo) (Yeongam)	South Korea	First meeting: Formula 1 Korean Grand Prix
November	Red Star Raceway (Botleng)	South Africa	Located north-east of Botleng
December	Circuit de l'Eure (Vernon)	France	Located just west of Vernon
2011 (9)			
February	Bonanza Circuit (Khanong Phra)	Thailand	First event was a track day in February
June	Autodromo di Modena	Italy	Not used for actual racing / located west of town
August	Grand Bend Motorplex (Grand Bend Raceway)	Canada	Located south-east of Grand Bend, Ontario
September ±	Autodrom SPB (Autodrom Saint Petersburg)	Russia	Ran RTCC in September / hosted earlier minor events
October	Penbay International Circuit (Donggang)	Taiwan	Arguably part of China
October	Buddh International Circuit (Greater Noida)	India	First meeting: Formula 1 Indian Grand Prix
December	Eilat	Israel	First meeting: Formula Israel
Unknown	Wilzig Racing Manor	USA	Private facility / located near Taghkanic, New York
Unknown	Autódromo Internacional de Aguascalientes (road course)	Mexico	The oval had already opened in April 2009
2012 (12)			
January	Autodromo Nazionale Gianni De Luca (Airola)	Italy	Located east of town
January	NOLA Motorsports Park (New Orleans) (Avondale)	USA	Opened with track days / first actual race: March
March	The Ridge Motorsports Park	USA	Opened with driving schools / first actual race: May
April	Circuito San Martino del Lago	Italy	Located just north of San Martino del Lago
May	Atlanta Motorsports Park	USA	Located west of Dawsonville, Georgia
June	Autódromo Velo Città (Mogi Guaçu)	Brazil	Located north-east of the city
July	Moscow Raceway (Chismena)	Russia	First meeting: World Series by Renault
September	Tierp Arena	Sweden	First meeting: TTA Serien / built at an older dragstrip
September	Sollvalla (Solna) (±)	Sweden	First meeting: STCC / built at an older trotting track
November	Autódromo Provincia de La Pampa (Toay)	Argentina	First meeting: Turismo Carretera
November	Circuit of the Americas (Austin)	USA	First meeting: Formula 1 United States Grand Prix
Unknown	Jamwest Speedway (Little London)	Jamaica	Located south-west of Little London near Little Bay

Date	Circuit	Country	Notes
2013 (7)			
March	Highlands Motorsport Park (Cromwell)	New Zealand	Located near Kawarau Gorge just south of Cromwell
April	Bilster Berg Drive Resort (Bad Driburg)	Germany	Opened with a track day / first actual race: May 2015
May	The Thermal Club (La Quinta)	USA	Located south-east of La Quinta, California
May	Inje Speedium	South Korea	First meeting: Super Taikyu Endurance Series
June	Castrol Raceway (Edmonton) (Leduc)	Canada	Located next to Edmonton International Airport
August	Kansas Speedway (road course)	USA	First meeting: Grand-Am / west of Kansas City, KS
Unknown	Pôle Mécanique des Ardennes (Recroi) (Regniowez)	France	Located at the airstrip south of Regniowez
2014 (7)			
April	Autódromo Internacional Codegüa	Chile	First meeting: Club de Automóviles Sport de Vitacura
May	Autódromo Concepción del Uruguay	Argentina	First meeting: Turismo Carretera
June	Circuito Tazio Nuvolari (Cervolina)	Italy	First meeting: Bimota Experience Weekend
August	NCM Motorsports Park (Bowling Green)	USA	Located east of Bowling Green, Kentucky
September	Sochi Autodrom (Adler) (Sochi Olympic Park) (±)	Russia	First meeting: Russian touring cars
October	Chang International Circuit (Nai Mueang)	Thailand	First meeting: Japanese Super GT Series
October	Motor Park Romania (Adâncata/Ialomița)	Romania	First meeting: Romanian Superbike
2015 (2)			
April	Dezzi Raceway (Port Shepstone)	South Africa	Located just south of Port Shepstone
May	Palmer Motorsports Park (Ware)	USA	First meeting: track day / first race: June / Ware, MA
2016 (5)			
January	Circuito de Andalucía (Tabernas)	Spain	Adjacent to existing Circuito de Almería
April	Circuito Internacional de Panamá (Mendoza)	Panama	First meeting: track day
June	Vancouver Island Motorsport Circuit (Duncan)	Canada	Just outside of Duncan, BC / members-based facility
June	Racepark Meppen	Germany	First meeting: ACNN
September	Circuito dos Cristais (Curvelo)	Brazil	First meeting: GP Gerais
Total: 175 circuits in 45 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 continent:

- 60 circuits - Europe
- 56 circuits - North America (including Middle-America)
- 29 circuits - Asia
- 21 circuits - South America
- 05 circuits - Africa
- 04 circuits - Oceania

The top countries are:

- 39 circuits - United States
- 15 circuits - France
- 11 circuits - Spain
- 09 circuits - Argentina, Italy
- 08 circuits - Russia, Canada
- 07 circuits - Brazil
- 06 circuits - China, Mexico
- 04 circuits - Sweden, South Korea, Germany
- 03 circuits - United Kingdom, Chile, Thailand, South Africa

And by year:

- 25 circuits - 2008
- 19 circuits - 2009
- 16 circuits - 2010
- 13 circuits - 2003
- 12 circuits - 2012
- 11 circuits - 2005, 2007
- 09 circuits - 2001, 2002, 2011
- 07 circuits - 2004, 2006, 2013, 2014
- 06 circuits - 2000
- 05 circuits - 2016
- 02 circuits - 2015

Note that circuits in the United States are also listed separately and in more detail in the *American Road Courses* pdf-file, which is available for download from my website www.wegcircuits.nl.

Circuits expected to open in 2017 or beyond:

- **Autódromo Yucatán** (Mérida) - Mexico / currently nearing completion
- **Zhejiang Circuit** (Shaoxing) - China / currently under construction / to be completed in 2017
- **Circuito de Tenerife** (San Isidro) - Spain / construction began in late August 2016
- **LG Motorsports Park** (Westminster, Texas) - USA / construction began in November 2016
- **KymiRing** (Kouvola) - Finland / construction to begin in 2016 / to be completed in 2017 or 2018
- **Mureş Ring** (Transilvania Motor Ring) (Târgu Mureş) - Romania / construction has been significantly delayed

Further information about circuit projects can be found on the websites of **Apex Circuit Design** (apexcircuitdesign.co.uk), **Ayesa** (ayesa.com), **D3 Motorsport** (d3motorsport.com), **Dromo Racetrack Design** (studiodromo.it), the **Moscow Circuit Design Group** (racetracks.ru), **Motorsports Consulting Services** (motorsportsconsultants.com), **Populous** (populous.com), **Tilke Engineering** (tilke.de) and **Wilson Motorsport** (wilsonmotorsport.com).

Ovals & Bankings

This section lists the (main) superspeedways, intermediate ovals, short 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

Superspeedways, by my definition, are *paved* ovals 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 has not been used since 1993, and the facility may close altogether in 2016. Two further superspeedways, Twin City Motor Speedway and Ontario Motor Speedway, were built but no longer exist. Note that while the length of Auto Club Speedway was often given as 2.029 mi in the past, both IndyCar and NASCAR currently list it as simply 2 miles.

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	Had concrete surface / 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 Int Speedway / to close down ?
Ontario Motor Speedway	2.5 mi	06.09.1970	15.11.1980	Rectangular	9	Was modelled after Indianapolis Motor Speedway
Pocono Raceway	2.5 mi	03.07.1971	-	Triangular	14	Each turn has different radius and banking
Auto Club Speedway	2.0 mi	21.06.1997	-	D-shape	14	Originally California Speedway

American superspeedways (9)

In pre-war times, the United States had a number of **large dirt or clay ovals**, of mostly 2 miles in length. These may be considered the superspeedways of the 1900s through 1920s, except that these tracks were never paved, unlike Indianapolis Motor Speedway, which also began as a dirt track, before being paved with bricks (late 1909) and later with asphalt (second half of the 1930s and 1961). Note that in addition to the nine tracks listed below, there may also have been a 2-mile dirt oval in Grand Island, Nebraska, but this is-yet unconfirmed.

Circuit	Length	First Race	Last Race	Shape	Notes
Lakeside Inn Speedway	CA 2.0 mi	20.04.1907	31.03.1912	Circular	Encircled Lindo Lake / see the First section above
Frontier Park (Cheyenne)	WY 4.0 mi	17.08.1909	30.08.1914	Unknown	Encircled Sloan Lake / seemingly hosted just four meetings
Atlanta Speedway	GA 2.0 mi	09.11.1909	01.09.1913	Symmetrical	The site is now Atlanta Hartsfield-Jackson International Airport
Denver Motor Speedway	CO 3.5 mi	03.09.1910	± 30.05.1911	Unknown	Located east of Denver / aka Sable Speedway / or 3.33 mi ?
Sioux City Speedway	SD 2.0 mi	05.07.1913	04.07.1917	Symmetrical	The site is now located in North Sioux City, South Dakota
Tacoma Speedway	WA 2.0 mi	03.07.1914	04.07.1914	Unknown	Subsequently replaced by a board track / irregular shape ?
Dodge City Motor Speedway	KS 2.0 mi	04.07.1914	04.07.1921	Symmetrical	The site is now a field just north-east of town
Ochiltree Speedway	TX 2.0 mi	16.06.1916	16.09.1916	Unknown	Ran just two meetings / see below for more info
San Antonio Speedway	TX 2.0 mi	16.01.1921	± 24.04.1927	Symmetrical	Was located south of town on Pleasanton Road

American large dirt ovals (1900s - 1920s) (9)

Of the nine large dirt ovals listed above, the least-documented is the little-known *Ochiltree Speedway*. This was a 2-mile oval built around a dry lake south-west of Ochiltree, Texas by three local enthusiasts. The track ran its first auto races successfully on 16-17 June 1916, but the second meeting, which seemingly also included motorcycles, on 16 September of that year drew a far smaller crowd and the track consequently shut down.

At the time, Ochiltree was a small but thriving community of some 500 souls in the Texas Panhandle, a rather unlikely location for a speedway of this size. When a new railroad bypassed Ochiltree in 1919, all houses and businesses moved to newly-founded Perryton, eight miles north, and by 1921 the town was definitively abandoned. Only the old Ochiltree cemetery remains today, just off State Highway 70.

In addition to the tracks listed above, some exhibition and record runs were staged at several large ovals normally used for testing, at the **proving grounds** of Packard (June 1928) and Chrysler (June 1954) in Michigan, and at the Ford test track in Arizona (February 1956), which Ford sold to Chrysler in 2007. A.J. Foyt also recorded an unofficial closed-course record during tyre testing at Goodyear's Texas facility in 1963:

- **14.06.1928** Packard Proving Grounds - Utica, Michigan (2.5 miles) - closed-course record run of Leon Duray
- **16.06.1954** Chrysler Proving Grounds - Chelsea, Michigan (4.7 miles) - four-car exhibition run
- **26.02.1956** Ford Proving Grounds - Yucca, Arizona (5.0 miles) - exhibition and record runs
- **09.10.1963** Goodyear Proving Grounds - San Angelo, Texas (5.0 miles) - tyre tests of A.J. Foyt

Finally, there was the remarkable 2-mile Broward Speedway in Fort Lauderdale, Florida - see the Airfield Circuits section further below for more details.

One step below the superspeedways are the **intermediate ovals**, which are *paved* ovals clearly over 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 ten such racing circuits are active in the United States. Four 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.

Note that in the table below, the date of the first race refers to when the track first operated as a paved *intermediate* oval, but if the track originally opened with a dirt surface, or with a shorter length, this is noted.

Circuit	Length	First Race	Last Race	Shape	°	Notes
Darlington Raceway	1.366 mi	04.09.1950	-	Asymmetrical	25	The track measured 1.25 mi before 1953
Vaca Valley Raceway	1.25 mi	30.05.1959	30.05.1960	Symmetrical	Low	Seemingly used twice only for CRA sprint races
Marchbanks Speedway	± 1.4 mi	12.06.1960	13.04.1969	Triangular	± 22	The track measured 1.3 mi before October 1967 Later known as Hanford Motor Speedway
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 1.522 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 / was a 1.0 mi paved oval from 1957-1968 / see below

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	-	Asymmetrical	11	Was listed as 1.270 mi by CART / closed in late 2010 but reopened as Gateway Motorsports Park in 2012
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 in 2011 / still available for testing ? / may reopen
Kansas Speedway	1.52 mi	02.06.2001	-	Tri-oval	20	Had 15-degree banking before August 2012
Chicagoland Speedway	1.52 mi	14.07.2001	-	Tri-oval	18	

Incidentally, since 1991 *Texas World Speedway* has a 1.5-mile 'inner oval' inside its 2-mile superspeedway, but this is actually not so much an 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.

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

Intermediate dirt ovals are relatively rare, but below are several worth mentioning:

Circuit		Length	First Race	Last Race	Shape	°	Notes
Speedway Park	KS	1.5 mi	14.10.1915	14.10.1915	Circular	Low	Seemingly ran just one event / aka Wichita Speedway
La Grande Speedway	OR	1.5 mi	09.07.1916	23.07.1916	Unknown	?	Seemingly ran just two events / located east of town
Meridian Speedway	KS	1.5 mi	05.10.1921	04.07.1923	Square	Flat	Same site as former Speedway Park oval listed above
Rockingham Motor Speedway	NH	1.25 mi	04.07.1925	04.07.1925	Symmetrical	Flat	Replaced by board track later in 1925 / see below
Altoona Speedway	PA	1.125 mi	07.09.1935	05.09.1938	Symmetrical	?	Same site as earlier board track / paved for last race ?
Memphis-Arkansas Speedway	AR	1.5 mi	10.10.1954	14.07.1957	Symmetrical	?	Had high-banked turns / originally meant to be paved

Selected American dirt intermediate ovals

The third category of American ovals, listed in the table below, comprises the **mile tracks**. These are around 1.0 mi / 1.609 km in length, but there is no strict definition and the exact measurements may vary. Only four such ovals are currently active, while several others were built but no longer operate or exist. Some sources suggest that Ascot Park, a 1-mile dirt oval in Los Angeles, California, was paved in 1916, but I have not been able to confirm this so far, and so this track is not listed here.

Circuit		Length	First Race	Last Race	Shape	°	Notes
Narragansett Park Speedway		1.0 mi	18.09.1915	04.08.1923	Symmetrical	?	Previously a dirt horse oval / first auto race: 1896 Became first track paved with asphalt in 1915
Raleigh Speedway		1.0 mi	04.07.1952	04.07.1958	Symmetrical	16	Torn down in 1967
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
Trenton Speedway		1.0 mi	23.06.1957	22.09.1968	Symmetrical	?	Subsequently lengthened to 1.5 mi / see above
Phoenix International Raceway		1.022 mi	22.03.1964	-	Tri-oval	11	Shape and banking were reconfigured in 2011
Langhorne Speedway		1.0 mi	20.06.1965	17.10.1971	Oval	Low	Originally opened on 12.06.1926 / paved in 1965
Dover International Speedway		1.0 mi	06.07.1969	-	Symmetrical	24	Originally had asphalt surface / concrete since 1995
Rockingham Speedway		1.017 mi	26.10.1969	14.04.2013	Quad-oval	25	Opened in 1965 / was 1.0 mi and flat until Oct 1969 Originally North Carolina Motor Speedway
Nazareth Speedway		0.946 mi	12.09.1987	29.08.2004	Tri-oval	4	Originally opened as 1.125 mile dirt track in 1966 Shortened in 1982 / paved in 1987 / IRL: 0.935 mi
New Hampshire Motor Speedway		1.025 mi	15.07.1990	-	Symmetrical	7	Originally New Hampshire Int Speedway / aka Loudon Previously listed as 1.058 mi / aka The Magic Mile
Walt Disney World Speedway		1.0 mi	26.01.1996	29.01.2000	Irregular	10	After racing ceased used for driving experiences only Closed in August 2015 and subsequently torn down
Pikes Peak International Raceway		1.0 mi	08.06.1997	29.06.2013	D-shape	10	Closed in 2005 / reopened in 2008
Chicago Motor Speedway		1.029 mi	22.08.1999	30.06.2002	Symmetrical	Low	Demolished in 2009

American paved 1-mile ovals (13)

Last are the **short ovals**, which are clearly less than 1.0 mi / 1.609 km in length, although again, there is no strict definition. In the table below I have listed only a *selection* of particularly noteworthy paved short ovals, but there are countless more throughout America, the vast majority under half a mile in length.

Circuit	Length	First Race	Last Race	Shape	°	Notes
Thompson International Speedway	0.625 mi	26.05.1940	-	Symmetrical	26	Now the oldest track originally built with paved surface
Oakland Stadium	0.625 mi	30.06.1946	± Aug 1954	Asymmetrical	62	Built at the site of the former Oakland Speedway dirt oval / note oval was 0.5-mile with dirt turns in 1954
Martinsville Speedway	0.526 mi	02.10.1955	-	Symmetrical	11	Originally opened July or Sept 1947 / paved mid-1955 Turns have been partly concrete-surfaced since 1976
North Wilkesboro Speedway	0.625 mi	22.09.1957 15.05.2010	29.09.1996 10.04.2011	Symmetrical	14	Originally opened on 18.05.1947 / paved in 1957 Closed in 1996 / briefly reopened 2010-2011
Indianapolis Raceway Park	0.686 mi	02.07.1961	-	Symmetrical	12	Originally opened as dirt on 28.05.1961 / paved by July
Bristol Motor Speedway	0.533 mi	30.07.1961	-	Symmetrical	30	Banking was 22 degrees until July 1969 / current banking is variable / concrete surface since 1992
Richmond International Raceway	0.75 mi	08.09.1968	-	D-shape	14	Originally opened on 12.10.1946 / paved in 1968 Was a 0.5-mile symmetrical track until Sept 1988
Pocono Raceway	0.75 mi	04.05.1969	15.09.1991	Symmetrical	6	The superspeedway opened July 1971 / see above
USA International Speedway	0.75 mi	23.09.1995	02.08.2008	Symmetrical	14	Was built at the site of an older 0.625-mile paved oval
Memphis Motorsports Park	0.75 mi	05.06.1998	-	D-shape	11	Replaced an earlier dirt oval built in 1987 / now named Memphis Int Raceway / GARS ran on oval in Oct 2015
Iowa Speedway	0.894 mi	17.09.2006	-	D-shape	14	Track length is usually listed as 7/8 or 0.875-mile
Selected American paved short ovals						

Note that in all tables above, the date of the first race indicates when the track first operated as a *paved* superspeedway, intermediate, mile or short oval, but if it originally opened with a dirt surface or different length this is also mentioned.

It should be noted that American tracks are not always measured accurately. Some ovals listed as one mile, for example, may be slightly shorter or longer in reality. The lengths given in the tables of this section are the most accurate and/or recent I could find, but NASCAR sometimes uses different, more simplistic measurements.

Here are the **GPS-coordinates** for all tracks listed above, insofar known:

- Atlanta Motor Speedway - 33°22'59.64"N / 84°19'4.49"W
 - Atlanta Speedway - 33°39'9.77"N / 84°25'23.43"W
 - Auto Club Speedway - 34°5'19.75"N / 117°30'1.63"W
 - Bristol Motor Speedway - 36°30'56.43"N / 82°15'25.17"W
 - Charlotte Motor Speedway - 35°21'6.72"N / 80°40'58.38"W
 - Chicago Motor Speedway - 41°49'49.47"N / 87°44'55.73"W
 - Chicagoland Speedway - 41°28'30.10"N / 88° 3'23.29"W
 - Darlington Raceway - 34°17'43.17"N / 79°54'20.95"W
 - Daytona International Speedway - 29°11'8.52"N / 81°4'12.44"W
 - Denver Motor Speedway - not available
 - Dodge City Motor Speedway - 37°46'18.60"N / 99°59'22.46"W
 - Dover International Speedway - 39°11'22.98"N / 75°31'49.80"W
 - Frontier Park (Cheyenne) - 41°9'13.30"N / 104°49'57.64"W - approximate location
 - Gateway International Raceway - 38°39'4.77"N / 90°8'8.09"W
 - Homestead-Miami Speedway - 25°27'6.48"N / 80°24'30.70"W
-
- Indianapolis Motor Speedway - 39°47'43.16"N / 86°14'5.03"W
 - Indianapolis Raceway Park - 39°48'45.08"N / 86°20'25.93"W
 - Iowa Speedway - 41°40'29.33"N / 93°0'46.71"W
 - Kansas Speedway - 39°6'57.29"N / 94°49'51.88"W
 - Kentucky Speedway - 38°42'40.05"N / 84°54'58.59"W
 - La Grande Speedway - not available
 - Lakeside Inn Speedway - 32°51'29.93"N / 116°55'3.60"W
 - Langhorne Speedway - 40°10'19.19"N / 74°53'12.31"W
 - Las Vegas Motor Speedway - 36°16'19.76"N / 115°0'37.29"W
 - Marchbanks Speedway - 36°16'22.16"N / 119°35'46.93"W
 - Martinsville Speedway - 36°38'2.92"N / 79°51'6.00"W
 - Memphis Motorsports Park - 35°16'58.81"N / 89°56'51.77"W
 - Memphis-Arkansas Speedway - 35°8'18.65"N / 90°19'2.28"W
 - Meridian Speedway - 37°39'16.39"N / 97°21'57.35"W - approximate location
-
- Michigan International Speedway - 42°4'1.97"N / 84°14'27.41"W
 - Milwaukee Mile - 43°1'14.01"N / 88°0'41.07"W
 - Narragansett Park Speedway - 41°47'10.95"N / 71°26'53.33"W
 - Nashville Superspeedway - 36°2'44.56"N / 86°24'24.83"W
 - Nazareth Speedway - 40°43'41.90"N / 75°19'14.30"W
 - New Hampshire Motor Speedway - 43°21'45.88"N / 71°27'37.83"W
 - North Wilkesboro Speedway - 36°8'33.88"N / 81°4'20.80"W
 - Oakland Speedway - 37°42'0.48"N / 122°7'35.14"W
 - Ochiltree Speedway - not available
 - Ontario Motor Speedway - 34°4'20.69"N / 117°33'59.27"W
 - Phoenix International Raceway - 33°22'28.48"N / 112°18'37.30"W
 - Pikes Peak International Raceway - 38°35'29.49"N / 104°40'34.85"W
 - Pocono Raceway - 41°3'22.80"N / 75°30'35.30"W - superspeedway
 - Pocono Raceway - 41°3'13.69"N / 75°30'40.13"W - former 0.75-mile oval
-
- Raleigh Speedway - 35°49'30.23"N / 78°36'43.00"W
 - Richmond International Raceway - 37°35'33.15"N / 77°25'10.02"W
 - Rockingham Speedway - 34°58'27.89"N / 79°36'37.13"W
 - San Antonio Speedway - not available
 - Sioux City Speedway - not available
 - Speedway Park (Wichita Speedway) - 37°39'16.39"N / 97°21'57.35"W - approximate location
 - Tacoma Speedway - 47°10'30.88"N / 122°29'55.85"W - approximate location
 - Talladega Superspeedway - 33°34'2.79"N / 86°3'58.75"W
 - Texas Motor Speedway - 33°2'13.01"N / 97°16'55.13"W
 - Texas World Speedway - 30°32'14.96"N / 96°13'18.66"W
 - Thompson International Speedway - 41°58'54.25"N / 71°49'28.86"W
 - Trenton Speedway - 40°14'22.90"N / 74°42'56.00"W
 - Twin City Motor Speedway - 44°53'19.04"N / 93°12'55.02"W
 - USA International Speedway - 28°9'5.40"N / 81°53'25.80"W
 - Vaca Valley Raceway - 38°24'25.52"N / 121°53'59.00"W
 - Walt Disney World Speedway - 28°23'47.23"N / 81°34'40.57"W

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 22 motordromes operated between 1909 and approximately 1915, including one in Canada, and these are listed in chronological order below. Most of these tracks ran weekly racing, and many had evening races.

1909

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, a 1-mile dirt oval / this location is now East Gage Avenue and South Main Street, while Ascot Park is now an industrial area / 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 / unlike the other motordromes this was a symmetrical oval with two curves and two straights rather than a perfect circle, a left-over from the earlier velodromes which Jack Prince had built

Residents in the neighbourhood declared the track a nuisance and asked the council to act in November 1910 / however a request to prohibit racing on Sundays was denied / the seemingly last meeting took place on Wednesday 22 February 1911 / a further event the following Sunday was called off at the last minute due to a dispute between the riders and the promoter / it would appear the Coliseum was abandoned after that / this track, along with Springfield Stadium, was the predecessor of the 1-mile Los Angeles Motordrome at Playa del Rey / this opened in April 1910 as the first of the two dozen bigger board tracks built for auto racing / note the Coliseum motordrome has no relation to 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 31 July / the opening races were postponed from 24 July due to rain / the 1/3-mile stadium was the first circular motordrome and so the New York Times called it "the only track of this kind in the country" / a period source mentions a banking of 45 degrees / the first accident at the track happened in September 1909 when Jake DeRosier was injured in a crash / the stadium hosted a 24-hour (!) record run in October of that year / a 500-mile race announced for Decoration Day in May 1910 was cancelled due to a lack of entries / the track closed instead and apparently did not host any meetings that year / however a very successful meeting was staged on Decoration Day in 1911 / a further event was announced for early September that year but it is not known if this took place / the stadium was located at what is now Hood Street in north-east Springfield

1910

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 also tried the track / 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 / amateur rider Henry Potter was killed in a June 1912 crash / rider Harry Davis and a spectator perished the following month / Wandamere Motordrome operated at least through July 1914 / 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

1911

Tuileries Motordrome - Englewood, Colorado

Opened 28 May 1911 / aka Denver Motordrome / Leslie Parkhurst reportedly began his career here / located in Tuileries Amusement Park / this was situated at what is now the 3400 block of South Broadway in Englewood, near Denver / the wood saucer was built to replace an earlier dirt oval / the Tuileries park closed in 1912 but the motordrome apparently continued to operate for some time after that / rider Lincoln Silver was killed here in April 1913 / this was a 1/3-mile course banked at 47 degrees / note there may have been a rivalling second motordrome in Denver, at White City Amusement Park in Lakeside / this seemingly opened one day earlier than Tuileries / to be confirmed

Riverview Stadium Motordrome - Chicago, Illinois

Opened 8 July 1911 / built in an amusement park named Riverview Exposition 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 George Nelson in July 1911, a few days before the track 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 / this was a 1/3-mile circle reportedly banked at 45 degrees / built by Jack Prince / aka Riverview Exposition Stadium Motordrome / aka Riverview Park Motordrome

1912**Los Angeles Stadium** - Los Angeles, California

Opened 11 February 1912 / a crowd of 12,000 attended the races that day / built by Jack Prince and managed by former rider Paul Derkum / located on Hooper Avenue at 35th Street / the site is now an athletics track / this was a 1/3-mile circle banked at 50 degrees / many records were broken here during the 1912 season / Jake DeRosier crashed at the Stadium during a match race against Charles Balke in March 1912 / he died as a result of complications from surgery in February 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 Robert 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 / located at the site of Point Breeze Driving Park, an old horse race track later used for automobile and motorcycle racing / this was turned into an amusement park in 1912 at which point the motordrome was built / the last races appear to have been held in 1915 / note that a smaller bicycle track was built inside the 1/3-mile circular motordrome / this opened on 5 June 1913 and was confusingly also referred to as the Point Breeze Motordrome / it ran motor-paced bicycle races at least through 1921 / some of the bicycle meets on the smaller track may have included motorcycle racing / the site is now a business campus called The Navy Yard while the surrounding area is used for industrial purposes

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 / this was a 1/3-mile track banked at 53 degrees / it 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 through August 1915 / the last known event at the Motordrome 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 mainly used for auto 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 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 / apparently the banking was also less steep than usual at just 30 degrees / 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 Seymour ran a mile in 37 seconds here in August 1912 / not much more is known but the Columbus Motordrome Company was insolvent by 1913

Vailsburg Motordrome - Newark, New Jersey

Construction was underway by March 1912 / opened 4 July 1912 / located across the street from Vailsburg Velodrome / this was a 1/6-mile bicycle track opened in April / the motordrome was part of an amusement park named Electric Park / this is now Vailsburg Park / the track was a 1/4-mile 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 / the motordrome reportedly burned down in September 1915 / incidentally an automobile race had been schemed for 4 July 1913 but was not held

St. Louis Motordrome - St. Louis, Missouri

Opened 31 August 1912 / the opening meeting was marred by the fatal accident of a rider named Clyde Stilwell or Cleveland Oliver, depending on source / located in Priester's Park amusement resort at the intersection of Meramec Street and South Grand Boulevard / the site is now a residential area in Dutchtown South / the 1/4-mile track may have been the steepest motordrome of all with its 62-degree banking / the track also hosted hot air balloon meetings and survived at least until August 1914

1913**Detroit Motordrome** - Detroit, Michigan

Opened in May 1913 / rider Emiel Holubek, or Edward Holleybeck according to some sources, had a fatal accident just a few weeks later / 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 / the grand opening scheduled for 6 June 1913 was postponed twice due to rain / the track finally opened on 14 June / aka Atlanta Motordrome Stadium / 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 / rider Jock McNeil died after a practice crash in August 1913 / the track was furthermore marred by bad weather and poor management / the last race was held in May 1914 / note 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 meeting of the Atlanta Motorcycle Club in May 1911 / after that, an aviation meeting in November of that year included some amateur racing featuring police officers / the big speedway also hosted a meeting for black racers on Labor Day 1913 / this reportedly included motorcycles and a 100-mile auto race

Lagoon Motordrome - Ludlow, Kentucky

Opened 22 June 1913 / postponed from 21 June due to rain / located in Lagoon Amusement Park in Ludlow, Kentucky, a town across the river from Cincinnati, Ohio / the park was situated at the end of Laurel Street near Bromley / the 1/4-mile oval with 60-degree banking sat adjacent to the railway bridge over Sleepy Hollow Road / a devastating accident in late 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 on 7 July 1915 / however the track was swiftly repaired and reopened in early August / it was then remodelled into a ball park with seating capacity for 8000 spectators after the 1915 season

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

Milwaukee Motordrome - Milwaukee, Wisconsin

Opened 5 July 1913 / reportedly built at a cost of \$100,000 / 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 meets 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

Chattanooga Motordrome - Chattanooga, Tennessee

Seemingly opened 12 September 1913 / located on Rossville Boulevard / very little else is known about this track except that it featured some of the same riders that also raced at Atlanta Motordrome

Houston Motordrome - Houston, Texas

Opened 25 December 1913 / this was a 1/4-mile track built by Jack Prince at the corner of Pierce Ave and Sampson Street / reportedly had 60-degree banking / aka Houston Stadium Motordrome / it opened on Christmas Day 1913 / rider Walter Ferch was injured in an accident in February 1914 / another serious accident befell rider Wilmer 'Tex' Richards a month later / the motordrome closed for repairs in May of that year when the track surface was becoming too slippery from grease / it is unclear whether it reopened

1914

Toronto Motordrome - Toronto, Ontario (Canada)

Opened on the eve of Victoria Day on 23 May 1914 / 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 60 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 / the first known meeting took place in late May 1914 / located at the corner of University Avenue and North Pascal Street, halfway between Minneapolis and St. Paul, where the Midway Walmart now is / 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

Stadium Speedway - Omaha, Nebraska

Opened 26 September 1914 / one of the many tracks built by Jack Prince / this was a 1/3-mile track reportedly banked at 60 or 62 degrees / located at the intersection of 13th Street and Avenue K in East Omaha / this is actually in Council Bluffs, Iowa / the last documented races took place in July 1915 / note the Stadium must not be confused with the larger automobile board track called Omaha Speedway, which opened in nearby Carter Lake on 5 July 1915

The table below summarizes the main information of all 22 motordromes known. All of these tracks were circular in shape with bankings that varied roughly between 40 and 62 degrees, except for the Los Angeles Coliseum, which was a symmetrical oval, and the Columbus Motordrome, which reportedly had a more shallow 30-degree banking.

Motordrome	Location	Opened	Length	Notes
Los Angeles Coliseum	Los Angeles, California	14.03.1909	2/7 mile	Three-and-a-half laps to the mile / not a circular track
Springfield Stadium	Springfield, Massachusetts	31.07.1909	1/3 mile	This was the first circular motordrome
Wandamere Motordrome	Salt Lake City, Utah	02.07.1910	1/3 mile	Located at what is now Nibley Golf Course
Tuileries Motordrome	Englewood, Colorado	28.05.1911	1/3 mile	Located in an amusement park / replaced earlier dirt oval
Riverview Stadium Motordrome	Chicago, Illinois	08.07.1911	1/3 mile	Located in Riverview amusement park
Los Angeles Stadium	Los Angeles, California	11.02.1912	1/3 mile	Located on Hooper Avenue at 35th Street
Luna Park Motordrome	Cleveland, Ohio	18.05.1912	1/4 mile	Located in the Luna Park amusement park
Point Breeze Park Motordrome	Philadelphia, Pennsylvania	15.06.1912	1/3 mile	Not to be confused with the smaller bicycle track
Brighton Beach Motordrome	New York, New York	29.06.1912	1/3 mile	Located near the beach / 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	The motordrome was part of Electric Park
St. Louis Motordrome	St. Louis, Missouri	31.08.1912	1/4 mile	Perhaps had the steepest banking of all at 62 degrees
Detroit Motordrome	Detroit, Michigan	00.05.1913	unknown	Seemingly a financially unsuccessful venue
Atlanta Motordrome	Atlanta, Georgia	14.06.1913	1/4 mile	Located at Jackson Street and Old Wheat
Lagoon Motordrome	Ludlow, Kentucky	22.06.1913	1/4 mile	Largely destroyed by a tornado in July 1915 but rebuilt
Eastend Motordrome	Pittsburgh, Pennsylvania	02.07.1913	unknown	Located at Penn Avenue in East Liberty
Milwaukee Motordrome	Milwaukee, Wisconsin	05.07.1913	1/4 mile	Located at Oakland and Newton Avenues
Chattanooga Motordrome	Chattanooga, Tennessee	12.09.1913	unknown	Located at Rossville Boulevard / date of opening TBC
Houston Motordrome	Houston, Texas	25.12.1913	1/4 mile	Located at the corner of Pierce Ave and Sampson Street
Toronto Motordrome	Toronto, Ontario	23.05.1914	1/4 mile	Only known motordrome outside the United States
Twin City Motordrome	St. Paul, Minnesota	± 30.05.1914	1/4 mile ?	Located about halfway Minneapolis and St. Paul
Stadium Speedway	Omaha, Nebraska	26.09.1914	1/3 mile	Actually located east of Omaha in Council Bluffs, Iowa

Motordromes (22)

Here are the **coordinates** for the motordromes insofar known:

- Atlanta Motordrome - 33°45'24.29"N / 84°22'34.67"W
- Lagoon Motordrome - 39°4'59.14"N / 84°33'5.44"W
- Los Angeles Coliseum - 33°58'54.53"N / 118°16'29.23"W
- Los Angeles Stadium - 34°0'42.21"N / 118°15'2.60"W
- Luna Park Motordrome - 41°29'25.77"N / 81°36'45.01"W
- Point Breeze Park Motordrome - 39°53'59.33"N / 75°11'42.49"W
- Saint Louis Motordrome - 38°34'59.42"N / 90°14'45.38"W
- Springfield Stadium - 42°7'47.89"N / 72°32'27.03"W
- Twin City Motordrome - 44°57'17.36"N / 93°9'37.88"W
- Vailsburg Motordrome - 40°44'38.04"N / 74°13'1.99"W - approximate location
- Wandamere Motordrome - 40°42'42.51"N / 111°52'27.28"W

The city of Dallas, Texas may also have had a motordrome, but this is as yet unconfirmed. There were furthermore plans to build motordromes in a variety of other cities, such as Baltimore, Boston, Buffalo, Indianapolis, Louisville, Nashville, Birmingham and Kansas City, but it seems these never became reality. 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 apparently also never materialized.

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 - the Los Angeles Motordrome and Oakland Motordrome - shared the *Motordrome* moniker and circular shape with the shorter motorcycle tracks from that period, which are listed above. All subsequent big board tracks were named *Speedway* and were symmetrical ovals, except for Tacoma Speedway which was irregularly shaped.

The two dozen big board tracks are much better documented than the shorter motordromes, and so I have only listed their main details here. As usual, the dates - which refer to automobile races unless otherwise noted - are given as day/month/year. For exact locations, see next page.

#	Circuit	Location	Length	Auto Races		°	Notes
				First Race	Last Race		
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	Speedway Park	Maywood, Illinois	2.0 mi	26.06.1915	28.07.1918	17	aka Chicago Speedway
04	Tacoma Speedway	Tacoma, Washington	2.0 mi	04.07.1915	04.07.1922	21	Had irregular shape
05	Omaha Speedway	Carter Lake, Iowa	1.25 mi	05.07.1915	04.07.1917	41	Ran motorcycles on 09.09.1917
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	Ran motorcycles on 11.10.1919
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 board track** 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 operated.

- Akron-Cleveland Speedway - 41°10'3.16"N / 81°30'41.32"W
- Altoona Speedway - 40°37'49.08"N / 78°18'9.09"W
- Atlantic City Speedway - 39°36'13.05"N / 74°44'29.19"W
- Baltimore-Washington Speedway - not available
- Charlotte Speedway - 35°6'3.56"N / 80°53'30.03"W - approximate location
- Cincinnati Motor Speedway - 39°17'29.38"N / 84°25'9.47"W
- Cotati Speedway - 38°19'43.88"N / 122°41'32.11"W - approximate location
- Culver City Speedway - 34°0'47.28"N / 118°23'50.74"W
- Des Moines Speedway - not available
- Fresno Speedway - 36°43'56.55"N / 119°44'50.42"W
- Kansas City Speedway - 38°57'36.70"N / 94°33'51.78"W
- Los Angeles Motordrome - 33°58'30.91"N / 118°26'13.48"W
- Los Angeles Speedway - 34°3'43.99"N / 118°24'14.45"W
- Miami-Fulford Speedway - 25°57'16.13"N / 80°10'15.11"W
- Oakland Motordrome - not available
- Omaha Speedway - 41°17'18.65"N / 95°55'34.37"W
- Pittsburgh-Bridgeville Speedway - 40°21'25.51"N / 80°7'2.72"W - approximate location
- Rockingham Speedway - 42°46'17.76"N / 71°13'34.48"W
- San Francisco Speedway - not available
- Sheepshead Bay Speedway - 40°35'36.58"N / 73°56'36.51"W
- Speedway Park (Chicago Speedway) - 41°51'29.94"N / 87°50'19.67"W
- Tacoma Speedway - 47°10'30.88"N / 122°29'55.85"W - approximate location
- Uniontown Speedway - 39°52'43.55"N / 79°42'32.17"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, paved 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 European 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 date is of first documented race
Autodromo di Monza	Italy	4.5 km	03.09.1922	Symmetrical	± 19.8	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-Monthéry	France	2.54824 km	11.10.1924	Symmetrical	± 45	
Fichtenhainbahn	Germany	1.25 km	24.05.1925	Symmetrical	± 26.6	Banking is unconfirmed / aka Heide
Autodromo di Monza	Italy	4.25 km	11.09.1955	Symmetrical	38.66	Oval was rebuilt in 1955 with steeper banking

Classic European autodromes (8)

Four further banked paved ovals were built in **Australia**:

Circuit	Location	Length	Opened	Shape	°	Notes
Aspendale Park Racecourse	Aspendale, Victoria	± 1.0 mi	23.02.1924	Irregular	?	
Melbourne Motordrome	Melbourne, Victoria	1/3 mi	29.11.1924	Circular	48	
Olympia Motor Speedway	Maroubra, New South Wales	5/6 mi	05.12.1925	Elliptical Triangle	37	Also known as Maroubra Speedway
Brooklands Speedway	Werrington, New South Wales	± 1.0 mi	-	Symmetrical	?	Built ca 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.

The autodromes of the **modern era** are generally much less steeply banked. The seven most noteworthy are listed below, but at present there is little to no oval racing at these venues. Emerson Fittipaldi Speedway, a part of the Autódromo Internacional Nelson Piquet, also known as Jacarepaguá, was torn down in late 2012 to make way for facilities for the 2016 Summer Olympics.

Name	Country	Length in km	Length in mi	Opened	Shape	°	Notes
Autódromo Ciudad de Rafaela	Argentina	4.624 km	2.874 mi	1966	Symmetrical	13.5	Originally a dirt oval opened in '53
Calder Park Thunderdome	Australia	1.801 km	1.119 mi	1987	Quad-oval	24	The oval is not used at present
Emerson Fittipaldi Speedway	Brazil	3.000 km	1.864 mi	1996	Trapezoid	Flat	Demolished in late 2012
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	As yet sole oval race: 31.01.2010
EuroSpeedway Lausitz	Germany	3.251 km	2.023 mi	2000	Triangular	5.7	As yet last oval race: 30.07.2006
Rockingham Motor Speedway	England	2.380 km	1.479 mi	2001	Irregular	7.9	

Modern autodromes (7)

The biggest oval in **Canada** is 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 several paved ovals, which are used for the country's NASCAR-sanctioned racing series. However, in terms of length only the 2.01 km / 1.25 mi symmetrical oval of the Autódromo Miguel E. Abed near Puebla is noteworthy, 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.

Below are the **GPS-coordinates** for the non-American ovals listed or mentioned in this section:

- Aspendale Park Racecourse - 38°1'33.15"S / 145°6'16.57"E
- Autódromo Ciudad de Rafaela - 31°12'23.75"S / 61°28'37.21"W
- Autodrome de Linas-Monthéry - 48°37'29.83"N / 2°14'37.38"E
- Autodrome de Miramas - 43°34'24.35"N / 4°57'57.07"E
- Autodromo di Monza - 45°37'5.15"N / 9°17'6.15"E
- Autódromo Miguel E. Abed - 19°1'34.95"N / 97°59'21.13"W
- Autodromo Nacional - 41°14'19.24"N / 1°46'48.77"E
- Brooklands - 51°21'4.72"N / 0°28'6.78"W
- Brooklands Speedway - 33°45'42.49"S / 150°45'8.37"E
- Calder Park Thunderdome - 37°40'22.26"S / 144°45'28.33"E
- Emerson Fittipaldi Speedway - 22°58'34.98"S / 43°23'42.78"W
- EuroSpeedway Lausitz - 51°31'56.78"N / 13°55'49.62"E
- Fichtenhainbahn - 54°12'33.90"N / 9°6'51.61"E
- Melbourne Motordrome - 37°49'30.61"S / 144°59'1.23"E
- Olympia Motor Speedway - 33°56'52.66"S / 151°14'40.35"E
- Opelbahn - 49°57'54.07"N / 8°24'59.82"E
- Phakisa Freeway - 27°54'15.29"S / 26°42'45.17"E
- Rockingham Motor Speedway - 52°30'56.61"N / 0°39'26.54"W
- Sanair Super Speedway - 45°31'48.80"N / 72°52'29.51"W
- Twin Ring Motegi - 36°31'59.98"N / 140°13'41.99"E

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. Also note that while the length of Auto Club Speedway was given as 2.029 miles at the time, both IndyCar and NASCAR currently list the track as simply 2 miles.

Note: Auto Club Speedway also holds the record of the fastest race in history. On 21 September 2003, Sam Hornish junior (Dallara-Chevrolet) won the 200-lap, 400-mile IRL Toyota Indy 400 in 1 hour 55 minutes and 51.4395 seconds, at an average speed of 207.151 mph / 333.306 kph. The race included just one 6-lap caution period. Note the IRL measured the track as simply 2 miles at the time, as does the IndyCar Series at present.

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

Note: 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 IndyCar Series now lists the track as 1.455 miles. Obviously this length results in much lower average speeds for both laps.

Note: Texas Motor Speedway was the scene of the second-fastest race in history. On 11 June 2011, Will Power (Dallara-Honda) won the second race of the Firestone Twin 275 in 48 minutes and 8.9739 seconds, thereby averaging 206.693 mph / 332.569 kph. The entire 114-lap, 165.87-mile race was run under green conditions without any cautions, with only two pitstops slowing down the pace.

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: \pm 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: \pm 0:33.6
Mario Andretti - USA - Parnelli-Offy
USAC Lone Star 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 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: \pm 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 the three American superspeedways not yet mentioned - Pocono, Talladega and Daytona - are as follows:

Pocono Raceway - Pennsylvania, United States	
4.023 km / 2.500 mi	Banking 14, 8 and 6 degrees
Outright Record 0:40.1929 = 360.288 kph / 223.920 mph Juan Pablo Montoya - Colombia - Dallara DW12 Pocono IndyCar 500 - Qualifying - Saturday 05.07.2014	Qualifying Record Same as outright record
Note: the qualifying record over two laps was also recorded by Juan Pablo Montoya on 05.07.2014, in 1:20.4034 = 360.209 kph / 223.871 mph.	
Daytona International Speedway - Florida, United States	
4.023 km / 2.500 mi	Banking 31 degrees
Outright Record 0:40.364 = 358.760 kph / 222.971 mph Colin Braun - USA - Ford EcoBoost Daytona Prototype Lap record attempt - Wednesday 09.10.2013	Qualifying Record 0:42.783 = 338.476 kph / 210.364 mph Bill Elliott - USA - Ford Thunderbird NASCAR Daytona 500 - Qualifying - Monday 09.02.1987
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.	

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 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****Nardò Ring - Italy****12.66 km / 7.868 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

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

The table below lists the **fastest-ever auto races** as of August 2016. Of course all of these races were run on ovals. Only races with an average speed of 190.000 mph / 305.710 kph or over are listed. Note that n/a denotes 'not available'.

#	Date	Series	Speedway	Average speed		Laps	Distance	Race winner	Cautions	
				mph	kph				#	Laps
1	21.09.2003	IndyCar	Auto Club	207.151	333.306	200	400.0 mi	Sam Hornish Jr	1	6
2	11.06.2011	IndyCar	Texas Motor	206.693	332.569	114	165.87 mi	Will Power	0	0
3	06.07.2014	IndyCar	Pocono	202.402	325.665	200	500.0 mi	Juan Pablo Montoya	1	6
4	10.10.2009	IndyCar	Homestead	201.420	324.085	200	297.0 mi	Dario Franchitti	0	0
5	01.08.2009	IndyCar	Kentucky	200.893	323.237	200	296.0 mi	Ryan Briscoe	1	6
6	03.11.2002	CART	Auto Club	197.995	318.574	250	507.25 mi	Jimmy Vasser	4	17
7	17.08.2003	IndyCar	Kentucky	197.897	318.416	200	296.0 mi	Sam Hornish Jr	1	10
8	08.02.1987	NASCAR	Daytona	197.802	318.263	20	50.0 mi	Bill Elliott	1	3
9	30.08.2014	IndyCar	Auto Club	196.111	315.543	250	500.0 mi	Tony Kanaan	1	12
10	10.02.1985	NASCAR	Daytona	195.865	315.147	20	50.0 mi	Terry Labonte	2	4
=	09.02.1986	NASCAR	Daytona	195.865	315.147	20	50.0 mi	Dale Earnhardt	1	2
12	10.09.2006	IndyCar	Chicagoland	194.828	313.478	200	304.0 mi	Dan Wheldon	2	12
13	11.02.1979	NASCAR	Daytona	194.384	312.764	20	50.0 mi	Buddy Baker	0	0
14	23.02.2012	NASCAR	Daytona	194.175	312.428	60	150.0 mi	Matt Kenseth	0	0
15	30.07.2006	IndyCar	Michigan	193.972	312.101	200	400.0 mi	Helio Castroneves	2	10
16	21.02.2013	NASCAR	Daytona	193.966	312.091	60	150.0 mi	Kyle Busch	0	0
17	12.02.1984	NASCAR	Daytona	192.926	310.418	20	50.0 mi	Neil Bonnett	1	6
=	12.02.1989	NASCAR	Daytona	192.926	310.418	20	50.0 mi	Ken Schrader	0	0
19	07.07.2013	IndyCar	Pocono	192.864	310.318	160	400.0 mi	Scott Dixon	2	12
20	20.02.2014	NASCAR	Daytona	192.651	309.975	60	150.0 mi	Denny Hamlin	1	1
21	14.02.1983	NASCAR	Daytona	192.513	309.753	20	50.0 mi	Neil Bonnett	1	2
22	11.02.1990	NASCAR	Daytona	192.308	309.424	20	50.0 mi	Ken Schrader	0	0
23	20.02.2014	NASCAR	Daytona	192.259	309.345	60	150.0 mi	Matt Kenseth	0	0
24	06.06.2015	IndyCar	Texas Motor	191.940	308.831	248	360.84 mi	Scott Dixon	1	13
25	18.02.2016	NASCAR	Daytona	191.898	308.764	60	150.0 mi	Kyle Busch	1	1
26	02.05.1992	IROC	Talladega	191.722	308.481	38	101.08 mi	Davey Allison	1	n/a
27	10.02.1980	NASCAR	Daytona	191.693	308.434	20	50.0 mi	Dale Earnhardt	0	0
=	07.02.1982	NASCAR	Daytona	191.693	308.434	20	50.0 mi	Bobby Allison	0	0
29	07.02.1988	NASCAR	Daytona	191.489	308.106	20	50.0 mi	Dale Earnhardt	0	0
30	01.05.1993	IROC	Talladega	190.716	306.862	38	101.08 mi	Al Unser Jr	n/a	n/a

Fastest-ever automobile races (190 mph and above)

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 Nazionale Monza in Italy. Lewis Hamilton lapped the 5.793 km / 3.600 mi course in 1:18.887 = 264.362 kph / 164.303 mph with his Mercedes F1 W11 Formula 1 car during qualifying for the Italian Grand Prix, on Saturday 5 September 2020.

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. Autodromo Nazionale Monza - Italy

5.793 km / 3.600 mi

5.793 km / 3.600 mi

Outright Record

1:18.887 = 264.362 kph / 164.303 mph
Lewis Hamilton - Great Britain - Mercedes F1 W11
Italian Grand Prix - Qualifying - Saturday 05.09.2020

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

3. 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

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
13.629 km / 8.470 mi
13.626 km / 8.469 mi
Outright Record

3:14.791 = 251.882 kph / 156.546 mph
 Kamui Kobayashi - Japan - Toyota TS050 Hybrid
 Le Mans 24 Hours - Qualifying - Thursday 15.06.2017

Official Lap Record (race)

3:17.297 = 248.628 kph / 154.523 mph
 Mike Conway - England - Toyota TS050 Hybrid
 Le Mans 24 Hours - Race - Saturday 15.06.2019

7. Autodromo del Mugello - Italy
5.245 km / 3.260 mi
5.245 km / 3.260 mi
Outright Record

1:15.144 = 251.278 kph / 156.170 mph
 Lewis Hamilton - Great Britain - Mercedes F1 W11
 Tuscan Grand Prix - Qualifying - Saturday 12.09.2020

Official Lap Record (race)

1:18.833 = 239.519 kph / 148.862 mph
 Lewis Hamilton - Great Britain - Mercedes F1 W11
 Tuscan Grand Prix - Race - Sunday 13.09.2020

8. 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 Watkins Glen (short layout), 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).

It's also worth noting that at the 2016 IndyCar Grand Prix at the Glen, Scott Dixon recorded a new outright record for the long layout of Watkins Glen, in 1:22.5259 = 236.537 kph / 147.008 mph.

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 Same as race lap record ?	Official Lap Record (race) 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
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 - 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 08.05.1976	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. Dundrod Circuit - Northern-Ireland	
11.908 km / 7.4011 mi	11.908 km / 7.4011 mi
Outright Record 3:15.316 = 219.491 kph / 136.415 mph Peter Hickman - England - BMW Ulster Grand Prix - Race - Thursday 08.08.2019	Official Lap Record (race) Same as outright record
5. Mountain Course - Isle of Man	
60.708 km / 37.73 mi	60.708 km / 37.73 mi
Outright Record 16:42.778 = 217.942 kph / 135.452 mph Peter Hickman - England - BMW Isle of Man Senior TT - Race - Friday 08.06.2018	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 Monday 6 June 2016. Driving a specially-prepped Subaru WRX STI, he managed a lap of 17:35.139 = 207.127 kph / 128.730 mph.	

6. 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 Vitesse International - Race - Sunday 28.05.1978

Official Lap Record (race)

Same as outright record

7. Grenzlandring - Germany

9.005 km / 5.597 mi

9.005 km / 5.597 mi

Outright Record

2:30.6 = 215.259 kph / 133.784 mph
Georg Meier - Germany - BMW
Grenzlandring-Rennen / Preis von Deutschland
Race - Sunday 11.09.1949

Official Lap Record (race)

Same as outright record

Note: Meier's record-breaking race lap of 2:30.6 (which, incidentally, was a tenth faster than his qualifying time) is equalled to an average speed of 216.0 kph on the official result sheets of the race. Consequently, *all* contemporary race reports - none of which mentions the actual lap time itself - give *this* speed as the lap record. However, in reality said lap time combined with the official track length of 9.005 km equals 'only' 215.259 kph.

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. Autodromo Nazionale Monza - Italy

5.777 km / 3.590 mi

5.750 km / 3.574 mi

Outright Record

1:41.233 = 205.459 kph / 127.694 mph
Tom Sykes - Great Britain - Kawasaki
World Superbike - Qualifying - Saturday 11.05.2013

Official Lap Record (race)

1:41.2 = 204.545 kph / 127.126 mph
Giacomo Agostini - Italy - MV Agusta
Grand Prix of Nations - Race - Sunday 12.09.1971

10. 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 - May 1978

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 not known.

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 best lap of 222.022 kph / 137.990 mph on that occasion - not quite as fast as the 1:06.6 = 229.730 kph / 142.778 mph lap Bob McIntyre clocked on a 350cc Gilera during a record attempt on 27 November 1957.

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 / 130.178 * 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, also located on the Italian island of Sicily, and used for the Targa Florio road race from 1906 to 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 Turismo Carretera 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 (*autódromos*), 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 or 37.73 mi over closed public roads. The course dates back to the first decade of the previous century, see the Oldest section above.

The longest-ever **purpose-built** racing circuit is the Nürburgring, near Adenau, Germany. Its longest layout 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 rallying until the late 1970s.

The longest-ever **paved 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 paved oval** racing circuit is the Autódromo Ciudad de Rafaela in Argentina, which measures 4.624 km / 2.874 mi. It originally opened as a dirt oval on 2 August 1953 and operated in this form through 1964. The oval was subsequently paved over the next two years, and reopened on 4 September 1966. On 28 February 1971, it hosted the USAC-sanctioned *Rafaela 300 Indy*, an American championship trail 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.

The world's **longest purpose-built** (semi) permanent non-oval circuits, excluding circuits used solely for testing, as of June 2013 are the following. The list includes only circuits of 6.000 km / 3.7290 mi or longer.

1. Nürburgring - between Müllenbach and Adenau, Germany

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

Opened in June 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 currently held on a slightly shorter 25.378 km or 15.773 mi variation

2. EuroSpeedway Lausitz - east of Klettwitz, Germany

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

Opened in August 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 a 12.030 km or 7.477 mi course / the so far only time this was used for a motorsport event was in August 2012, although this was not an actual race but rather a mix between a regularity run and time trial / a slightly shorter version of the combined course also hosted open driving days in late 2008 and 2009 / parts of the long circuit are in regular use for racing as part of the available shorter layouts

3. Thunderhill Raceway Park - west of Willows, California

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

Opened October 1993 / lengthened circa 1995 with a new loop west of the original course / a further extension was completed in mid-2014 / the longest possible configuration now measures approximately 4.57 mi or 7.36 km

4. 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 June 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 July 2006 and May 2007 but the series used the shorter Perimeter Course from 2008-2010 / the AMA Superbike championship raced on the full-length circuit in May-June 2008

5. 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 August 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 7.004 km or 4.353 mi since the as-yet most recent modifications, in 2007

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

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

Opened in August 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 / strangely, the exact same layout is also known as the Grand East Course and listed as 4.2 miles !?

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

8. 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 September 1955 / the circuit currently measures 6.513 km or 4.048 mi / motorcycles use an extra chicane which brings the length to 4.050 mi / Road America has seen only very minor changes since it opened over five decades ago

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

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

Opened circa April 2003 / the longest possible configuration is the Course A layout which 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 / aka Reno-Fernley Race Track

10. Spring Mountain Motorsports Ranch - directly south-east of Pahrump, Nevada

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

Reportedly opened in 1998 but this is unconfirmed / the longest possible configuration currently measures approximately 6.40 km or 3.97 mi / may be expanded in the near future / aka Spring Mountain Motor Resort and Country Club

11. Bahrain International Circuit - south of Dar Kulaib, Bahrain

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

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

12. 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

13. 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 in April 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

14. Autódromo Oscar y Juan Gálvez - just south-west of downtown Buenos Aires, Argentina

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

Opened in March 1952 / the longest possible layout is a variation of the layout called 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

15. 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 in December 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 and 2013 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	8.970 miles	Motorcycles	North West 200
13.629 km	Circuit de la Sarthe (Le Mans)	France	-	Autos	24 Heures du Mans / Le Mans Classic
11.908 km	Dundrod Circuit	Northern Ireland	7.4011 miles	Motorcycles	Dundrod 150 / Ulster Grand Prix

8.598 km	Tandragee	Northern Ireland	5.34375 miles	Motorcycles	Tandragee 100
6.838 km	Billown Circuit	Isle of Man	4.250 miles	Motorcycles	Southern 100 / Post-TT Races
6.500 km	Opava	Czech Republic	-	Motorcycles	Bezručův Okruh
6.120 km	Circuito da Guia (Macau)	China	3.8028 miles	Both	Macau Grand Prix
6.100 km	Havířov (Těrlíčko)	Czech Republic	-	Motorcycles	Těrlický Okruh
6.003 km	Baku City Circuit	Azerbaijan	-	Autos	European / Azerbaijan Grand Prix

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. Note that in the below two tables, 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 non-competitive events
Großdeutschlandring	Germany	10.0 km	n/a	Never fully completed or opened / see the First section above
Circuit de Rouen-Les-Essarts	France	6.542 km	1956-1971	
Talladega Superspeedway	USA	6.436 km	1969-1989	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 (7)

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
Hockenheimer 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
Autódromo de Yahuarcocha (Ibarra)	Ecuador	10.0 km	1970 - ?	Current Autódromo José Tobar Tobar opened 1984	3.59 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
Neman Ring (Nemuno Žiedas)	Lithuania	6.995 km	1987 - ?		3.30 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	1966-1973		4.563 km

Longest purpose-built circuits (11)

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 the Circuit du Mas du Clos in France, which reportedly 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. Note the list is not a definitive or exhaustive ranking.

- 0.400 km - **Circuit du Mas du Clos** - France / 1963 - circa mid-1960s / later lengthened to present-day 3.072 km
- 0.550 km - **Autodromo Riccardo Paletti** (Autodromo San Cristoforo) (Varano) - Italy / 1969-70 / then lengthened
- 0.650 km - **Auto Land Tsukude** - Japan / official length is 700 metres / located in the hills north of Shinshiro
- 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 / closed in 2003
- 0.810 km - **Grandvalira Circuit** - Andorra / used for snow racing in the winter / hosts a driving school in summer
- 0.825 km - **Autodromo Municipal de Cabrero** - Chile / seemingly originally a dirt course / paved in 2007
- 0.850 km - **Heidbergring** - Germany / 1980 - present / this is the official track length
- 0.880 km - **YZ Circuit** - Japan / has two separate courses / length given is of East Course
- 0.883 km - **Carnell Raceway** - Australia / originally a clay track / paved in early 1990s / official length: 960 metres
- 0.975 km - **Autódromo Geraldo Backer** (Autódromo Mestre Álvaro) - Brazil / official length: 1.008 km
- 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
- 1.035 km - **Nikko Circuit** - Japan
- 1.037 km - **Autódromo de CAMS** (Autódromo de Paysandú) - Uruguay
- 1.040 km - **Autódromo Héctor Suppici Sedes** (Autódromo de Tacuarembó) - Uruguay

- 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
- 1.115 km - **Lydden Hill** - England / opened as grass track 1955 / paved 1965 / lengthened in 1967 to circa 1.45 km
- 1.120 km - **Autódromo Bosques del Ángel** (Tulancingo) - Mexico / opened in 1990 / official length: 1.430 km
- 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 de l'Ouest Parisien** (Circuit de Dreux) (Circuit du Bois-Guyon) - France
- 1.150 km - **Circuit de Candie** (Toulouse) - France / opened 2005 / originally a motorcross track opened in 2003 ?
- 1.150 km - **Géoparc** (Saint-Dié-des-Vosges) - France / opened circa 2005 / lengthened to current 2.5 km in 2007
- 1.151 km - **Autódromo Noni Erdozain** (Zapala) - Argentina
- 1.155 km - **Autódromo de Benavídez** (Benavídez) - Argentina
- 1.160 km - **Autódromo de León** - Mexico / opened in 1976 / 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 1953
- 1.240 km - **Autódromo Potosino** (San Luis Potosi) - Mexico / built in 1983 / replaced with an oval in 2005
- 1.250 km - **Circuit de la Châtre** (Circuit de Chavy) - France / opened 1955 / partly purpose-built / lengthened 1978
- 1.250 km - **Solvalla** (Solna) - Sweden / opened in 2012 / hosted the STCC / built at a trotting track
- 1.260 km - **Buchy Park Circuit** - 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

List continues below...

- 1.310 km - **Autódromo Chanida** (Antofagasta) - Chile / originally a dirt track / later paved / now gone
- 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
- 1.340 km - **Autódromo Nazionale Gianni De Luca** (Airolo) - Italy / opened in 2012 / officially length is 1.400 km
- 1.370 km - **Autódromo Villa Olímpica de Quilpué** - Chile / reportedly opened in 1957
- 1.380 km - **Norosan Speed Park** - Japan / opened in May 1970 / closed in 1974
- 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 - **Circuit de Lohéac** (Manoir de l'Automobile de Lohéac) - France / lengthened at some point
- 1.412 km - **Autódromo de Querétaro** - Mexico / opened in 1984
- 1.415 km - **Autódromo Juvenal Jeraldo** (Huachalalume) - Chile / official length: 1.452 km / lengthened circa 2006
- 1.416 km - **Vålerbanen** - Norway / reportedly 1993-1996 / lengthened circa 1997 / now a training centre
- 1.430 km - **Spa Naouri** (Sports & Safety Riding Field) - Japan / reportedly opened in 1997
- 1.450 km - **Autódromo de Amozoc** (Puebla) - Mexico / opened in 1985 / later renamed, rebuilt and lengthened
- 1.450 km - **Llandow** - Wales / opened in 1963 / listed as 0.9 mile
- 1.470 km - **Autódromo Vegas de Quilaco** (Autódromo La Unión) - Chile
- 1.530 km - **Autódromo Gómez Palacio** (Autódromo Dinamita) (Autódromo Marco Magaña) - 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 2006 / often listed as one mile / semi-permanent
- 1.577 km - **Autódromo del Levante** - Italy / opened in 1989 / located south-east of Grumo Appula
- 1.580 km - **Kemora Moottorirata** - Finland / built 1983 / originally measured roughly 1.58 km / lengthened 1987
- 1.580 km - **Timaru International Motor Raceway** (Levels Raceway) - New Zealand / 1967-87 / lengthened 1988
- 1.580 km - **Autódromo Pacífico Sport** (San Antonio) - Chile / opened in 2003
- 1.600 km - **Circuit des Sables d'Olonne** (Circuit du Puits d'Enfer) - 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-metre long course in Wetteren, Belgium, which appeared on the schedule in 1961 - although it is not certain the race indeed took place.

One of the shortest **street circuits** used for full-fledged auto racing was the 659-metre course in Ballyjamesduff, Ireland, which hosted Formula Ford racing in June 1985 and July 1986. The lap record was set at just over half a minute!

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, near Kuala Lumpur, 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 were 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 in the Longest section 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. Nearly all of 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 Oakland (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, also in California, which was used in September 1913, November 1914 and April 1916.

Perhaps the most famous circular circuit was 1-mile 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 have been the Sofia street circuit in Bulgaria, which was 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. It opened in March 1958 and consisted of five righthand turns only until 1969. It was a very quick course, with an outright lap record of 1:12.8 = 237.2 kph / 147.4 mph, as clocked by Austrian driver Jochen Rindt 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
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	Peralta	Slightly banked semi-circular curve onto main straight
Autódromo José Carlos Pace	Brazil	S do Senna	Downhill S-curve and good overtaking opportunity
Autodromo Nazionale Monza	Italy	Parabolica	Aptly-named righthander that opens towards exit giving sling-shot onto main straight
Autódromo Roberto 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
Biķernieki	Latvia	Unnamed	Quaint hammerhead-shaped sequence of weirdly cambered turns on full-length course
Brands Hatch	England	Paddock Hill Bend	Signature righthander where road drops away at apex after approach over slight crest
		Hawthorn Bend	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
Canadian Tire Motorsport Park	Canada	Moss Corner	Signature two-part fast-in slow-out righthander with steeply downhill approach
		Clayton Corner	Sweeping downhill left
Circuit de la Sarthe (Le Mans)	France	Mulsanne	Straightforward but iconic 90-degree right at far end of the course
		Porsche Curves	Series of flowing curves generally acknowledged as the circuit's most challenging
Circuito da Guia (Macau)	China	Melco Hairpin	Extremely tight hairpin right with permanent no-passing zone
Circuit Park Zandvoort	Netherlands	Tarzanbocht	180-degree right offering textbook overtaking opportunity and allowing multiple lines
Circuit Pau Arnos	France	Unnamed	Series of flowing and undulating corners on circuit's challenging back section
Donington Park	England	Craner Curves	Fast and flowing series of downhill curves
Sonoma 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
Mega Space (Santa Luzia)	Brazil	Turn 2	Extremely steep uphill climb into fast and near-blind lefthander
Monaco	Monaco	Tunnel	Fast turn hidden in uniquely long tunnel
Mountain Course	Isle of Man	Bray Hill	Quintessential Mountain Course flat-out downhill corner between sidewalks and houses
		Governor's Bridge	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	Light swerves down steep hill followed by extremely abrupt rise into flat-out left
		Caracciola-Karussell	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	Bumpy but fast lefthander where wide track narrows at exit
		Sunset Bend	Two-part semi-circular bend with fast entry and bumpy surface
Silverstone Circuit	England	Copse Corner	Near flat-out righthander
		Maggotts / Becketts	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	Esses	Fast and flowing sequence of curves to left and right
		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	Steeply 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	Steeply 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>	The circuit's westernmost corner was a steeply 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>	Steeply 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 and location
- 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	Location	Length in km	Elevation			Max Gradient		Notes
			Highest	Lowest	Change	Up	Down	

100 metres and more:

Mountain Course	Isle of Man	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	-	-	
Canadian Tire Motorsport Park	Canada	3.957	336.2	285.6	50.6	-	-	Better known as Mosport

30-49 metres:

Sonoma 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	Location	Length in km	Elevation			Max Gradient		Notes
			Highest	Lowest	Change	Up	Down	
Pacific Raceways	USA	3.620	-	-	38	-	-	34.6 metres according to FOM data
Hungaroring	Hungary	4.381	-	-	36	6.2	7.0	
Circuit de Lédenon	France	3.150	208	173	35	± 13	-	
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	-	-	
Ahveniston Moottorirata	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	Based on 2003 data / see note below 15.2 metres according to FOM data Maximum gradient circa 2.0 - 2.4 % 7.3 metres according to FOM data
Motorsport Arena Oschersleben	Germany	3.696	-	-	23	-	-	
Sepang International Circuit	Malaysia	5.543	-	-	22	-	-	
Calabogie Motorsports Park	Canada	5.050	-	-	19.8	-	-	
Barber Motorsports Park	USA	3.829	201.1	182.9	18.2	-	-	
Bahrain International Circuit	Bahrain	5.412	-	-	18	3.6	5.6	
Tokachi Speedway	Japan	5.091	-	-	15	-	-	
Autodromo Nazionale Monza	Italy	5.793	8.33	-3.98	12.3	-	-	
Autodrom Most	Czech Republic	4.219	-	-	12	2.8	3.2	
Shanghai International Circuit	China	5.451	-	-	6.74	3	8	7.3 metres according to FOM data
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. However, the FOM circuit guide of the 2015 Belgian GP gave the elevation change as 102.2 metres.
Barber Motorsports Park: the official circuit website states the elevation change is 80 feet, or 24.3 metres.

Elevation change comparative table

Most

The country with the **most racing circuits** must surely be the United States of America. Historian and author Allan Brown lists nearly 8000 American and 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, and obviously include both former and current venues.

Looking only at **road courses**, in the American sense, i.e. non-oval circuits, the United States currently has the most, followed at a respectful distance by Argentina and France - see the World Circuits Survey further below for exact numbers.

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 Arctic 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 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 3.848 km / 12,625 feet above sea level. The circuit was built in 1994 or 1998, depending on what source to believe. Location: 16°24'32.91"S / 68°28'21.97"W.

Eight-Shaped Circuits

Racing circuits that pass over/underneath themselves via a flyover/tunnel are surprisingly rare, particularly purpose-built venues with such a feature. The table below lists these circuits in chronological order. Inactive circuits, or circuits where the figure-8 layout is not used anymore, are highlighted in light grey.

Circuit	Country	Opened	Closed	Notes
Autodromo di Monza	Italy	03.09.1922	-	Full course / last major race on this layout was held on 25.04.1969
Paramount Ranch	USA	18.08.1956	08.12.1957	Located south of Agoura Hills near Saratoga Hills in California
Suzuka Circuit	Japan	04.11.1962	-	Located south-west of Suzuka
Ahveniston Moottorirata (Hämeenlinna)	Finland	15.07.1967	-	Located directly north-west of Hämeenlinna
Autódromo El Zonda (San Juan)	Argentina	08.10.1967	-	Located near Zonda in the mountains west of San Juan
Autódromo Juan Manuel Fangio (Balcarce)	Argentina	16.01.1972	-	Located just south of Balcarce
Oran Park Raceway	Australia	17.02.1962	16.01.2010	The eight-shape was created in 1974 by adding the north loop
Autódromo General San Martín (Mendoza)	Argentina	31.03.1974	09.11.1997	The circuit is still there but abandoned and increasingly deteriorating
Everland Speedway	South Korea	00.00.1993	-	The eight-shape was created when the circuit was expanded in 2011
Central Circuit	Japan	00.00.1996	-	Located north-west of Nishiwaki
Spa Nishiura Motor Park	Japan	09.06.2007	-	Located south of Gamagori on the shores of Mikawa Bay
Parcmotor Castellolí	Spain	07.03.2009	-	Located between Igualada and Castellolí / date is of official opening
Highlands Motorsport Park	New Zealand	30.03.2013	-	Located near Kawarau Gorge just south of Cromwell

Purpose-built eight-shaped circuits (13)

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 table below list selected '**classic**' **European street circuits** of the pre-war and post-war period, through the 1970s. 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 always, dates are given as day/month/year.

Circuit	Country	Auto 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 del Mugello	Italy	21.06.1914	19.07.1970	Hosted Mugello road races / used intermittently	-	-

July 1914 < World War One > November 1918

Medio Circuito delle Madonie	Italy	23.11.1919	04.05.1930	Used for the Targa Florio on the island of Sicily	04.10.1920	07.04.1929
Circuito del Garda (Salò)	Italy	22.05.1921	08.05.1966	Used intermittently / ran motorcycles just twice	16.10.1927	08.10.1950
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
Circuito del Montenero (Livorno)	Italy	25.09.1921	04.08.1935	The circuit was shortened as of 1936	24.08.1924	28.07.1935
		New layout: 02.08.1936	19.07.1953	New layout was used in several different versions	26.07.1936	12.07.1953
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	-
Circuito de Lasarte (San Sebastián)	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	Used in several different layouts	16.05.1925	18.07.1965
Circuit de Chimay	Belgium	09.05.1926	18.09.1994	Succeeded by new shorter layout	09.05.1926	18.09.1994
		New layout: 23.06.1996	02.09.2007	Now used for motorcycle racing only	25.06.1995	-
Circuit de Reims-Gueux	France	25.07.1926	29.06.1969	Was among the fastest circuits in the world	25.07.1926	11.06.1972
Circuito Tre Fontane (Rome)	Italy	10.06.1928	25.05.1930	Hosted the Premio Reale di Roma	29.06.1928	18.05.1930
Ards Circuit (Belfast)	Northern Ireland	18.08.1928	05.09.1936	Hosted the RAC Tourist Trophy	-	-
Circuit de Monaco	Monaco	14.04.1929	-	Hosts annual Formula 1 Monaco Grand Prix	16.05.1948	16.05.1948
Phoenix Park (Dublin)	Ireland	12.07.1929	19.08.2012	Used a variety of layouts over the years	± 1924	unknown

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	Motorcycles also raced on different layout in 1993	16.06.1934	00.00.1991
		New layout: 06.10.2007	-	No races held 2011-13 / revived in June 2014	-	-
Piccolo Circuito delle Madonie	Italy	08.05.1932	15.05.1977	Used for the Targa Florio on the island of Sicily	-	-
Eläintarha (Helsinki)	Finland	08.05.1932	19.05.1963	Hosted the Eläintarhan Ajot races	08.05.1932	19.05.1963
Circuit de Pau	France	19.02.1933	-	Hosts the Grand Prix de Pau and Pau Historic GP	06.04.1947	07.04.1969
Circuito de Montjuich (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
Circuito delle Mura (Bergamo)	Italy	19.05.1935	19.05.1935	Now hosts the Bergamo Historic Gran Prix	10.10.1937	10.05.1953

Circuit	Country	Auto Races		Notes	Motorcycle Races	
		First	Last		First	Last
Schottenring (Schotten)	Germany	10.07.1938	25.06.1950	Hosted the Rund um Schotten races	12.09.1925	10.07.1955
Zandvoort	Netherlands	03.06.1939	03.06.1939	Sole street course for autos in this country	05.08.1939	08.06.1947
Circuit du Neudorf-Findel	Luxembourg	04.06.1939	22.05.1952	Located adjacent to Luxembourg Findel Airport	26.05.1949	22.05.1952
Circuit des Remparts (Angoulême)	France	02.07.1939	05.06.1955	The circuit passes by the Angoulême cathedral	15.06.1947	21.06.1952
		Vintage races:	Sept 1978	-	-	-
Opatija (Abbazia)	Croatia	09.07.1939	16.06.1968	Originally located in Italy, later in Yugoslavia	01.09.1946	19.06.1977

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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
Erlen	Switzerland	08.08.1948	12.08.1951	Hosted the Preis der Ostschweiz races	08.08.1948	12.08.1951
Norisring (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 new permanent circuit in 1996	26.05.1927	08.07.1990

Circuito di Siracusa	Italy	30.04.1950	05.07.1969	Hosted several non-championship F1 Grands Prix	unknown	unknown
Circuito da Boavista (Porto)	Portugal	18.06.1950	14.08.1960	Different layout had hosted races from 1931-33	-	-
	New layout:	10.07.2005	30.06.2013	The new layout was used every other year	-	-
Wicklow	Ireland	08.07.1950	13.07.1957	Hosted the Leinster Trophy and Leinster 200	06.05.1950	15.06.1957
Circuit de Rouen-Les-Essarts	France	30.07.1950	27.06.1993	Circuit was purpose-built but not permanent	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	-
Circuit de Mettet	Belgium	10.09.1950	15.09.1996	Used for vintage motorcycle racing through 2011	11.09.1927	21.05.2006
Circuito de Vila do Conde	Portugal	23.09.1951	15.06.2003	There had already been a race on 27.09.1931	± 1962	± 1983
				A revival meeting was held on 22.05.2010		
Circuito di Caserta	Italy	22.06.1952	18.06.1967	Abandoned after a very serious accident	-	-
Skreabanan (Falkenberg)	Sweden	20.07.1952	02.08.1964	Hosted the Västkustloppet races / replaced by permanent circuit which opened 05.08.1967	20.07.1952	02.08.1964
Circuit de la Prairie (Caen)	France	27.07.1952	20.07.1958	Hosted non-championship Formula 1 Grands Prix	28.06.1953	20.07.1958
Cena Prachovských Skal (Jičín)	Czech Republic	17.08.1952	05.09.1976	Best known for the international motorcycle races	17.08.1952	05.09.1976
Råbelöfsbanan (Kristianstad)	Sweden	07.08.1955	11.08.1957	Located directly north of town	14.09.1952	17.09.1961
Dunboyne	Ireland	12.07.1958	27.05.1967	Hosted the Leinster Trophy and Leinster 200	14.06.1958	27.05.1967
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 (Schleiz)	Germany	04.06.1961	05.08.1990	Earlier auto races on 17.09.1933 and 08.07.1951	15.06.1924	-
				Motorcycle racing continues on shorter layout		
Circuito Guadalupe (Alcañiz)	Spain	11.09.1965	27.07.2003	Succeeded by purpose-built Motorland Aragón	-	-
Sopron	Hungary	07.07.1968	06.07.1969	High-speed circuit on southern side of town	15.05.1932	unknown
Frohburger Dreieck (Frohburg)	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 north of town	-	-

Selected European street circuits (auto racing through 1970s)

The table on the following page lists particularly noteworthy **modern European street circuits** from the 1980s onwards. Again, this is merely a selection, as there have been countless others. 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	Auto Races		Notes
		First	Last	
Ballyjamesduff	Ireland	08.06.1985	06.07.1986	One of the shortest street circuits used for auto racing / length was just 659 metres
Norrköping	Sweden	10.05.1986	00.00.1989	Hosted the Norrköping Grand Prix 1986-87 and 1989 / ran vintage and modern cars
Dun Laoghaire	Ireland	19.07.1986	19.07.1986	Hosted Zanussi Grand Prix for Formula Ford / start-finish was on Cumberland Street
Birmingham	England	25.08.1986	27.08.1990	Hosted the Birmingham Superprix / this was headlined by Formula 3000
Bruxelles (Gare du Nord)	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 / located at the Atomium
Dundalk	Ireland	08.07.1989	09.07.1989	Hosted Formula Ford racing cars and saloon cars / start-finish was on George's Quay
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 from 1980-1981
Helsinki Thunder	Finland	04.06.1995	25.05.1997	Hosted FIA GT, DTM and ITCC / the track layout differed slightly each year
Kirchberg	Luxembourg	19.05.1997	19.05.1997	Hosted the Grand Prix d'Europe / this included vintage races for sports and racing cars

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 Arena	Sweden	14.06.2008	06.06.2014	Hosted STTC / hosted TTA Serien in 2012 / largely specially constructed
Valencia Street Circuit	Spain	26.07.2008	24.06.2012	Hosted Formula 1 European Grand Prix / largely specially constructed
Aarhus	Denmark	26.06.2010	-	Hosts mostly vintage races but also Danish Thundersport / located in Minderparken

Selected modern European street circuits (auto racing)

The table below lists selected classic and modern **Australian street circuits**, plus two in New Zealand. Please note that in a few 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.

Circuit	State/Region	Auto Races		Notes
		First	Last	
Lobethal	South Australia	03.01.1938	01.01.1948	Hosted just four auto races / 1938-1940 and 1948
Mount Panorama (Bathurst)	New South Wales	18.04.1938	-	Opened with motorcycle racing on 16.04.1938 / first auto race held next Monday
Gnoo Blas (Orange)	New South Wales	26.01.1953	22.10.1961	Opened with motorcycle racing on 24.01.1953 / first auto race held next Monday
Longford	Tasmania	28.02.1953	04.03.1968	Located directly north of town / hosted Tasman Series / also ran motorcycles
Albert Park (Melbourne)	Victoria	21.11.1953	23.11.1958	Roads were later rebuilt to host F1 Grand Prix as of 1996 / see below
Adelaide	South Australia	03.11.1985	12.11.1995	Hosted F1 Australian Grand Prix / subsequently used once more 30-31 Dec 2000
	New layout:	10.04.1999	-	Shortened layout now hosts V8 Supercars
Surfers Paradise (Gold Coast)	Queensland	17.03.1991	-	Hosted CART and Champ Car 1991-2008 / shortened layout hosts V8 Supercars
Albert Park (Melbourne)	Victoria	09.03.1996	-	Largely specially built / hosts F1 Australian Grand Prix and V8 Supercars
Canberra	Australian Capital Territory	10.06.2000	09.06.2002	Located near the Parliament House / hosted V8 Supercars
Townsville	Queensland	11.07.2009	-	Located in Reid Park / largely purpose-built / hosts V8 Supercars
Homebush (Sydney)	New South Wales	05.12.2009	04.12.2016	Located at Sydney Olympic Park / hosts V8 Supercars
Wellington	Wellington / New Zealand	27.01.1985	24.11.1996	Located at the Wellington Harbour / hosted touring car races / ran WTCC in 1987
Hamilton	Waikato / New Zealand	19.04.2008	22.04.2012	Located in the Frankton business district / hosted V8 Supercars

Selected Australian & New Zealand street circuits (auto racing)

The table below lists selected **American street courses** of the 1900s through 1910s, according to the date of the first auto race. Some reservation is necessary, however, as the information available is a little sketchy sometimes. In a few cases, there may have been more races than indicated here.

As the table shows, road racing in America began on the East Coast early in the twentieth century, and then gradually moved westward across the country, before reaching its peak in California. However, road racing faded around the time of World War One due to restrictive legislature imposed after accidents and the rise of board track racing.

Circuit	Auto Races				Notes
		First	Last		
Long Island	NY	08.10.1904	08.10.1904		Located between Jericho, Levittown and Queens / hosted first Vanderbilt Cup / length: 28.44 mi
Long Island	NY	23.09.1905	06.10.1906		Located adjacent to 1904 circuit / also included a part of it / lengths: 28.3 mi (1905) and 29.71 mi (1906)
Savannah	GA	18.03.1908	30.11.1911		Located south-east of the city / layout varied / also ran motorcycles on 27.12.1913 and 26.11.1914
Briarcliff Manor	NY	24.04.1908	24.04.1908		Located between Briarcliff Manor, Kitchawan and Lake Kensico / length: 30 mi
Lowell	MA	07.09.1908	08.09.1909		Known as the Merrimack Valley Course / length: 10.6 mi / shortened layout ran motorcycles on 11.09.1909
Long Island	NY	10.10.1908	01.10.1910		Used part of the Long Island Motor Parkway / length: 23.46 mi / shortened to 12.64 mi for 1909-1910
Philadelphia	PA	10.10.1908	09.10.1911		Located in Fairmount Park / length: around 8 mi / revived as vintage races on shorter course in 1990s
Crown Point	IN	18.06.1909	19.06.1909		Located between Crown Point, Cedar Lake and Lowell / length: 23.274 mi
Santa Monica	CA	10.07.1909	18.11.1916		Located along the beachfront / length: 8.417 mi / ran one more race on shortened layout on 15.03.1919
Riverhead	NY	29.09.1909	29.09.1909		Located between Riverhead and Mattituck on Long Island / length: 22.75 mi
Oakland	CA	23.10.1909	22.02.1911		Located between Oakland and San Leandro / length: 21.18 mi / shortened to 10.923 mi for 1911 race
Elgin	IL	26.08.1910	28.08.1920		There were no races 1916-1918 / used once more on 26.08.1933 / length: 8.47 mi but varied slightly
Bakersfield	CA	04.07.1911	04.07.1911		Located north of town on China Grade Loop / possibly also used in later years / length: 11.15 mi
Cincinnati	OH	09.09.1911	09.09.1911		Located north-east of town between Silverton, Blue Ash and Montgomery / length: 7.9 mi
Visalia	CA	04.07.1912	04.07.1917		Located on city streets / exact location unknown / length: either 3.125 or 3.15 mi
Milwaukee	WI	02.10.1912	05.10.1912		Located in Milwaukee suburbs / start-finish was on Burleigh Street / length: 7.88 mi
San Diego	CA	01.03.1913	09.01.1915		Located at Point Loma peninsula / start-finish was at Rosecrans Street / aka Legless Horse Course
Owensmouth	CA	29.03.1913	29.03.1913		Owensmouth is now named Canoga Park / start-finish was at Sherman Way / rectangular 6.5 mi course
Prescott	AZ	05.07.1913	06.07.1914		Race over two laps of 44 mi Outer Loop / part of the Prescott Frontier Days / also ran motorcycles
Corona	CA	09.09.1913	08.04.1916		Located on Grand Boulevard / this formed a perfect circle / length: 2.77 mi
Glendale	CA	03.02.1915	03.02.1915		Location unknown / hosted the Tropico Road Race / length: 1.906 mi
San Francisco	CA	27.02.1915	06.03.1915		Located at the Panama-Pacific Exhibition site / this is now the Marina District / length: 3.849 mi
Venice	CA	17.03.1915	17.03.1915		Hosted the Venice Grand Prix / also ran motorcycles on 04.04.1915 / length: 3.105 mi
Oklahoma City	OK	20.04.1915	29.04.1915		Location unknown / ran both autos and motorcycles on 20.04.1915 / length: 2.404 mi
Hibbing	MN	04.07.1916	04.07.1916		Location unknown / length: 4.52 mi

Selected American street circuits (pre-war auto racing 1900s - 1910s)

The table below lists the four street circuits used by **ARCA**, more or less the predecessor of the SCCA. With few exceptions, these relatively minor events were the only auto races run on public roads in America during the 1930s. The column on the right of the dates gives the lap length in miles.

Circuit	Auto Races				Notes
		First	Last	Lap mi	
Briarcliff Manor	NY	11.11.1934	23.06.1935	3.3	Hosted the Briarcliff Trophy / start-finish was located on Tuttle Road
Memphis	TN	13.05.1936	13.05.1936	4.0	Hosted the Cotton Carnival Road Race / rectangular unpaved course near the 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 / note length was 2.85 miles for second year

Selected American street circuits (pre-war auto racing 1930s)

The table below lists selected American street courses of the 1940s through 1960s, according to the date of the first auto race, plus two more recent circuits worth mentioning, both used for amateur racing. Most of these street courses were used for sports car racing and lasted but a few years, although a few survived much longer. The column on the right of the dates gives the lap length in miles.

Circuit	Auto Races		Lap	Notes	
	First	Last	mi		
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	Located on South Bass Island in Lake Erie / there was one more race on 05.10.1963
Sullivan County (Callicoon)	NY	28.06.1953	28.06.1953	8.5	Located near Obernburg / full name: Sullivan County Sport Car Race Course
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 Pomona Fairgrounds / also ran motorcycles and vintage races in 1990s
Minneapolis	MN	14.10.1956	08.07.1967	2.0	Located at Metropolitan Stadium in Bloomington / date of final race to be confirmed
Cardinal Stadium (Louisville)	KY	04.05.1957	21.08.1960	1.8	Located on roads around Cardinal Stadium at the Kentucky State Fairgrounds
Oklahoma City	OK	01.11.1958	04.11.1962	2.0	Located at the State Fairgrounds / hosted Petite Prix races / original length 1.9 mi
Ascarate Park (El Paso)	TX	28.02.1959	30.10.1960	2.0	Located on shores of Ascarate Lake near border / hosted Carrera del Norte races
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	17.06.1961	05.07.1992	1.5	Located just east of town on the shores of Lake Ponca / no races held 1981-1986
Las Vegas	NV	29.10.1961	29.10.1961	2.0	Located at the Convention Center / meeting included sports cars and motorcycles
Port of Stockton	CA	14.04.1962	05.06.1966	1.9	Located at the inland port west of downtown / replaced the earlier airfield course
Dodger Stadium (Los Angeles)	CA	02.03.1963	15.12.1963	1.3	Located in Los Angeles Dodgers stadium parking lot / cancelled in 1964 and 1965
Austin	TX	11.08.1963	20.07.1980	1.2	Part of Aqua Festival / at Municipal Auditorium / track length varied / final year TBC
Candlestick Park (San Francisco)	CA	14.09.1963	08.08.1965	1.9	Located in parking lot of San Francisco Giants stadium / length was 1.5 mi in 1963
Astrodome (Houston)	TX	10.10.1964	11.10.1964	1.9	Located in parking lot and on perimeter roads of the Houston Astrodome
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	30.09.1967	01.10.1967	1.9	Located on roads of a then-new subdivision / hosted the Lake Tahoe Grand Prix
San Diego Stadium	CA	21.10.1967	21.07.1968	2.0	In parking lot of San Diego Chargers stadium / perhaps ran vintage race in 1994 ?
Ocean Shores	WA	20.10.1968	20.10.1968	2.0	Located on then-new neighbourhood streets / sand kept blowing onto the course
Pontiac	MI	04.07.1974	05.07.1975	1.6	Located on Woodward Ave / hosted Wide Track races / lap length is approximate
Eloy	AZ	11.05.1980	23.04.1989	1.0	Located downtown / hosted the Eloy Gran Prix / length was 0.7 mi for first year
Selected American street circuits (post-war auto racing 1940s-1960s)					

Selected American street circuits (post-war auto racing 1940s-1960s)

The table below lists all American street circuits used by the **main professional auto racing series** from the 1970s onwards, including...

- Formula 1
- Formula E
- CART / Champ Car
- IRL / IndyCar Series
- IMSA GT / ALMS / Grand-Am / USCC (United SportsCar Championship)
- Trans-Am

...as well as street circuits used by several 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 the following two tables, 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	2011-2013	IndyCar Series / ALMS	Encircled Oriole Park at Camden Yards / start-finish was on West Pratt Street Length: 2.04 mi
Columbus Downtown	OH	1985-1988	IMSA GT	The course encircled City Hall and included two river-crossings / length: 2.3 mi
Dallas Fair Park	TX	July 1984	Formula 1 / Can-Am	Hosted the one-off Formula 1 Dallas Grand Prix / length: 2.424 mi
Dallas Fair Park	TX	May 1988	Trans-Am	Almost completely different layout than earlier Formula 1 circuit / length: 1.2 mi
Dallas Addison Airport	TX	1989-1991	Trans-Am	Located north of Dallas / used an Addison Airport runway and adjacent streets Length: 1.57 mi
Dallas Reunion Arena	TX	1993-1994 1996	Trans-Am Trans-Am / IMSA GT	Encircled the Reunion Arena / partly ran through the parking lots / length: 1.3 mi
Del Mar Fairgrounds	CA	1987-1992	IMSA GT	Located in the parking lot of the Del Mar Fairgrounds below the horse race track Length: 1.6 mi / note different circuit at same site was used from 1958-1964
Denver Civic Center	CO	1990-1991	CART / Trans-Am	Located downtown / encircled Civic Center Park Length: 1.9 mi (but listed as 1.97 mi on Trans-Am result sheets)
Denver Pepsi Center	CO	2002-2006	CART → Champ Car	Encircled the Pepsi Center / partly laid out in the parking lots Length: 1.647 mi (2004-2006: 1.657 mi)
Des Moines Downtown	IA	1989-1994	Trans-Am (except 1993)	Circuit included two river-crossings / Sunday's races were cancelled in 1993 after Saturday night floods / length: 1.8 mi (1991-92: 2.0 mi / 1994: 1.6 mi)
Detroit Renaissance Center	MI	1982-1988 1989-1991	Formula 1 / Trans-Am CART / Trans-Am	Hosted the Formula 1 Detroit Grand Prix and subsequently the Detroit Indy Grand Prix / encircled the Renaissance Center and included a tunnel
Detroit Belle Isle	MI	1992-2001 2007-2008 2012-2014	CART / Trans-Am IndyCar Series / ALMS IndyCar Series / Grand-Am → USCC	Located on Belle Isle in the Detroit River / succeeded the earlier downtown course / aka The Raceway at Belle Isle Park / the 2014 event was an IndyCar Series and United SportsCar Championship doubleheader
East Rutherford Meadowlands	NJ	1984-1991	CART	Located at the Meadowlands Sports Complex / also ran Trans-Am support race in 1988 / two different layouts (1984-1987 and 1988-1991 respectively)
Grand Rapids Downtown	MI	1998-1999	Trans-Am	Known as the Scott Brayton Memorial Street Circuit / the course included two river-crossings / 1999 event included a motorcycle demo / length: 1.58 mi
Houston Downtown	TX	1998-2001	CART	Located downtown next to the George R. Brown Convention Center Length: 1.527 mi
Houston NRG Park	TX	2006-2007 2013-2014	Champ Car / ALMS IndyCar Series	At NRG Park next to the Astrodome / formerly known as Reliant Park / the 2006 races were held at night / length: varied slightly but was 1.634 mi for 2013-14
Las Vegas Ceasars Palace	NV	1981-1982 1983-1984	Formula 1 / Can-Am CART / Trans-Am	Hosted the Formula 1 Ceasars 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	Encircled the Fremont Street Experience pedestrian mall / length: 2.44 mi
Long Beach Shoreline Drive	CA	1975 - present April 2015	F5000, Formula 1, CART, Champ Car, IndyCar, ALMS & many more / also ran motorcycles 1976-77 and 1981-82 Formula E / to race on a shortened version of the IndyCar circuit	

Circuit		Year(s)	Main Series	Notes
Los Angeles Exposition Park	CA	1998-2000	NASCAR Featherlite Southwest Series	Located next to the Los Angeles Memorial Coliseum / support races in 1999 included the American IndyCar Series / length: 1.0 mi (1998: 1.4 mi)
Miami Bayfront Park	FL	1983-1985	IMSA GT	Located near the present-day AmericanAirlines Arena / length: 1.85 mi
Miami Bicentennial Park	FL	1986-1993 Feb 1994 March 1995	IMSA GT Trans-Am CART	Partly purpose-built / the race direction was reversed from anti-clockwise to clockwise for 1995 / note a shortened version was also used for separate AMA Superbike races from 1990-1991
Miami Bayfront Park	FL	2002-2003	CART → Champ Car / ALMS	Different layout than earlier Bayfront Park circuit listed above
Miami Tamiami Park	FL	1985-1988	CART	Encircled a sports park / aka Tamiami Park Raceway / also ran Trans-Am support race in 1986 / length: 1.784 mi (possibly 1.742 mi in 1985)
Miami AA Arena	FL	March 2015	Formula E	Located around the AmericanAirlines Arena / partly overlapped with the first two Miami street circuits listed above but the layout differed / length: 1.348 mi
Minneapolis Downtown	MN	1996-1998	Trans-Am	Located directly north of the Metrodome in Downtown East / length: 1.6 mi
New Orleans Business Area	LA	June 1991	IMSA GT	Located in the business area just south of the French Quarter / length: 1.3 mi
New Orleans Superdome	LA	June 1992 Oct 1995	IMSA GT	Encircled the Louisiana Superdome / length: 1.43 mi
Niagara Falls Downtown	NY	June 1988	Trans-Am	Located downtown / start-finish was next to the Convention and Civic Center where the Seneca Niagara hotel tower now is / length: 1.6 mi
Phoenix Downtown	AZ	1989-1991	Formula 1	Hosted the Formula 1 United States Grand Prix / also ran a Trans-Am support race in 1990 / length: 2.36 mi (1991: 2.312 mi)
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 Length: 1.27 mi (1993: 1.0 mi / possibly 1.32 mi in 1996)
San Antonio Downtown	TX	1987-1990	IMSA GT	Encircled the Henry B. Gonzales Convention Center and Hemisfair Park Length: 1.67 mi
San Diego Liberty Station	CA	Nov 2000	Trans-Am / US F3 Championship	Located on roads of the former Naval Training Center at Point Loma / cancelled in 1999 and 2001 / the site is now Liberty Station / length: 1.65 mi
San Jose Downtown	CA	2005-2007	Champ Car	Encircled the downtown San Jose Convention Center Length: 1.443 mi (2005: 1.448 mi)
Spokane Riverfront Park	WA	1987-1988	NASCAR Winston West Series Formula Atlantic	The course included a tunnel and three river-crossings / length: 1.65 mi
St. Petersburg Bayshore Drive	FL	1985 1986-1990	Trans-Am / Can-Am Trans-Am	Located on the waterfront / ran via Bayshore Drive and Beach Drive Length: 2.0 mi
St. Petersburg Tropicana Field	FL	1996-1997	Trans-Am	Encircled the Tropicana Field stadium just west of downtown / at the time this was known as the Thunderdome / length: 1.6 mi (1997: 1.69 mi)
St. Petersburg Bayshore Drive	FL	2003 2005 - present	Champ Car IRL → IndyCar Series	Largely same location as earlier Trans-Am circuit but different layout / uses a runway of Albert Whitted Airport and nearby streets / length: 1.8 mi
Tacoma Tacoma Dome	WA	1986-1987	NASCAR Winston West Series Formula Atlantic	Located south of downtown / encircled the Tacoma Dome / length: 1.5 mi
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 / length: 1.88 mi (1990: 1.9 mi)
Washington DC RFK Stadium	-	July 2002	ALMS / Trans-Am	Located adjacent to the Robert F. Kennedy Memorial Stadium Laid out entirely in the parking lot / length: 1.66 mi
West Palm Beach Auditorium	FL	1986-1987	IMSA GT	Encircled the West Palm Beach Auditorium west of downtown / length: 1.6 mi
West Palm Beach Fairgrounds	FL	1988-1991	IMSA GT	Located at the South Florida Fairgrounds / length: 1.62 mi

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

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

Circuit	Used	Notes
Avon Unknown	CO 1985 - ca 1989	Hosted the Avon Vintage Grand Prix / the circuit reportedly measured less than a mile / no further details known
Casper Events Center	WY ± 1994-1996	Reportedly hosted the Casper Vintage Grand Prix on a course around the Events Center / no further details known
Philadelphia Fairmount Park	PA 1992-1995	The course was located in Fairmount Park / hosted the Fairmount Park Vintage Grand Prix / aka Philadelphia Vintage Grand Prix / this commemorated the 1908-1911 road races held at the same location
Los Angeles Downtown	CA Aug/Sept 1997	The course encircled Olvera Street / start-finish was in front of Union Station / length: 1.1 mi
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	Located in Schenley Park / still hosts the annual Pittsburgh Vintage Grand Prix Length: 2.33 mi / the 2014 event was held in July
Steamboat Springs Mount Werner Circle	CO 1984-1998	Ran motorcycles 1981-1998 / separate auto races were added as of 1984 / aka Steamboat Vintage Auto Race and Concours d'Elegance / 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	00.00.1965	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
Vancouver	01.09.1990	31.08.1997	Located at Concord Pacific Place / hosted CART races / succeeded by new layout in 1998 - see below
Halifax	07.10.1990	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 following table lists selected **Asian street circuits** used for auto racing. Note that Macau has also run motorcycles since 1967, while the Bangsaen Thailand Speed Festival also includes motorcycles, as did the Singapore Grand Prix at Thompson Road. In addition, the Zhuhai street circuit in China ran a superbike exhibition race in 1993.

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	16.09.1961	22.04.1973	Hosted the Malaysian Grand Prix and later the Singapore Grand Prix / also ran motorcycles
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 Korea 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
Bangsaen	Thailand	10.11.2007	-	Hosts the Bangsaen Thailand Speed Festival for cars and motorcycles / very similar to Macau
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 2004 circuit
Baku	Azerbaijan	27.10.2012	28.10.2012	Hosted the City Challenge Baku / included invitational GT3 race / located at the Government House
Baku	Azerbaijan	24.11.2013	02.11.2014	Hosted FIA GT and Blancpain Sprint Series / located along the Caspian Sea near Baku Crystal Hall
Kuala Lumpur	Malaysia	08.08.2015	-	Hosts the Kuala Lumpur City Grand Prix / located in the city centre near the Petronas Towers
Baku	Azerbaijan	18.06.2016	-	Hosts Formula 1 Azerbaijan Grand Prix / located around the Government House and Old Town

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 Wiesbaden-Erbenheim in Germany or Rukuhia in New Zealand - 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** was located at Long Kesh, a Royal Air Force station just south-west of Lisburn in Northern Ireland, not far from Belfast. This hosted two 10-lap motorcycle races over a 3-mile course on Saturday 24 November 1945. The winners were Bill Nicholson (350cc) and Artie Bell (500cc).

- **24.11.1945** Long Kesh, Northern Ireland (motorcycles)

Airfield racing rapidly spread to other countries in **1946 and 1947**. Below is a list of all airfield meetings known to have been held those two years. I have indicated if the meeting was for autos, motorcycles, or both, but since I don't have details for all the list may not be fully correct in this regard. Please also note my list may not be entirely complete.

- **07.04.1946** Caversham, Australia (autos & motorcycles)
- **10.06.1946** Marsden Park, Australia (autos)
- **15.06.1946** Gransden Lodge, England (autos & motorcycles)
- **22.06.1946** North Weald, England (motorcycles)
- **29.06.1946** Aldergrove, Northern Ireland (motorcycles)
- **11.08.1946** Strathpine, Australia (autos & motorcycles)
- **06.10.1946** Maldegem, Belgium (motorcycles)
- **03.11.1946** Ansty, England (motorcycles)
- **10.11.1946** Seagrove, New Zealand (autos) - also motorcycles ?
- **24.11.1946** Seagrove, New Zealand (autos & motorcycles)
- **24.11.1946** Strathpine, Australia (autos & motorcycles)

- **27.01.1947** Ballarat, Australia (autos)
- **27.01.1947** Caversham, Australia (autos)
- **27.01.1947** Marsden Park, Australia (autos)
- **23.03.1947** Brough, England (motorcycles)
- **12.04.1947** Stapleford Tawney, England (motorcycles)
- **13.04.1947** Seagrove, New Zealand (autos)
- **20.04.1947** Gawler, Australia (motorcycles)
- **05.05.1947** Caversham, Australia (motorcycles)
- **16.06.1947** Nowra, Australia (autos)
- **28.06.1947** Brough, England (autos) - cancelled
- **28.06.1947** Aldergrove, Northern Ireland (motorcycles)
- **13.07.1947** Gransden Lodge, England (autos)
- **13.07.1947** Middelkerke, Belgium (motorcycles)
- **19.07.1947** Leeuwarden, Netherlands (autos & motorcycles)
- **27.07.1947** Livermore, California, United States (autos)
- **09.08.1947** Stapleford Tawney, England (motorcycles)
- **10.08.1947** Strathpine, Australia (autos & motorcycles)
- **13.09.1947** Beverley, Australia (autos)
- **14.09.1947** Maldegem, Belgium (motorcycles)
- **28.09.1947** Florennes, Belgium (motorcycles)
- **28.09.1947** Tholthorpe, England (autos)
- **28.09.1947** Gardermoen, Norway (autos & motorcycles)
- **05.10.1947** Brough, England (motorcycles)
- **11.10.1947** Dunholme, England (motorcycles)
- **00.11.1947** Seagrove, New Zealand (autos) - to be confirmed
- **07.12.1947** Ratmalana, Sri Lanka (Ceylon) (autos) - also motorcycles ?

Having stated the above: according to American author Allan Brown, a Sam Nunis-promoted stock car race was held at an airport in either Longview, Washington or Longview, 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 they 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 won the 250-mile stock car race, which reportedly used a 1.5-mile D-shaped 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, around 200 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 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 - 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.

There are also circuits which combine airport runways with nearby city streets. The best known circuit of this type has been used by the Champ Car World Series (2003) and IndyCar Series (2005 to present) in Saint Petersburg, Florida. Start-finish is located on the western runway of Albert Whitted Airport, which is linked with nearby streets via two short purpose-built sections to form a 1.8 mile lap.

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
Gardermoen	Gardermoen, Norway	4.47 mi	28.09.1947	28.09.1947	Listed as 7.2 km / hosted the Gardermoen Racet for autos and motorcycles
		4.35 mi	28.08.1949	28.08.1949	Listed as 7.0 km / used twice more in 1950 but in shorter layout
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
Seagrove	Clarks Beach, New Zealand	4.0 mi	01.01.1951	01.01.1951	Hosted the New Zealand motorcycle TT / details for other years missing
Buckley Field	Aurora, Colorado	4.0 mi	12.07.1959	12.07.1959	Located east of Denver / now known as Buckley Air Force Base

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 (±) 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 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
18.09.1948	Goodwood	England	-	-
02.10.1948	Silverstone	England	-	Initially a temporary airfield circuit / later became fully permanent
1950s				
09.04.1950	Brands Hatch	England	-	Inaugural race was for motorcycles / first auto race: 16.04.1950
08.07.1950	Castle Combe	England	-	Inaugural race was held on Saturday
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
21.01.1951	Circuito de Punta Fría (Piriápolis)	Uruguay	Unknown	Aka Autódromo de Piriápolis / ran international races in March '52
09.03.1952	Autódromo Oscar y Juan Gálvez	Argentina	-	Originally named Autódromo 17 de Octubre / in Buenos Aires
16.08.1952	Thompson International Speedway	USA	-	Old Thompson Raceway / closed ± 29.07.1978 / reopened 2014
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	00.11.1981	Reopened in 2008 but not for actual racing / now abandoned ?
21.02.1954	Altona	Australia	29.05.1955 ±	Inaugural race was for motorcycles / first auto race: 08.03.1954
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 meeting
30.07.1955	Circuit van Drenthe (TT Circuit Assen)	Netherlands	-	Purpose-built but not permanent until 1992
10.09.1955	Road America	USA	-	-
14.01.1956	Levin Motor Racing Circuit	New Zealand	07.12.1975	Torn down in 1976
13.05.1956	Mallory Park	England	-	Official opening: 25.04.1956 / also ran informal racing in April
18.08.1956	Paramount Ranch	USA	08.12.1957	-
15.09.1956	Watkins Glen	USA	-	-
15.12.1956	Philip Island Circuit	Australia	-	Closed 1962 / reopened 1967 / closed 1978 / reopened 1987
28.04.1957	Lime Rock Park	USA	-	-
26.05.1957	Thompson International Speedway	USA	1967 ±	New Thompson Raceway
03.08.1957	Virginia International Raceway	USA	-	Originally ran last race 13.10.1974 / reopened in March 2000
08.09.1957	Bridgehampton Race Circuit	USA	31.08.1997 ±	A racing school operated at the track for another year or so
21.09.1957	Riverside International Raceway	USA	00.07.1989	Part of the track was used for a racing school through May 1990
09.11.1957	Laguna Seca Raceway	USA	-	Now known as Mazda Raceway Laguna Seca
30.11.1957	Teretonga Park	New Zealand	-	World's southernmost racing circuit at the time
30.03.1958	Autodromo di Pergusa	Italy	-	-
05.07.1958	Vaca Valley Raceway	USA	24.09.1972 ±	-
27.07.1958	Circuit de 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	-
26.10.1958	Vineland Speedway	USA	02.10.1966 ±	-
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
08.08.1959	Continental Divide Raceways	USA	04.09.1983 ±	-
02.11.1959	Hume Weir Circuit	Australia	27.03.1977	Opened as dirt course / paved by early 1960
20.12.1959	Autódromo Hermanos Rodríguez	Mexico	-	First permanent circuit in Mexico

Opened	Circuit	Country	Closed	Notes
1960s				
31.07.1960	Pacific Raceways	USA	-	-
13.08.1960	Green Valley Raceway	USA	11.05.1986 ±	-
17.09.1960	Marchbanks Speedway	USA	19.09.1965 ±	The oval operated through 13.04.1969 / aka Hanford Speedway
03.10.1960	Circuit Paul Armagnac (Nogaro)	France	-	The 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
19.03.1961	Lakeside International Raceway	Australia	-	Closed in 2001 / reopened in April 2008 / current status unclear
28.05.1961	Motor Stadium Jean Behra	France	-	Better known as Magny-Cours / rebuilt circuit opened 29.04.1989
24.06.1961	Mosport Park	Canada	-	Second permanent circuit in Canada
04.11.1961	Kyalami	South Africa	-	-
14.01.1962	Calder Park	Australia	-	Officially opening of rebuilt circuit: 03.08.1987
17.02.1962	Oran Park Raceway	Australia	16.01.2010	-
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 (Circuit d'Albi)	France	-	Succeeded the non-permanent Circuit Raymond Sommer
04.11.1962	Suzuka Circuit	Japan	-	First permanent circuit in Japan
05.01.1963	Pukekohe Park	New Zealand	-	-
08.06.1963	Greenwood Roadway	USA	07.08.1966	The last documented meeting on 25.09.1966 was for go-karts
14.07.1963	Omloop van Terlaemen (Zolder)	Belgium	-	First permanent circuit in Belgium / official opening: 19.06.1963
17.11.1963	Augusta International Speedway	USA	01.03.1964	The road course actually hosted just two meetings
04.01.1964	Phoenix International Raceway	USA	16.01.2011 ±	First race on oval: 22.03.1964
07.06.1964	Oregon International Raceway	USA	29.05.1966 ±	The very last event - in August 1966 - was for go-karts
07.06.1964	Mid America Raceways	USA	26.05.1984 ±	-
02.08.1964	Le Circuit Mont-Tremblant-St-Jovite	Canada	-	Third permanent circuit in Canada / aka Le Circuit
03.08.1964	Croft	England	-	The same site had already been used for racing from 1948-1950
18.07.1965	Hockenheimring (Motodrom)	Germany	-	Date is of first confirmed race / official opening: 22.05.1966
18.07.1965	Funabashi Circuit	Japan	00.07.1967	Second permanent circuit in Japan
29.08.1965	Ring Djursland	Denmark	-	-
03.10.1965	Stardust International Raceway	USA	23.02.1969	-
05.10.1965	Autódromo Las Vizcachas	Chile	-	-
24.10.1965	Circuit Bugatti (Le Mans)	France	-	Includes a section of the older public road course
12.03.1966	Fuji Speedway	Japan	-	First race was for motorcycles / first auto race: 27.03.1966
15.05.1966	Jyllands-Ringen	Denmark	-	-
22.05.1966	Surfers Paradise Raceway	Australia	16.08.1987	Date is of official opening / there was one earlier club meeting
12.06.1966	Keimola Moottorirata	Finland	11.06.1978	First permanent circuit in Finland / ran rallycross on 24.09.1978
03.07.1966	Dalsland Ring	Sweden	27.05.1973	-
31.07.1966	Biķernieki	Latvia	-	At the time the first permanent circuit in the USSR
06.08.1966	Austin Raceway Park	USA	12.04.1970	-
18.12.1966	Circuito del Jarama	Spain	-	Date is of test race / first official race: Friday 21.07.1967
26.02.1967	Amaroo Park	Australia	23.08.1998	-
15.07.1967	Ahveniston Moottorirata (Hämeenlinna)	Finland	-	Date is of official opening / first races possibly held following day
05.08.1967	Falkenbergs Motorbana	Sweden	-	-
08.10.1967	Autódromo El Zonda (San Juan)	Argentina	-	-
12.05.1968	Mondello Park	Ireland	-	-
16.06.1968	Scandinavian Raceway (Anderstorp)	Sweden	-	-
24.08.1968	Bonneville Raceway Park	USA	11.09.1994 ±	Perhaps ran one more meeting on 25.09.1994
29.09.1968	Edmonton International Speedway	Canada	00.00.1982	Date is of first known race / originally named Speedway Park
01.12.1968	Sears Point International Raceway	USA	-	Later known as Infineon Raceway / now named Sonoma Raceway
02.03.1969	Wannaroo Park	Australia	-	Later renamed Barbagallo Raceway
27.04.1969	Michigan International Speedway	USA	-	First race on oval: 13.10.1968
26.07.1969	Österreichring (A1-Ring / Red Bull Ring)	Austria	-	First permanent circuit in Austria / closed 2003 / reopened 2011
10.08.1969	Kinnekulle Ring	Sweden	-	-
31.08.1969	Mantorp Park	Sweden	-	Official opening may have been on 29.08.1969
20.09.1969	Salzburgring	Austria	-	Second permanent circuit in Austria
19.10.1969	Texas International Speedway	USA	-	Infield road course / first race on oval: 07.12.1969
09.11.1969	Talladega Superspeedway	USA	15.10.1989	Infield road course / first race on oval: 13.09.1969
13.12.1969	Breedon Everard Raceway (Bulawayo)	Zimbabwe	-	Zimbabwe was Rhodesia at the time / aka Falls Road Circuit
1970s				
19.04.1970	Circuit Paul Ricard (Le Castellet)	France	-	Aka Paul Ricard HTTT / this stands for High Tech Test Track
02.05.1970	Autódromo de Yahuarcocha	Ecuador	Unknown	Ran informal earlier race 08.02.1970 / new circuit opened in '84
22.06.1970	Tsukuba Circuit	Japan	-	-
05.07.1970	Dallas International Motor Speedway	USA	01.04.1973 ±	Date is of first known race / note the dragstrip opened June 1969
26.07.1970	Autódromo Ciudad de Nueve de Julio	Argentina	-	-
13.09.1970	Road Atlanta	USA	-	-
20.09.1970	Ontario Motor Speedway	USA	Late 1980	Infield road course / first race on oval: 06.09.1970
28.09.1970	Autódromo de San Carlos	Venezuela	-	-
08.11.1970	Autódromo de Tarumã	Brazil	-	The opening was seemingly postponed from 20 September
09.05.1971	Autódromo de Aratirí	Paraguay	-	-
23.05.1971	Charlotte Motor Speedway	USA	-	Infield road course / first race on oval: 19.06.1960
05.09.1971	Circuit de Nivelles	Belgium	21.06.1981	Second permanent circuit in Belgium / aka Nivelles-Baulers
20.12.1971	Autódromo Las Machas	Chile	-	Renamed Autódromo Sergio Santander Benavente in 1988

Opened	Circuit	Country	Closed	Notes
16.01.1972 21.05.1972 28.05.1972 04.06.1972 17.06.1972 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 - - - -	Some sources incorrectly claim the circuit opened on 18.01.1970 The circuit still exists but the tarmac has been removed The circuit is in poor condition and deteriorating but still active Official opening: 26.05.1972 First permanent circuit in Portugal Originally named Circuito Internazionale Santa Monica
19.03.1973 29.04.1973 00.05.1973 16.06.1973 00.10.1973	Autodromo di Casale Monferrato Longridge Circuit de Croix-en-Ternois Circuit de Lédenon Manfeild Autocourse	Italy England France France New Zealand	00.00.1976 ± 24.09.1978 - - -	Perhaps also had racing on 18 March / still exists but abandoned Originally opened for karting on 12.07.1970 - Date is either of official opening or first homologation -
03.02.1974 31.03.1974 23.06.1974 14.07.1974 04.08.1974 15.09.1974 12.10.1974 00.10.1974 00.00.1974	Autódromo Int Nelson Piquet Autódromo General San Martín Autodromo del Mugello Autódromo La Guácima Karland (Mireval) Donnybrook Park Neman Ring (Nemuno Žiedas) Autódromo Int Ayrton Senna (Goiânia) Knockhill Racing Circuit	Brazil Argentina Italy Costa Rica France Zimbabwe Lithuania Brazil Scotland	- - 09.11.1997 - - 04.03.1984 - - -	- Still exists but abandoned and increasingly deteriorating - - Subsequently turned into a Goodyear test track Date is of first known race / Zimbabwe was Rhodesia at the time New layout bypassing non-permanent section opened 25.10.1987 - First permanent circuit in Scotland / opened in Autumn 1974
00.05.1975 27.06.1975 05.07.1975 12.10.1975	Sportsland Sugo Chayka Circuit de Folembroy Circuit Goodyear	Japan Ukraine France Luxembourg	- - - -	The circuit was completely rebuilt in 1987 - Date is of official opening / still used but not for racing anymore There was one earlier race in '75 / opened as a test track in 1970
00.03.1977 07.08.1977	Donington Park Autódromo de Jacarepaguá	England Brazil	- 28.10.2012	Originally a pre-war circuit last used on 26.08.1939 Replaced earlier circuit at same site that opened on 10.06.1966
17.09.1978 24.09.1978 00.00.1978	Automotodrom Grobnik (Rijeka) Circuit Gilles Villeneuve (Montréal) Rustavi	Croatia Canada Georgia	- - -	At the time located in Yugoslavia Purpose-built but not permanent / initially Circuit Île Notre-Dame Officially opened in 1978 / first race reportedly held 28.10.1979
18.02.1979 01.07.1979 01.12.1979	Autódromo Internacional El Jabali Circuit de Spa-Francorchamps Circuit Carole	El Salvador Belgium France	- - -	- Originally partly temporary / fully permanent as of the year 2000 Date is of official opening

1980s

15.05.1980	Heidbergring	Germany	-	Third permanent circuit in Germany
07.02.1982 21.11.1982	Autódromo de Tocancipá Autódromo Municipal de Rosario	Colombia Argentina	- -	- Aka Autódromo Juan Manuel Fangio
26.06.1983 09.10.1983	Autodrom Most Second Creek Raceway	Czech Rep USA	- 02.10.2005 ±	Official opening: 14.08.1983 / at the time in Czechoslovakia Date is of first known race / others claim date was 09.09.1983
12.05.1984 00.00.1984	Nürburgring (Grand Prix Strecke) Autódromo José Tobar Tobar	Germany Ecuador	- -	- Aka Autódromo de Yahuarcocha / succeeded 1970-opened circuit
09.06.1985 08.12.1985 00.00.1985	Gateway International Raceway Circuito de Jerez Bira Circuit	USA Spain Thailand	- - -	Was torn down in 1996 / the newly-built facility opened May 1997 - First permanent circuit in Thailand
24.03.1986 12.04.1986 00.00.1986	Hungaroring Johor Racing Circuit Hidden Valley Raceway	Hungary Malaysia Australia	- - -	- - -
17.06.1987 18.07.1987 09.08.1987 25.10.1987	Circuit de Lezennes Automotodrom Brno Memphis Motorsports Park Circuit Pau-Arnos	France Czech Rep USA France	- - - -	Date of official opening / aka Complexe Moto La Montagne de Fer At the time located in Czechoslovakia Closed in 2009 / reopened in 2011 Date is of first known race
21.05.1989 25.06.1989 02.08.1989	Pembrey Circuit de Charade (Clermont-Ferrand) Heartland Park Topeka	Wales France USA	- - -	- Replaced the earlier non-permanent Charade circuit listed above Date is of first known race

Opened	Circuit	Country	Closed	Notes
1990s				
20.05.1990	Rudskogen Motorsenter	Norway	-	Norway's premier racing circuit
14.07.1990	Circuito de Albacete	Spain	-	Some sources claim the circuit opened in September 1990
22.07.1990	Eastern Creek Raceway	Australia	-	Perhaps also had racing on 21 July / official opening: 10.11.1990
18.11.1990	TI Circuit Aida (Okayama)	Japan	-	Date is of official opening / later renamed Okayama Int Circuit
30.11.1990	Autopolis International Racing Course	Japan	-	Date is of official opening
02.09.1991	Putnam Park Road Course	USA	-	Perhaps also had racing on 01.09.1991 / first meet was for karts !
15.09.1991	Circuit de Catalunya	Spain	-	Official opening: 10.09.1991 / aka Circuit de Barcelona-Catalunya
05.05.1993	Tokachi Speedway	Japan	-	Some sources claim the circuit opened in October 1992
22.08.1993	Sentul International Circuit	Indonesia	-	Date is of official opening / perhaps already ran on 06.12.1992 ?
00.10.1993	Thunderhill Raceway Park	USA	-	-
08.05.1994	Wakefield Park	Australia	-	Official opening: 19.11.1994
19.11.1994	Circuito Cartegena	Spain	-	-
11.08.1995	Arctic Circle Raceway	Norway	-	World's northernmost circuit
26.05.1996	Sachsenring	Germany	-	-
12.07.1996	L'Anneau du Rhin	France	-	Date is of official opening
20.10.1996	Autódromo Roberto Mouras	Argentina	-	-
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 not known
13.12.1998	Sepang International Circuit	Malaysia	-	Official opening: 09.03.1999
00.05.1999	Phakisa Freeway	South Africa	-	-
11.07.1999	Queensland Raceways	Australia	-	-
19.09.1999	Circuit de la Comunitat Valenciana	Spain	-	More commonly known as Circuit Ricardo Tormo
2000s				
20.08.2000	Lausitzring (EuroSpeedway Lausitz)	Germany	-	Date is of official opening / first races held the following weekend
02.09.2000	Texas Motor Speedway	USA	-	First race was on Saturday / first race on oval: 05.04.1997
23.09.2000	Indianapolis Motor Speedway	USA	-	Infield road course / first race on oval: 14.08.1909
26.05.2001	Rockingham Motor Speedway	England	-	Date is of official opening
05.08.2001	Autódromo Int Orlando Moura	Brazil	-	-
15.09.2001	No Problem Raceway Park	USA	-	-
02.12.2001	Autódromo José Muñoz (Río Gallegos)	Argentina	-	-
22.03.2002	California Speedway (Fontana)	USA	-	First road course race was on Friday / first oval race: 21.06.1997
00.04.2002	Adria International Raceway	Italy	-	-
06.10.2002	Autódromo Los Volcanes	Guatemala	-	Now named Autódromo Pedro Cofiño
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
00.04.2003	Taebaek Racing Park	South Korea	-	-
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	-	-
26.09.2004	Euro-Ring	Hungary	-	-
02.10.2004	Losail International Circuit	Qatar	-	-
07.10.2004	Dubai Autodrome	UAE	-	The inaugural race was held on Friday
08.05.2005	Autódromo del Águila	Mexico	-	Date is of official opening
12.06.2005	Autódromo Int de Santa Cruz do Sul	Brazil	-	-
20.08.2005	Istanbul Park	Turkey	-	-
20.05.2006	Miller Motorsports Park	USA	-	Date is of first known auto race / perhaps ran motorcycles 30.04
19.08.2006	Motorsport Park Hastings	USA	-	First race was on Saturday / official opening: Friday 18.08.2006
27.09.2006	Calabogie Motorsports Park	Canada	-	Date is of official opening
11.05.2008	Autódromo Termas de Río Hondo	Argentina	-	-
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
26.07.2008	Valencia Street Circuit	Spain	24.06.2012	Semi-purpose built / not permanent / first race was on Saturday
02.11.2008	Autódromo Internacional do Algarve	Portugal	-	Aka Portimão
22.11.2008	Potrero de los Funes	Argentina	-	Semi-purpose built / not permanent / first race was on Saturday
07.03.2009	Parcmotor Castellolí	Spain	-	Date is of official opening
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	-	-

Opened	Circuit	Country	Closed	Notes
2010s				
11.04.2010	Circuit Jules Tacheny (Mettet)	Belgium	-	Date is of first race / official opening: 12.03.2010
18.04.2010	Autódromo La Chutana	Peru	-	-
02.05.2010	Velopark	Brazil	-	Also known as Autódromo Internacional de Porto Alegre
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	-	-
06.11.2010	Red Star Raceway	South Africa	-	Date is of official opening
09.10.2011	Penbay International Circuit	Taiwan	-	Date is of official opening
29.10.2011	Buddh International Circuit	India	-	Official opening: 18.10.2011
15.12.2011	Eilat	Israel	02.03.2013	Hosted just two meetings / seemingly not used anymore
03.03.2012	NOLA Motorsports Park	USA	-	Date is of first race / began operations in January
26.05.2012	The Ridge Motorsports Park	USA	-	Date is of first race / began operations in March
16.06.2012	Autódromo Velo Città	Brazil	-	Perhaps also had racing on 15.06.2012
14.07.2012	Moscow Raceway	Russia	-	First race was on Saturday / opening ceremony was on Sunday
11.11.2012	Autódromo Provincia de La Pampa	Argentina	-	-
17.11.2012	Circuit of the Americas (Austin)	USA	-	Official opening: 21.10.2012
30.03.2013	Highlands Motorsport Park	New Zealand	-	Date is of official opening
26.05.2013	Inje Speedium	South Korea	-	-
01.06.2013	Bilster Berg Drive Resort	Germany	-	Date is of official opening / began operations in April
15.06.2013	Castrol Raceway	Canada	-	First race held on short layout / first race full course: 24.08.2013
16.08.2013	Kansas Speedway	USA	-	First race on oval: 02.06.2001
12.04.2014	Autódromo Internacional Codegüa	Chile	-	-
18.05.2014	Autódromo Concepción del Uruguay	Argentina	-	-
13.09.2014	Sochi Autodrom	Russia	-	-
04.10.2014	Chang International Circuit	Thailand	-	-
05.10.2014	Motor Park Romania	Romania	-	First permanent circuit in Romania
30.05.2015	Bilster Berg Drive Resort	Germany	-	Opened with a track day April 2013 / official opening: June 2013
20.06.2015	Palmer Motorsports Park	USA	-	First road course in Massachusetts / aka Whiskey Hill Raceway
18.06.2016	Racepark Meppen	Germany	-	-
Selected dedicated circuits (post-war)				

Longest Straightaways

This is an attempt to list the circuits with the **longest straightaways**. For this list I have only considered purpose-built, non-oval permanent racing circuits (no test tracks) that are currently active. The lengths given are the result of simple measurements in Google Earth and therefore are merely *approximate*, although for a few circuits official numbers are also available. Only straights longer than 1.0 km are listed.

Length	Circuit	Country	Notes
Over 1.3 km (8)			
2.110 km	Nürburgring Nordschleife	Germany	The straight is named Döttinger-Höhe
1.862 km	Circuit Paul Ricard (Le Castellet)	France	In 1A-V2 layout as used by LMS 2010-11 / ± 1.962 km with optional SC layout
1.591 km	Autódromo Nueve de Julio	Argentina	Has a kink in it / otherwise about 1.173 km
1.540 km	Fuji 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 Benavente (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 (14)			
1.265 km	Autódromo Oscar y Juan Gálvez (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
1.230 km	Autódromo Provincia de La Pampa (Toay)	Argentina	Without optional chicane
1.227 km	Brainerd International Raceway	USA	Main straight doubles as drag strip
1.218 km	Autodromo Nazionale Monza	Italy	Slightly curved at beginning / official figure: 1194.40 metres
1.218 km	Autódromo Hermanos Rodríguez	Mexico	Without optional chicane / length after 2015 renovation to be determined
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
1.204 km	Motorland Aragón	Spain	Without optional chicane / the flat-out section can be extended to 2.1 km
1.203 km	Yas Marina Circuit (Abu Dhabi)	UAE	Official figure: 1.248 km
1.201 km	NCM Motorsports Park	USA	Without optional curves / exact length to be confirmed
1.201 km	Autódromo Parque Ciudad de Río Cuarto	Argentina	Very slightly bend halfway
1.1 - 1.2 km (9)			
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
1.160 km	Circuit of the Americas (Austin)	USA	Very slightly curved
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	

Length	Circuit	Country	Notes
Less than 1.1 km (15)			
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	Lengthened 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
1.068 km	Portland International Raceway	USA	Without optional chicane
1.068 km	Autódromo Termas de Río Hondo	Argentina	Beginning of straight is slightly curved / about 1.335 km with turns 2-3 bypass
1.053 km	Circuit de Barcelona-Catalunya	Spain	Official length: 1.047 km
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 (46)			

Formula 1 Circuits

Below is an overview of the **2016** 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 runs anti-clockwise, ‡ denotes a figure-8 layout)
- **Length** - length of the Grand Prix layout as used in 2016 and as per the official FIA track maps
- **Turns (#)** - the number of turns as per the official FIA track maps
- **Elevation Change (≡)** - the elevation change in metres as per 2016 FOM circuit guides
- **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 2015 (**)
- **Notes** - any additional notes

(*) At some circuits, namely Bahrain International Circuit, Albert Park Circuit, Marina Bay Street Circuit, Yas Marina Circuit, Circuit of the Americas and the Baku City Circuit, the inaugural race was a support event of the Formula 1 Grand Prix.

(**) Excluding non-championship races.

Changes from **2015** (19 races):

- New/returning: Baku City Circuit (new), Hockenheimring (last hosted Formula 1 in 2014)
- Dropped: none

	Date	Circuit	Length	#	≡	First Race	First GP	GP	Notes
01	20.03	Albert Park Circuit	5.303 km	16	2.5	09.03.1996	10.03.1996	20	
02	03.04	Bahrain International Circuit	5.412 km	15	15.2	03.04.2004	04.04.2004	11	
03	17.04	Shanghai International Circuit	5.451 km	16	7.3	06.06.2004	26.09.2004	12	
04	01.05	Sochi Autodrom	5.848 km	18	1.9	13.09.2014	12.10.2014	02	
05	15.05	Circuit de Barcelona-Catalunya	4.655 km	16	29.6	15.09.1991	29.09.1991	25	
06	29.05	Monaco	3.337 km	19	41.8	14.04.1929	21.05.1950	62	
07	12.06	Circuit Gilles Villeneuve	4.361 km	14	5.3	24.09.1978	08.10.1978	36	
08	19.06	Baku City Circuit Ø	6.003 km	20	26.9	18.06.2016	19.06.2016	00	New addition to calender
09	03.07	Red Bull Ring	4.326 km	9	63.6	26.07.1969	16.08.1970	27	
					Current circuit:	00.00.1996	21.09.1997	09	Exact date of first race on rebuilt circuit unknown
10	10.07	Silverstone Circuit	5.891 km	18	11.3	02.10.1948	13.05.1950	49	Hosted the first-ever F1 World Championship GP
11	24.07	Hungaroring	4.381 km	14	34.6	24.03.1986	10.08.1986	30	
12	31.07	Hockenheimring	4.574 km	17	4.4	29.05.1932	02.08.1970	34	Full name: Hockenheimring Baden-Württemberg
					Current circuit:	00.07.2002	28.07.2002	09	Exact date of first race on rebuilt circuit unclear
13	28.08	Circuit de Spa-Francorchamps	7.004 km	19	102.2	12.08.1921	18.06.1950	48	
					Current circuit:	01.07.1979	22.05.1983	30	
14	04.09	Autodromo Nazionale Monza	5.793 km	11	12.8	03.09.1922	03.09.1950	65	On calender every year since 1950 except for '80
15	18.09	Marina Bay Street Circuit Ø	5.065 km	23	5.3	27.09.2008	28.09.2008	08	
16	02.10	Sepang International Circuit	5.543 km	15	22.0	13.12.1998	17.10.1999	17	
17	09.10	Suzuka Circuit ‡	5.807 km	18	40.4	04.11.1962	01.11.1987	27	
18	23.10	Circuit of the Americas Ø	5.513 km	20	30.9	17.11.2012	18.11.2012	04	
19	30.10	Autódromo Hermanos Rodríguez	4.304 km	17	2.8	20.12.1959	27.10.1963	16	
20	13.11	Autódromo José Carlos Pace Ø	4.309 km	15	43.0	12.05.1940	11.02.1973	33	
21	27.11	Yas Marina Circuit Ø	5.554 km	21	10.7	31.10.2009	01.11.2009	07	
		Averages	5.164 km	17	24.5	2015: 5.150 km / 17 turns / 25.4 metres			
		Calender span	253 days			2015: 260 days			

2016 Formula 1 circuits (21)

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 this page has been updated through 2016, and thus represents the situation at the end of that season.

#	Venue	Country	First GP	Last GP	Total	Year(s)
01	Silverstone	England	13.05.1950	-	50	1950-54, 56, 58, 60, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87-16
02	Monaco	Monaco	21.05.1950	-	63	1950, 1955-2016
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	-	49	1950-1956, 1958, 1960-1968, 1970, 1983, 1985-2002, 2004-05, 2007-16
		Old circuit	18.06.1950	07.06.1970	18	1950-1956, 1958, 1960-1968, 1970
		New circuit	22.05.1983	-	31	1983, 1985-2002, 2004-2005, 2007-2016
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	-	66	1950-1979, 1981-2016
08	Nürburgring	Germany	29.07.1951	07.07.2013	40	1951-1954, 1956-1958, 1961-69, 1971-76, 1984-85, 1995-07, 09, 11, 13
		Nordschleife	29.07.1951	01.08.1976	22	1951-1954, 1956-1958, 1961-1969, 1971-1976
		Grand Prix Strecke	07.10.1984	07.07.2013	18	1984-1985, 1995-2007, 2009, 2011, 2013
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	-	17	1963-1970, 1986-1992, 2015-2016
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
31	Mont-Tremblant	Canada	22.09.1968	20.09.1970	02	1968, 1970
32	Montjuich	Spain	04.05.1969	27.04.1975	04	1969, 1971, 1973, 1975

#	Venue	Country	First GP	Last GP	Total	Year(s)
33	Hockenheim	Germany	02.08.1970	-	35	1970, 1977-1984, 1986-2006, 2008, 2010, 2012, 2014, 2016
		Old circuit	02.08.1970	29.07.2001	25	1970, 1977-1984, 1986-2001
		New circuit	28.07.2002	-	10	2002-2006, 2008, 2010, 2012, 2014, 2016
34	Spielberg	Austria	16.08.1970	-	28	1970-1987, 1997-2003, 2014-2016
		Österreichring	16.08.1970	16.08.1987	18	1970-1987
		A1-Ring / Red Bull Ring	21.09.1997	-	10	1997-2003, 2014-2016
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	-	34	1973-1977, 1979-1980, 1990-2016
		Old circuit	11.02.1973	27.01.1980	07	1973-1977, 1979-1980
		New circuit	25.03.1990	-	27	1990-2016
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	-	37	1978-1986, 1988-2008, 2010-2016
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	-	31	1986-2016
53	Suzuka	Japan	01.11.1987	-	28	1987-2006, 2009-2016
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	-	26	1991-2016
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	-	21	1996-2016
60	Sepang	Malaysia	17.10.1999	-	18	1999-2016
61	Bahrain	Bahrain	04.04.2004	-	12	2004-2010, 2012-2016
62	Shanghai	China	26.09.2004	-	13	2004-2016
63	Istanbul Park	Turkey	21.08.2005	08.05.2011	07	2005-2011
64	Valencia	Spain	24.08.2008	24.06.2012	05	2008-2012
65	Marina Bay	Singapore	28.09.2008	-	09	2008-2016
66	Abu Dhabi	UAE	01.11.2009	-	08	2009-2016
67	Yeongam	South Korea	24.10.2010	06.10.2013	04	2010-2013
68	Greater Noida	India	30.10.2011	27.10.2013	03	2011-2013
69	Austin	USA	18.11.2012	-	05	2012-2016
70	Sochi	Russia	12.10.2014	-	03	2014-2016
71	Baku	Azerbaijan	19.06.2016	-	01	2016
Total					956	World Championship rounds 1950-2016

Formula 1 Circuits Fast Facts

Please note this page has been updated through 2016, and thus represents the standings as per the end of that season.

Totals 1950-2016: 956 World Championship rounds (including 11 Indy 500s) at 71 venues in 32 countries

First race outside Europe: 1950 Indianapolis 500

First Grand Prix outside Europe: 1953 Argentine Grand Prix in Buenos Aires

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 (18):

- Indianapolis (1950-1960) (oval)
- Porto
- Avus
- Montjuich
- 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)
- Austin (Circuit of the Americas)
- Baku (Baku City 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 **2016** 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 runs anti-clockwise)
- **Length** - length of the Grand Prix layout as used in 2016 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 2015 (**)
- **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.

Changes from **2015** (18 races):

- New/returning: Red Bull Ring (last hosted a motorcycle Grand Prix as the A1-Ring in 1997)
- Dropped: Indianapolis Motor Speedway

	Date	Circuit	Length	First Race	First GP	GP	Notes
01	20.03	Losail International Circuit	5.380 km	02.10.2004	02.10.2004	12	Hosted first-ever MotoGP night race in 2008
02	03.04	Autódromo Termas de Río Hondo	4.806 km	11.05.2008	27.04.2014	02	
03	10.04	Circuit of the Americas Ø	5.513 km	17.11.2012	21.04.2013	03	
04	24.04	Circuito de Jerez	4.423 km	08.12.1985	26.04.1987	29	
05	08.05	Le Mans	4.185 km	27.08.1920	-	28	
		Current circuit:	24.10.1965	18.05.1969	28		Known as the Bugatti Circuit
06	22.05	Autodromo del Mugello	5.245 km	23.06.1974	16.05.1976	30	
07	05.06	Circuit de Barcelona-Catalunya	4.655 km	15.09.1991	31.05.1992	24	
08	26.06	TT Circuit Assen	4.542 km	26.06.1926	09.07.1949	67	Only venue to have been on calendar every year since 1949
		Current circuit:	30.07.1955	30.07.1955	61		Race now held on Sunday rather than Saturday
09	17.07	Sachsenring Ø	3.671 km	26.05.1927	30.07.1961	30	
		Current circuit:	26.05.1996	19.07.1998	18		
10	14.08	Red Bull Ring	4.318 km	26.07.1969	-	02	Originally opened as the Österreichring in 1969
		Current circuit:	00.00.1996	04.08.1996	02		Last hosted a motorcycle Grand Prix in June 1997
11	21.08	Automotodrom Brno	5.403 km	28.09.1930	25.07.1965	46	
		Current circuit:	18.07.1987	23.08.1987	28		
12	04.09	Silverstone	5.900 km	02.10.1948	14.08.1977	16	
13	11.09	Misano World Circuit	4.226 km	06.08.1972	11.05.1980	19	Named Misano World Circuit Marco Simoncelli in June 2012
14	25.09	Motorland Aragón Ø	5.078 km	06.09.2009	19.09.2010	06	
15	16.10	Twin Ring Motegi	4.801 km	31.07.1997	25.04.1999	17	
16	23.10	Philip Island Circuit Ø	4.448 km	15.12.1956	09.04.1989	21	
17	30.10	Sepang International Circuit	5.548 km	13.12.1998	18.04.1999	17	
18	13.11	Circuit de la Comunitat Valenciana Ø	4.005 km	19.09.1999	19.09.1999	17	
		Averages	4.786 km	2015: 4.782 km			
		Calendar span	239 days	2015: 225 days			

2016 MotoGP circuits (18)

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 2016, and thus represents the standings as per the end of that season. The

#	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	-	68	1949-2016
		Old circuit	09.07.1949	10.07.1954	06	1949-1954
		New circuit	30.07.1955	-	62	1955-2016
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	Montjuich	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	-	31	1961-1972, 1998-2016
		Old circuit	30.07.1961	09.07.1972	12	1961-1972
		New circuit	19.07.1998	-	19	1998-2016
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	-	47	1965-1982, 1987-1991, 1993-2016
		Masaryk Ring	25.07.1965	29.08.1982	18	1965-1982
		Automotodrom Brno	23.08.1987	-	29	1987-1991, 1993-2016

#	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	-	29	1969-1970, 1976, 1979, 1983, 1985, 1987, 1989-91, 1994-95, 2000-16
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	-	31	1976, 1978, 1982, 1984-1985, 1991-2016
37	San Carlos	Venezuela	20.03.1977	18.03.1979	03	1977-1979
38	Silverstone	England	14.08.1977	-	17	1977-1986, 2010-2016
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	-	20	1980, 1982, 1984-1987, 1989-1991, 1993, 2007-2016
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	-	30	1987-2016
46	Donington Park	England	02.08.1987	26.07.2009	23	1987-2009
47	Goiania	Brazil	27.09.1987	17.09.1989	03	1987-1989
48	Laguna Seca	USA	10.04.1988	21.07.2013	15	1988-1991, 1993-1994, 2005-2013
49	Philip Island	Australia	09.04.1989	-	22	1989-1990, 1997-2016
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	-	25	1992-2016
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	Spielberg	Austria	04.08.1996	-	03	1996-1997, 2016
59	Johor	Malaysia	19.04.1998	19.04.1998	01	1998
60	Sepang	Malaysia	18.04.1999	-	18	1999-2016
61	Twin Ring Motegi	Japan	25.04.1999	-	18	1999-2016
62	Valencia	Spain	19.09.1999	-	18	1999-2016
63	Phakisa Freeway	South Africa	10.10.1999	18.04.2004	06	1999-2004
64	Estoril	Portugal	03.09.2000	06.05.2012	13	2000-2012
65	Losail	Qatar	02.10.2004	-	13	2004-2016
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	09.08.2015	08	2008-2015
69	Motorland Aragón	Spain	19.09.2010	-	07	2010-2016
70	Austin	USA	21.04.2013	-	04	2013-2016
71	Termas de Río Hondo	Argentina	27.04.2014	-	03	2014-2016
Total					886	World Championship rounds 1949-2016

IndyCar Series Circuits

Below is an overview of the **2016** IndyCar Series circuits. The table lists the following information:

- **Date** - date of this year's race (*)
- **Circuit** - name of the circuit (Ø denotes the circuit runs anti-clockwise)
- **Length** - length of the track layout as used in 2016 and as per the official result sheets
- **Type** - circuit type (road course, street circuit, airfield circuit, oval / the latter are highlighted in light grey)
- **First Race** - date of the circuit's inaugural race (except Barber Motorsports Park: date of first documented race)
- **Notes** - any additional notes

(*) This year's season includes one doubleheader, at Detroit Belle Isle (2015: one doubleheader, also at Detroit)

Changes from **2015** (16 races / 15 circuits):

- New: Phoenix International Raceway, Road America
- Dropped: NOLA Motorsports Park, Auto Club Speedway, Milwaukee Mile

	Date	Circuit	Length	Type	First Race	Notes
01	13.03	St. Petersburg Street Circuit	1.8 mi	Street	03.11.1985	
02	02.04	Phoenix International Raceway Ø	1.022 mi	Oval	22.03.1964	Held on Saturday / first race on road course was held on 04.01.1964
03	17.04	Streets of Long Beach	1.968 mi	Street	28.09.1975	
04	24.04	Barber Motorsports Park	2.3 mi	Road	16.03.2003	Date is of first documented race
05	14.05	Indianapolis Motor Speedway	2.439 mi	Road	23.09.2000	Held on Saturday
06	29.05	Indianapolis Motor Speedway Ø	2.5 mi	Oval	14.08.1909	
07	04.06	Detroit Belle Isle	2.35 mi	Street	06.06.1992	Held on Saturday
08	05.06	Detroit Belle Isle	2.35 mi	Street	06.06.1992	
09	12.06	Texas Motor Speedway Ø	1.455 mi	Oval	05.04.1997	Originally scheduled for Saturday 11 June / see note below
10	26.06	Road America	4.048 mi	Road	10.09.1955	
11	10.07	Iowa Speedway Ø	0.894 mi	Oval	17.09.2006	
12	17.07	Streets of Toronto	1.786 mi	Street	20.07.1986	Some turns were very slightly remodelled
13	31.07	Mid Ohio Sports Car Course	2.258 mi	Road	19.08.1962	
14	22.08	Pocono Raceway Ø	2.5 mi	Oval	03.07.1971	The race was postponed from Sunday 21 August due to inclement weather
-	04.09	Streets of Boston	2.2 mi	Street	04.09.2016	New street circuit / the race was cancelled on 29.04.2016
15	04.09	Watkins Glen International	3.37 mi	Road	15.09.1956	Replacement for cancelled Boston street race / confirmed on 13.05.2016
16	18.09	Sonoma Raceway	2.385 mi	Road	01.12.1968	
		Average circuit length	2.205 mi	2015: 2.024 mi		
		Calendar span	190 days	2015: 155 days		

2016 IndyCar Series circuits (16 races / 15 circuits)

Note the race at Texas Motor Speedway was postponed from Saturday 11 June to the following day due to rain, but then abandoned after just 71 of the scheduled 248 laps due to the same reason. The remainder of the race was completed on Saturday 27 August.

IMSA SportsCar Championship Circuits

Below is an overview of the **2016** IMSA SportsCar Championship circuits. The table lists the following information:

- **Date** - date of this year's race
- **Circuit** - name of the circuit (Ø denotes the circuit runs anti-clockwise)
- **Duration** - duration of this year's race in hours and minutes
- **Length** - length of the track layout as used in 2016 and as per the official result sheets
- **First Race** - date of the circuit's inaugural race
- **Classes** - the classes featured at the event
- **Notes** - any additional notes

The IMSA SportsCar Championship comprises four classes:

- **Prototype** (P)
- **Prototype Challenge** (PC)
- **GT Le Mans** (GTLM)
- **GT Daytona** (GTD)

Note the rounds at Daytona, Sebring, Watkins Glen and Road Atlanta, highlighted in light grey below, make up the four-race North American Endurance Cup (NAEC).

Changes from **2015** (12 circuits):

- New: none
- Dropped: none

	Date	Circuit	Duration	Length	First Race	Classes	Notes
01	30.01	Daytona International Speedway Ø	24:00	3.56 mi	04.04.1959	All	NAEC round 1 / race finished on 31 Jan
02	19.03	Sebring International Raceway	12:00	3.74 mi	31.12.1950	All	NAEC round 2
03	16.04	Streets of Long Beach	01:40	1.968 mi	28.09.1975	P / PC / GTLM	
04	01.05	Mazda Raceway Laguna Seca Ø	02:00	2.238 mi	10.11.1957	P / GTLM	Race 1
			02:00	2.238 mi	10.11.1957	PC / GTD	Race 2
05	04.06	Detroit Belle Isle	01:40	2.35 mi	06.06.1992	P / PC / GTD	
06	03.07	Watkins Glen International	06:00	3.4 mi	15.09.1956	All	NAEC round 3
07	10.07	Canadian Tire Motorsport Park	02:40	2.459 mi	24.06.1961	All	
08	23.07	Lime Rock Park	02:40	1.474 mi	28.04.1957	PC / GTLM / GTD	
09	07.08	Road America	02:40	4.048 mi	10.09.1955	All	
10	28.08	Virginia International Raceway	02:40	3.27 mi	03.08.1957	GTLM / GTD	
11	17.09	Circuit of the Americas Ø	02:40	3.4 mi	17.11.2012	All	
12	01.10	Road Atlanta	10:00	2.54 mi	13.09.1970	All	NAEC round 4
		Average circuit length		2.871 mi	2015: 2.871 mi		
		Calender span		246 days	2015: 253 days		

2016 IMSA SportsCar Championship circuits (12)

World Circuits Survey

Below is an overview of all known paved road courses - i.e. non-oval circuits - currently operational worldwide. Not all circuits are actually used for (professional) racing, but I have tried to stay clear of facilities used purely for testing purposes, although admittedly, the lines are a little blurry in some cases. The numbers should therefore be treated with some reservation. Non-permanent circuits are included provided they were (semi) purpose-built.

Apart from the coordinates of each circuit's location, I have also indicated the year of opening where known. If a circuit underwent a significant change or modification, more than one year may be listed. For infield road courses, the year of opening of the oval is given first if this differs from when the road course opened. I have also listed each country's former circuits separately where applicable, but these are not included in the totals. For these circuits, the year of opening and closure, respectively, is included where known.

EUROPE (188)

» Austria (3)	
» Red Bull Ring (1969) (1996)	47°13'16.33"N / 14°45'49.58"E
» Salzburgring (1969)	47°49'22.94"N / 13°09'59.84"E
» Wachauring (1973) (1997)	48°12'47.76"N / 15°19'37.25"E

» Belgium (3)	
» Circuit de Spa-Francorchamps (1921) (1979)	50°26'17.23"N / 05°58'15.34"E
» Circuit Jules Tacheny (Mettet) (2010)	50°18'01.85"N / 04°39'06.91"E
» Circuit Zolder (1963)	50°59'25.68"N / 05°15'27.23"E

Former circuits:

» Circuit de Nivelles (Nivelles-Baulers) (1971) (1981)	50°37'12.69"N / 04°19'44.75"E
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» Bosnia and Herzegovina (1)	
» Zalužani (Banja Luka)	44°51'04.52"N / 17°13'42.36"E

» Bulgaria (1)	
» Dracon (2005)	42°20'28.70"N / 24°44'04.76"E

» Croatia (1)	
» Automotodrom Grobnik (Rijeka) (1978)	45°22'56.62"N / 14°30'37.22"E

» Czech Republic (2)	
» Automotodrom Brno (1987)	49°12'15.90"N / 16°27'17.83"E
» Autodrom Most (1983)	50°31'13.84"N / 13°36'13.35"E

» Denmark (3)	
» Jyllands-Ringen (1966)	56°10'30.22"N / 09°39'36.64"E
» Padborg Park (2003)	54°52'05.67"N / 09°16'25.34"E
» Ring Djursland (1965)	56°20'12.67"N / 10°40'56.80"E

Former circuits:

» Roskilde Ring (1955) (1968)	55°37'55.91"N / 12°04'55.05"E
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» Estonia (1)	
» Audru Ring (Pärnu Ring) (Auto24Ring)	58°24'13.54"N / 24°02'7.64"E

» Finland (5)	
» Ahveniston Moottorirata (Hämeenlinna) (1967)	61°00'08.20"N / 24°24'53.66"E
» Alastaro Circuit	60°58'38.52"N / 22°39'33.80"E
» Botnia Raceway (Botniaring) (1989)	62°37'30.96"N / 22°01'13.78"E
» Kemora Moottorirata (1983)	63°24'59.55"N / 23°59'14.19"E
» Motopark Raceway	62°03'33.78"N / 27°33'18.43"E

Former circuits:

» Keimola Moottorirata (1966) (1978)	60°19'08.48"N / 24°49'55.64"E
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» France (51)	
» Autodrome de Linas-Montlhéry (1925) oval opened in 1924	48°37'29.83"N / 02°14'37.38"E
» Circuit Auto de Thurigneux	45°56'55.35"N / 04°52'19.81"E
» Circuit Bugatti (Le Mans) (1965) (#)	47°57'10.84"N / 00°12'37.91"E
» Circuit Carole (1979) (#)	48°58'49.17"N / 02°31'18.20"E
» Circuit Clastres (2008)	49°45'07.20"N / 03°12'29.33"E
» Circuit d'Albi (Circuit du Séquestre) (1962) (#)	43°54'49.10"N / 02°06'42.96"E
» Circuit de Bordeaux-Mérignac (1991)	44°50'32.60"N / 00°43'34.62"W
» Circuit de Bresse (2006)	46°33'10.75"N / 05°19'44.19"E
» Circuit de Candie (2005)	43°32'20.68"N / 01°23'24.56"E
» Circuit de Chambley (2009)	49°01'35.90"N / 05°53'31.70"E
» Circuit de Charade (1989) (#) also see Former Circuits below	45°44'33.51"N / 03°01'59.92"E
» Circuit de Chenevières (Pôle des Sports Mécaniques de Lorraine) (2008)	48°30'50.42"N / 06°38'54.38"E
» Circuit de Croix-en-Ternois (1973) (#)	50°22'42.07"N / 02°17'47.43"E
» Circuit de Fay de Bretagne (Circuit de Loire-Atlantique) (1993)	47°20'42.96"N / 01°47'57.15"W
» Circuit de Folembay (1975)	49°32'43.56"N / 03°18'12.39"E
» Circuit de Fontenay-Le-Comte (Piste Fontenay Pôle) (2010)	46°26'19.09"N / 00°47'36.25"W
» Circuit de Haut Saintonge (2009) (#)	45°14'29.07"N / 00°05'36.16"W
» Circuit de la Châtre (Circuit de Chavy) (1955) (1978)	46°35'35.27"N / 02°00'21.30"E
» Circuit de l'Auxois Sud (Circuit de Pouilly-en-Auxois) built in 1990s	47°13'23.62"N / 04°33'36.71"E
» Circuit de Lédénon (Circuit de Nîmes-Lédénon) (1973) (#)	43°55'26.78"N / 04°30'18.21"E
» Circuit de l'Eure (2010)	49°05'53.44"N / 01°25'32.38"E
» Circuit de Lohéac (Manoir de l'Automobile de Lohéac)	47°51'48.71"N / 01°53'50.64"W
» Circuit de l'Ouest Parisien (Circuit de Dreux) (Circuit du Bois-Guyon)	48°45'34.58"N / 01°22'20.68"E
» Circuit de Magny-Cours (1961) (1971) (1989) (#)	46°51'45.23"N / 03°09'53.65"E
» Circuit de Mornay (1997)	46°19'14.95"N / 01°55'31.81"E
» Circuit de Pont-l'Évêque built in 1990s	49°15'53.22"N / 00°11'24.68"E
» Circuit des Ecuyers (2007)	49°06'29.60"N / 03°30'36.79"E
» Circuit des Sables d'Olonne (Circuit du Puits d'Enfer) (1959)	46°28'10.01"N / 01°44'19.70"W
» Circuit Dijon-Prenois (1972) (#)	47°21'46.52"N / 04°53'56.91"E

List continues on next page...

» Circuit du Bourbonnais (2009)	46°32′09.80″N / 03°25′36.07″E
» Circuit du Grand Sambuc (1986)	43°34′50.69″N / 05°36′00.94″E
» Circuit du Laquais (1993)	45°28′09.45″N / 05°17′48.51″E
» Circuit du Mas du Clos (1963)	45°56′04.02″N / 02°18′13.90″E
» Circuit du Val de Vienne (Le Vigeant) (1990) (#)	46°11′46.83″N / 00°37′56.13″E
» Circuit du Var (Circuit du Luc) <i>reportedly built in 1965</i>	43°20′45.06″N / 06°20′07.91″E
» Circuit Jean-Pierre Beltoise (Circuit de Trappes)	48°45′32.02″N / 01°59′26.66″E
» Circuit Lurcy-Lévis	46°43′00.36″N / 02°57′00.20″E
» Circuit Maison Blanche (Le Mans)	47°56′39.76″N / 00°12′30.64″E
» Circuit Pau-Arnos (1987) (#)	43°26′46.34″N / 00°31′58.96″W
» Circuit Paul Armagnac (Nogaro) (1960) (#)	43°46′13.93″N / 00°02′24.13″W
» Circuit Paul Ricard (Le Castellet) (Paul Ricard HTTT) (1970) (#)	43°15′13.26″N / 05°47′25.37″E
» Circuits Automobiles LFG (Circuit de La Ferté-Gaucher) (2008)	48°45′28.08″N / 03°17′03.23″E
» Circuits d'Issoire (C.E.E.R.T.A.) <i>built circa 1992</i>	45°32′13.38″N / 03°15′53.08″E
» Circuits Espace Plus (Circuit de Marcoussis)	48°37′15.66″N / 02°13′17.46″E
» Circuits Val de Loire	47°23′40.37″N / 01°18′17.26″E
» Complexe Moto La Montagne de Fer (Circuit de Lezennes) (1987)	50°36′16.50″N / 03°07′29.34″E
» Géoparc (Circuit Automobile du Géoparc) (2005)	48°18′01.89″N / 06°55′04.46″E
» L'Anneau du Rhin (1996) (#)	47°56′57.42″N / 07°25′18.77″E
» Pôle Mécanique Alès-Cévennes (2002) (#)	44°09′21.65″N / 04°04′23.80″E
» Pôle Mécanique des Ardennes (Rocroi) (Regniowez) (2013)	49°54′47.63″N / 04°26′19.51″E
» Stadium Automobile d'Abbeville (2001)	50°08′05.36″N / 01°49′57.49″E
<i>French circuits currently used for (professional) racing are marked with (#)</i>	

Former circuits:

» Circuit d'Annemasse (1962) (1972) (Vétraz-Monthoux)	46°10′51.47″N / 06°16′22.68″E
» Circuit de Charade (1958) (1988) <i>non-permanent facility / see note</i>	45°44′53.86″N / 03°02′22.23″E
» Circuit de Rixheim <i>built in early 1970s</i>	47°43′58.34″N / 07°22′48.89″E
» Circuit de Rouen-Les-Essarts (1950) (1993) <i>non-permanent facility</i>	49°19′56.85″N / 01°00′12.63″E
» Karland (Mireval) (1974) (1984) <i>converted into a Goodyear test track</i>	43°31′19.20″N / 03°47′43.33″E

Circuit de Charade (aka Circuit Louis Rosier) was succeeded by shorter permanent layout in 1989 / see main list

Germany (10)

» Bilster Berg Drive Resort (2013)	51°47′33.48″N / 09°04′01.90″E
» Driving Center Groß Döln (2002)	53°01′48.51″N / 13°33′44.34″E
» EuroSpeedway Lausitz (Lausitzring) (2000)	51°31′57.83″N / 13°55′43.48″E
» Heidbergtring (1980)	53°27′07.44″N / 10°21′47.99″E
» Hockenheimring Baden-Württemberg (1932) (1965) (2002)	49°19′49.14″N / 08°34′14.04″E
» Motorsport Arena Oschersleben (1997)	52°01′42.76″N / 11°16′44.24″E
» Nürburgring (1927) (1984)	50°20′08.05″N / 06°56′51.34″E
» Racepark Meppen (2016)	52°45′23.35″N / 07°16′50.98″E
» Sachsenring (1996)	50°47′30.18″N / 12°41′17.74″E
» Spreewaldring Training Center (2007)	51°59′57.02″N / 13°41′14.85″E

Former & unfinished circuits:

» Avus (1921) (1998) <i>non-permanent facility</i>	52°30′02.28″N / 13°16′31.45″E
» Großdeutschlandring <i>built in 1930s / never fully completed or opened</i>	50°59′44.23″N / 14°05′12.18″E

Greece (2)

» Athens Circuit (Megara Circuit) (1998)	37°59′14.67″N / 23°21′46.04″E
» Serres Racing Circuit (1998)	41°04′19.41″N / 23°31′05.41″E

Former circuits:

» Aiginio Circuit	40°29′32.36″N / 22°35′57.23″E
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Hungary (3)

» Euro-Ring (2004)	47°08′52.87″N / 19°27′32.79″E
» Hungaroring (1986)	47°34′58.21″N / 19°15′07.60″E
» Pannonia-Ring (1996)	47°18′15.78″N / 17°02′40.81″E

Unfinished circuits:

» Balatonring <i>construction began Nov 2008 but was abandoned early on</i>	46°34′24.67″N / 17°16′13.87″E
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Ireland (1)

» Mondello Park (1968)	53°15′26.40″N / 06°44′48.39″W
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Italy (23)

» Adria International Raceway (2002)	45°02′38.28″N / 12°08′48.93″E
» Autodromo del Levante (1989)	40°59′38.86″N / 16°44′29.92″E
» Autodromo del Mugello (1974)	43°59′46.70″N / 11°22′22.01″E
» Autodromo dell'Umbria (Autodromo di Magione) (1973)	43°07′50.12″N / 12°14′24.36″E
» Autodromo di Cellole (Cellole International Motor Speedway)	41°11′08.91″N / 13°51′13.45″E
» Autodromo di Franciacorta (Franciacorta Int Circuit) (2006)	45°30′44.37″N / 10°00′11.26″E
» Autodromo di Modena (2011)	44°37′59.21″N / 10°48′51.97″E
» Autodromo di Pergusa (Enna-Pergusa) (1958)	37°30′51.06″N / 14°18′21.47″E
» Autodromo di Siracusa	37°04′08.23″N / 15°14′50.14″E
» Autodromo Enzo e Dino Ferrari (Imola) (1953)	44°20′34.95″N / 11°42′51.35″E
» Autodromo MBR Vincenzo Florio (2007) (2013)	38°06′25.89″N / 13°13′41.13″E
» Autodromo Nazionale Franco di Sui (Autodromo di Mores) (2003)	40°30′30.75″N / 08°49′55.63″E
» Autodromo Nazionale Gianni De Luca (2012)	41°03′43.15″N / 14°35′32.44″E
» Autodromo Nazionale Monza (1922)	45°37′05.15″N / 09°17′06.15″E
» Autodromo Riccardo Paletti (Varano) (1969)	44°40′51.02″N / 10°01′18.02″E
» Autodromo Valle dei Templi (2005)	37°23′12.41″N / 13°45′12.97″E
» Autodromo Vallengunga Piero Taruffi (1951) (1957)	42°09′37.81″N / 12°22′13.54″E
» Circuito del Sele	40°36′18.94″N / 14°56′54.20″E
» Circuito San Martino del Lago (2012)	45°05′03.68″N / 10°18′31.54″E
» Circuito Tazio Nuvolari (2014)	45°04′20.72″N / 08°59′27.85″E
» Istituto Sperimentale Auto e Motori (Circuito di Anagni)	41°42′09.87″N / 13°08′32.39″E
» Misano World Circuit Marco Simoncelli (1972)	43°57′40.59″N / 12°40′58.43″E
» Vairano Track (Pista di Vairano) (ASC Vairano)	45°16′24.00″N / 09°15′16.08″E

Former & unfinished circuits:

» Autodromo di Casale Monferrato (1973) (1976)	45°09′12.45″N / 08°20′47.75″E
» Pista del Littorio (1931) (1934)	41°57′17.84″N / 12°29′50.49″E
» Putignano <i>built in late 1960s but abandoned before completion</i>	40°50′49.83″N / 17°08′17.91″E

Latvia (1)

» Bīķernieku Kompleksā Sporta Bāze (Bīķernieki) (1966)	56°57′51.92″N / 24°13′20.05″E
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Lithuania (1)

» Nemuno Žiedas (1974) (1987)	54°55′04.43″N / 23°42′27.52″E
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Original layout included non-permanent section / aka Neman Ring

Luxembourg (1)

» Colmar-Berg (Circuit Goodyear) (1975)	49°47′43.51″N / 06°06′10.19″E
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Opened as a Goodyear test track in 1970 / first race held in 1975

Netherlands (2)

» Circuit Park Zandvoort (1948) (1989) (1999)	52°23′09.31″N / 04°32′44.02″E
» TT Circuit Assen (1955)	52°57′44.32″N / 06°31′26.78″E

Norway (3)

» Arctic Circle Raceway (1995) <i>world's northernmost circuit</i>	66°25′19.72″N 14°26′22.33″E﻿ / ﻿66.4225°N 14.4394°E﻿ / 66.4225; 14.4394
» Rudskogen Motorsenter (1990)	59°21′57.70″N 11°15′37.94″E﻿ / ﻿59.3658°N 11.2603°E﻿ / 59.3658; 11.2603
» Vålerbanen	60°42′20.54″N 11°48′29.19″E﻿ / ﻿60.7055°N 11.8081°E﻿ / 60.7055; 11.8081

Former circuits:

» Røssvoll Motorstadion (1975) (1990s)	66°21′59.38″N 14°18′17.25″E﻿ / ﻿66.3664°N 14.3046°E﻿ / 66.3664; 14.3046
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Originally a rallycross track / used for road racing 1975 to 1990s / has since reverted back to rallycross only

Poland (2)

» Tor Poznań (1977)	52°25′05.51″N 16°48′23.74″E﻿ / ﻿52.4182°N 16.8067°E﻿ / 52.4182; 16.8067
» Tor Kielce (1977) <i>full-length circuit includes non-permanent section</i>	50°57′37.77″N 20°32′22.19″E﻿ / ﻿50.9599°N 20.5392°E﻿ / 50.9599; 20.5392

Portugal (3)

» Autódromo Internacional do Algarve (Portimão) (2008)	37°13′52.83″N 08°37′46.34″W﻿ / ﻿37.2313°N 8.6290°W﻿ / 37.2313; -8.6290
» Circuito do Estoril (Autódromo Fernanda Pires da Silva) (1972)	38°44′57.61″N 09°23′39.53″W﻿ / ﻿38.7492°N 9.3953°W﻿ / 38.7492; -9.3953
» Circuito Vasco Sameiro (1993)	41°35′10.72″N 08°26′42.84″W﻿ / ﻿41.5864°N 8.4469°W﻿ / 41.5864; -8.4469

Romania (1)

» Motor Park Romania (2014)	44°46′47.73″N 26°28′30.54″E﻿ / ﻿44.7789°N 26.4750°E﻿ / 44.7789; 26.4750
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Russia (7) *also see Asia*

» ADM Raceway (Autodrom Moscow) (2006)	55°33′50.26″N 37°59′13.79″E﻿ / ﻿55.5639°N 37.9872°E﻿ / 55.5639; 37.9872
» Autodrom SPB (Autodrom Saint Petersburg) (2011)	59°46′59.53″N 30°27′21.03″E﻿ / ﻿59.7831°N 30.4533°E﻿ / 59.7831; 30.4533
» Kazanring (Canyon Ring) (2008)	55°52′00.80″N 49°15′32.65″E﻿ / ﻿55.8669°N 49.2600°E﻿ / 55.8669; 49.2600
» Moscow Raceway (2012)	55°59′47.09″N 36°16′02.28″E﻿ / ﻿55.9964°N 36.2672°E﻿ / 55.9964; 36.2672
» NRing Circuit (2010)	56°06′52.48″N 43°36′18.17″E﻿ / ﻿56.1147°N 43.6048°E﻿ / 56.1147; 43.6048
» Smolensk Ring (2010)	54°59′20.04″N 33°22′05.42″E﻿ / ﻿54.9889°N 33.3697°E﻿ / 54.9889; 33.3697
» Sochi Autodrom (2014) <i>non-permanent facility</i>	43°24′22.28″N 39°57′15.76″E﻿ / ﻿43.4061°N 39.9543°E﻿ / 43.4061; 39.9543

Former & unfinished circuits:

» Domodedovo Autodrome (Eurasia Autodrome)	55°26′40.04″N 37°39′40.01″E﻿ / ﻿55.4444°N 37.6614°E﻿ / 55.4444; 37.6614
» Neva Ring (Nevskoye Koltso) (1993) (2006) <i>non-permanent facility</i>	59°58′24.18″N 30°13′00.97″E﻿ / ﻿59.9733°N 30.2175°E﻿ / 59.9733; 30.2175

Construction of Domodedovo Autodrome began Oct 2008 but is currently on hold indefinitely

Note the Neva Ring was originally a street circuit used from the mid-1950s through 1977

Slovakia (1)

» Slovakiaring (2010)	48°03′13.51″N 17°33′51.77″E﻿ / ﻿48.0536°N 17.5646°E﻿ / 48.0536; 17.5646
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Slovenia (0)

Former circuits:

» Mobikrog (2000) (2008)	45°53′21.41″N 15°29′52.06″E﻿ / ﻿45.8892°N 15.4978°E﻿ / 45.8892; 15.4978
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Spain (18) *also see Africa*

» Ascari Race Resort (2003)	36°49′24.38″N 05°04′48.02″W﻿ / ﻿36.8233°N 5.0797°W﻿ / 36.8233; -5.0797
» Circuit d'Alcarràs (2007)	41°37′08.54″N 00°24′03.60″E﻿ / ﻿41.6175°N 0.4000°E﻿ / 41.6175; 0.4000
» Circuit de Barcelona-Catalunya (1991)	41°34′07.06″N 02°15′32.84″E﻿ / ﻿41.5684°N 2.2600°E﻿ / 41.5684; 2.2600
» Circuit de la Comunitat Valenciana (Circuit Ricardo Tormo) (1999)	39°29′06.96″N 00°37′47.61″W﻿ / ﻿39.4850°N 0.6281°W﻿ / 39.4850; -0.6281
» Circuito Calafat (1974)	40°55′58.44″N 00°50′29.36″E﻿ / ﻿40.9318°N 0.8405°E﻿ / 40.9318; 0.8405
» Circuito Cartagena (1994)	37°38′43.85″N 01°02′07.34″W﻿ / ﻿37.6428°N 1.0344°W﻿ / 37.6428; -1.0344
» Circuito de Albacete (1990)	39°00′24.57″N 01°47′38.20″W﻿ / ﻿39.0068°N 1.7944°W﻿ / 39.0068; -1.7944
» Circuito de Almería (2000) <i>adjacent to Circuito de Andalucía</i>	37°05′13.64″N 02°15′54.42″W﻿ / ﻿37.0872°N 2.2645°W﻿ / 37.0872; -2.2645
» Circuito de Andalucía (2016) <i>adjacent to Circuito de Almería</i>	37°05′21.77″N 02°16′35.89″W﻿ / ﻿37.0922°N 2.2775°W﻿ / 37.0922; -2.2775
» Circuito de Fuente Álamo (Circuito la Torrica) (1997)	37°44′51.19″N 01°11′24.40″W﻿ / ﻿37.7472°N 1.1914°W﻿ / 37.7472; -1.1914

» Circuito de Jerez (1985)	36°42′37.49″N 06°02′03.82″W﻿ / ﻿36.7103°N 6.0345°W﻿ / 36.7103; -6.0345
» Circuito de la Selva (2008)	41°44′51.83″N 02°36′51.42″E﻿ / ﻿41.7475°N 2.6145°E﻿ / 41.7475; 2.6145
» Circuito de Navarra (2010)	42°33′33.60″N 02°09′49.52″W﻿ / ﻿42.5592°N 2.1645°W﻿ / 42.5592; -2.1645
» Circuito del Jarama (1967) <i>ran a test race in December 1966</i>	40°36′58.86″N 03°35′05.13″W﻿ / ﻿40.6164°N 3.5845°W﻿ / 40.6164; -3.5845
» Circuito Guadix (2002)	37°24′01.86″N 03°04′25.70″W﻿ / ﻿37.4003°N 3.0750°W﻿ / 37.4003; -3.0750
» Circuito Monteblanco (2007)	37°21′37.90″N 06°34′19.82″W﻿ / ﻿37.3611°N 6.5723°W﻿ / 37.3611; -6.5723
» Motorland Aragón (Ciudad del Motor de Aragón) (2009)	41°04′41.71″N 00°12′18.54″W﻿ / ﻿41.0781°N 0.2093°W﻿ / 41.0781; -0.2093
» Parcmotor Castellolí (2009)	41°35′25.01″N 01°41′28.10″E﻿ / ﻿41.5903°N 1.6889°E﻿ / 41.5903; 1.6889

Former & unfinished circuits:

» Circuito de Cerezal <i>abandoned during construction ?</i>	41°34′08.77″N 06°03′01.27″W﻿ / ﻿41.5686°N 6.0503°W﻿ / 41.5686; -6.0503
» Valencia Street Circuit (2008) (2012) <i>non-permanent facility</i>	39°27′35.35″N 00°19′56.34″W﻿ / ﻿39.4597°N 0.3318°W﻿ / 39.4597; -0.3318

Sweden (13)

» Björkvikring	58°47′15.45″N 16°34′53.00″E﻿ / ﻿58.7875°N 16.5814°E﻿ / 58.7875; 16.5814
» Falkenbergs Motorbana (1967)	56°58′29.00″N 12°34′06.00″E﻿ / ﻿56.9747°N 12.5694°E﻿ / 56.9747; 12.5694
» Gotland Ring (2003)	57°50′20.37″N 18°50′11.70″E﻿ / ﻿57.8392°N 18.8364°E﻿ / 57.8392; 18.8364
» Härnösands Motorpark (Mittsverigebanan)	62°35′59.79″N 17°49′01.62″E﻿ / ﻿62.5999°N 17.8172°E﻿ / 62.5999; 17.8172
» Karlskoga Motorstadion (Gällersåsen) (1950)	59°22′56.75″N 14°30′50.24″E﻿ / ﻿59.3822°N 14.5139°E﻿ / 59.3822; 14.5139
» Kinneulle Ring (1969)	58°32′46.93″N 13°23′55.89″E﻿ / ﻿58.5461°N 13.3986°E﻿ / 58.5461; 13.3986
» Linköpings Motorstadion	58°23′38.11″N 15°43′14.41″E﻿ / ﻿58.3942°N 15.7208°E﻿ / 58.3942; 15.7208
» Mantorp Park (1969)	58°22′11.03″N 15°16′57.33″E﻿ / ﻿58.3694°N 15.2823°E﻿ / 58.3694; 15.2823
» Ring Knutstorp (1962) (1963)	55°59′16.34″N 13°06′47.79″E﻿ / ﻿55.9879°N 13.1131°E﻿ / 55.9879; 13.1131
» Scandinavian Raceway (Anderstorp) (1968)	57°15′51.41″N 13°36′10.70″E﻿ / ﻿57.2642°N 13.6031°E﻿ / 57.2642; 13.6031
» Sollalla (Solna) (2012) <i>non-permanent facility</i>	59°22′03.25″N 17°56′24.48″E﻿ / ﻿59.3678°N 17.9400°E﻿ / 59.3678; 17.9400
» Sturup Raceway (1972) (1989)	55°31′52.76″N 13°21′24.52″E﻿ / ﻿55.5313°N 13.3573°E﻿ / 55.5313; 13.3573
» Tierp Arena (2012) <i>road course defunct ?</i>	60°20′16.87″N 17°25′33.77″E﻿ / ﻿60.3381°N 17.4272°E﻿ / 60.3381; 17.4272

Former circuits:

» Dalsland Ring (1966) (1973)	58°56′41.23″N 12°14′37.95″E﻿ / ﻿58.9447°N 12.2438°E﻿ / 58.9447; 12.2438
» Göteborg City Arena (2008) (2014) <i>non-permanent facility</i>	57°42′48.13″N 11°57′39.87″E﻿ / ﻿57.7133°N 11.9575°E﻿ / 57.7133; 11.9575

Switzerland (0)

Former circuits:

» Lignières (1961) (1990s) <i>now a drivers' training centre</i>	47°05′25.25″N 07°04′34.12″E﻿ / ﻿47.0904°N 7.0753°E﻿ / 47.0904; 7.0753
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Ukraine (1)

» Chayka (1975)	50°26′15.47″N 30°17′35.01″E﻿ / ﻿50.4378°N 30.2917°E﻿ / 50.4378; 30.2917
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United Kingdom (24) *all circuits located in England except where noted otherwise*

» Aintree (1954)	53°28′30.50″N 02°56′08.46″W﻿ / ﻿53.4750°N 2.9350°W﻿ / 53.4750; -2.9350
» Anglesey Circuit (Trac Môn) (2006) (Wales) <i>formerly Ty Croes</i>	53°11′20.27″N 04°29′46.75″W﻿ / ﻿53.1889°N 4.4961°W﻿ / 53.1889; -4.4961
» Bedford Autodrome (1999)	52°14′00.42″N 00°28′26.24″W﻿ / ﻿52.2333°N 0.4733°W﻿ / 52.2333; -0.4733
» Blyton Park Driving Centre (2010)	53°27′34.34″N 00°41′31.04″W﻿ / ﻿53.4594°N 0.6928°W﻿ / 53.4594; -0.6928
» Brands Hatch (1932) (1950)	51°21′33.20″N 00°15′37.72″E﻿ / ﻿51.3589°N 0.2606°E﻿ / 51.3589; 0.2606
» Cadwell Park (1934) (1953) (1961)	53°18′35.86″N 00°03′38.09″W﻿ / ﻿53.3097°N 0.0608°W﻿ / 53.3097; -0.0608
» Castle Combe (1950)	51°29′24.23″N 02°12′44.55″W﻿ / ﻿51.4900°N 2.2126°W﻿ / 51.4900; -2.2126
» Croft (1948) (1964)	54°27′19.50″N 01°33′30.55″W</

» Goodwood (1948)	50°51'35.85"N / 00°45'33.73"W
» Great Tew Estate Driving Centre (2008)	51°56'01.16"N / 01°25'11.06"W
» Jurby (Isle of Man)	54°21'14.32"N / 04°31'25.39"W
» Kirkistown (Northern Ireland)	54°27'21.51"N / 05°28'10.20"W
» Knockhill (1974) (Scotland)	56°07'44.75"N / 03°30'13.96"W
» Llandow (1963) (Wales)	51°25'53.18"N / 03°29'53.94"W
» Lydden Hill (1955) (1965)	51°10'40.67"N / 01°11'51.82"E
» Mallory Park (1956)	52°35'49.64"N / 01°20'20.63"W
» Oulton Park (1953)	53°10'46.84"N / 02°37'00.55"W
» Pembrey (1989) (Wales)	51°42'13.59"N / 04°19'20.89"W
» Rockingham Motor Speedway (2001)	52°30'57.46"N / 00°39'26.78"W
» Silverstone (1948)	52°04'13.30"N / 01°01'01.45"W
» Snetterton (1951)	52°27'54.13"N / 00°56'57.71"E
» Thruxton (1950) (1968)	51°12'34.01"N / 01°36'02.26"W

Former circuits:

» Brooklands (Campbell Circuit) (1937) (1939) <i>oval opened in 1907</i>	51°21'04.72"N / 00°28'06.78"W
» Carnaby Raceway (1970s) (1988)	54°03'38.80"N / 00°15'37.07"W
» Crystal Palace (1937) (1972)	51°25'18.25"N / 00°04'07.17"W
» Longridge (1973) (1978) <i>originally opened for karting in 1970</i>	53°50'13.62"N / 02°35'12.97"W
» Ty Croes (1992) (2006) (Wales) <i>torn down & replaced by Anglesey Circuit</i>	53°11'20.27"N / 04°29'46.75"W

South Korea (4)

» Everland Speedway (1993) (2011)	37°17'47.42"N / 127°12'26.91"E
» Inje Speedium (2013)	38°00'07.57"N / 128°17'33.41"E
» Korea International Circuit (2010)	34°44'03.44"N / 126°24'43.35"E
» Taebaek Racing Park (Taebaek Junyong Circuit) (2003)	37°04'58.74"N / 129°01'04.20"E

Unfinished circuits:

» Ansan Speedway <i>built in 2005 but never really completed or opened</i>	37°16'57.27"N / 126°49'48.78"E
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Sri Lanka (1)

» Pannala International Circuit (2002)	07°19'17.24"N / 80°02'02.70"E
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Taiwan (1)

» Penbay International Circuit (2011)	22°27'08.44"N / 120°28'54.14"E
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Former circuits:

» Longtan National Speedway (?) (2013)	24°51'15.01"N / 121°11'56.04"E
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Thailand (5)

» Bira Circuit (1985)	12°55'17.02"N / 101°00'33.56"E
» Bonanza Circuit (Bonanza Khao Yai) (2011)	14°35'20.88"N / 101°25'31.59"E
» Chang International Circuit (Buriram United Int Circuit) (2014)	14°57'36.67"N / 103°05'06.24"E
» Kaeng Krachan Circuit (2009)	12°56'46.12"N / 099°42'20.97"E
» Thailand Circuit (Nakhonchaisri Motor Sport Complex) (1989)	13°54'42.75"N / 100°10'03.36"E

Turkey (3)

» Istanbul Park (2005)	40°57'21.21"N / 29°24'33.60"E
» İzmir Park (İzmir Ülkü Yarış Pisti) (İzmir Pınarbaşı) (1997)	38°26'00.97"N / 27°16'20.87"E
» İzmit Körfez Yarış Pisti (1993)	40°44'34.61"N / 29°46'59.33"E

United Arab Emirates (2)

» Dubai Autodrome (2004)	25°03'00.31"N / 55°14'11.30"E
» Yas Marina Circuit (2009)	24°28'21.35"N / 54°36'13.59"E

OCEANIA (34)

Australia (26)

» Adelaide International Raceway (1972) <i>road course defunct ?</i>	34°41'59.46"S / 138°33'51.45"E
» Albert Park Circuit (Melbourne) (1996) <i>non-permanent facility</i>	37°50'51.11"S / 144°58'16.27"E
» Barbagallo Raceway (Wanneroo Park) (1969)	31°39'51.03"S / 115°47'13.56"E
» Baskerville Raceway	42°44'45.77"S / 147°17'44.94"E
» Calder Park (1962) (1987)	37°40'20.91"S / 144°45'13.88"E
» Carnell Raceway <i>originally a clay track but paved in early 1990s</i>	28°41'04.59"S / 151°56'17.23"E
» Collie Motorplex (1999)	33°25'53.17"S / 116°14'39.56"E
» Haunted Hills (Bryant Park) (2008) <i>only used for sprints (hillclimbing)</i>	38°11'33.23"S / 146°18'51.37"E
» Hidden Valley Raceway (1986)	12°26'52.18"S / 130°54'23.06"E
» Holden - The Driving Centre (1990)	27°44'51.19"S / 153°17'39.88"E
» Lakeside Park (Lakeside International Raceway) (1961) <i>still active ?</i>	27°13'40.81"S / 152°57'52.81"E

» Mallala Motor Sport Park (1961)	34°24'52.96"S / 138°30'19.06"E
» Marulan Driver Training Centre	34°45'32.94"S / 149°58'52.79"E
» McNamara Park (Mac Park)	37°49'56.32"S / 140°38'58.60"E
» Morgan Park Raceway (1969) (1997)	28°15'43.12"S / 152°02'02.11"E
» Mount Panorama Circuit (Bathurst) (1938) <i>non-permanent facility</i>	33°26'24.27"S / 149°33'28.93"E
» Phillip Island Circuit (1956)	38°30'10.68"S / 145°14'02.80"E
» Queensland Raceways (1999)	27°41'28.03"S / 152°39'10.47"E
» Sandown Raceway (1962)	37°57'05.40"S / 145°10'00.14"E
» State Motorcycle Sports Complex (Broadford)	37°13'01.39"S / 145°05'02.19"E
» Sydney Motorsport Park (Eastern Creek Raceway) (1990)	33°48'21.33"S / 150°52'14.30"E
» Symmons Plains Raceway (1960)	41°39'30.48"S / 147°15'03.51"E
» The Farm (Kulnura) <i>private facility</i>	33°16'03.97"S / 151°14'08.79"E
» Townsville Street Circuit (Reid Park) (2009) <i>non-permanent facility</i>	19°16'16.56"S / 146°48'35.83"E
» Wakefield Park (1994)	34°50'29.01"S / 149°41'09.18"E
» Winton Motor Raceway (1961)	36°31'03.81"S / 146°05'13.69"E

Former circuits:

» Altona (1954) (1955)	37°51'31.49"S / 144°50'05.40"E
» Amaroo Park (1967) (1998)	33°39'05.33"S / 150°56'01.51"E
» Catalina Park (1961) (1970) <i>hosted rallycross and sprints until 1990s</i>	33°42'43.25"S / 150°18'15.63"E
» Darlington Park (?) (2005)	27°46'19.24"S / 153°12'51.28"E
» Hume Weir Circuit (1959) (1977)	36°06'35.67"S / 147°01'09.00"E
» Mount Druitt (1950) (1952) (1958)	33°45'39.51"S / 150°47'59.15"E
» Oran Park Raceway (1962) (2010)	34°00'24.45"S / 150°43'58.60"E
» Port Wakefield (1953) (1961)	34°11'00.87"S / 138°10'26.21"E
» Surfers Paradise Raceway (1966) (1987)	28°01'00.33"S / 153°22'38.38"E
» Warwick Farm Raceway (1960) (1973)	33°54'39.35"S / 150°56'41.88"E

New Zealand (8)

» Bruce McLaren Motorsport Park (Taupo)	38°39'59.05"S / 176°08'39.17"E
» Hampton Downs Motorsports Park (2009)	37°21'18.12"S / 175°04'32.41"E
» Highlands Motorsport Park (2013)	45°03'32.57"S / 169°10'17.06"E
» Manfeild: Circuit Chris Amon (Manfeild Autocourse) (1973)	40°14'12.86"S / 175°33'28.00"E
» Mike Pero Motorsports Park (Ruapuna Park)	43°31'52.20"S / 172°28'43.41"E
» Pukekohe Park (1963)	37°12'54.38"S / 174°55'07.83"E
» Teretonga Park (1957)	46°26'31.97"S / 168°15'43.49"E
» Timaru International Motor Raceway (Levels Raceway) (1957)	44°17'42.83"S / 171°12'10.86"E

Former circuits:

» Bay Park Raceway (1967) (1994-1995)	37°40'53.98"S / 176°14'05.66"E
» Levin Motor Racing Circuit (1956) (1975)	40°37'35.67"S / 175°15'57.32"E

AFRICA (19)

» Angola (1)	
» Autódromo Internacional de Luanda (1972)	09°00'29.02"S / 13°05'55.60"E
Former circuits:	
» Autódromo de Benguela (1972) (?)	12°36'18.71"S / 13°23'19.31"E

» Kenya (0)	
Former circuits:	
» Embakasi (1967) (?) opened as a dirt course but paved soon after	01°20'02.74"S / 36°52'18.88"E
» Nakuru (1950s) (?) note location is approximate	00°19'01.88"S / 36°04'13.41"E

» Libya (0)	
Former circuits:	
» Autodromo di Mellaha (1933) (1940)	32°53'36.62"N / 13°18'22.72"E

» Morocco (1)	
» Circuit Automobile Int Moulay El Hassan (Marrakech) (2009) (2016)	31°35'31.03"N / 07°59'21.15"W

» Mozambique (1)	
» Autódromo de Maputo (Lourenço Marques) (1962) (1972)	25°56'20.24"S / 32°37'19.72"E
Still active ?	

» Namibia (1)	
» Tony Rust Circuit (Windhoek)	22°34'10.01"S / 16°59'59.60"E

» Senegal (1)	
» Circuit de Dakar (Baobabs) (2008)	14°35'58.41"N / 17°01'33.58"W

» South Africa (11)	
» Aldo Scribante Race Circuit	33°48'24.94"S / 25°38'54.03"E
» Blue Circle Raceway (1975)	26°09'08.25"S / 26°11'08.99"E
» Dezzi Raceway (2015)	30°46'10.94"S / 30°25'34.67"E
» Killarney Motor Racing Complex (1951) (1960)	33°49'21.54"S / 18°31'42.58"E
» Kyalami (1961) (1988) (2015)	25°59'52.55"S / 28°04'09.69"E
» Phakisa Freeway (1999) formerly Goldfields Raceway	27°54'15.96"S / 26°42'45.05"E
» Prince George Circuit (East London) (1959) non-permanent facility	33°02'49.58"S / 27°52'18.61"E
» Rack Rite Raceway (Midvaal)	26°36'45.53"S / 28°03'32.30"E
» Red Star Raceway (2010)	26°04'28.10"S / 28°45'08.32"E
» Roy Hesketh Circuit (1953) still active ?	29°37'16.80"S / 30°25'27.45"E
» Zwartkops Raceway (1961)	25°48'37.23"S / 28°06'37.91"E

Former circuits:	
» Brandkop Circuit	29°08'19.48"S / 26°09'39.18"E
» Goldfields Raceway torn down and replaced by Phakisa Freeway	27°54'15.96"S / 26°42'45.05"E
» Wesbank Raceway (Gosforth Park) (2003) (2007)	26°14'00.40"S / 28°08'11.29"E
» Westmead Circuit (1961) (?)	29°49'18.06"S / 30°50'06.27"E

» Spain (1) also see Europe	
» Circuito Maspalomas	27°46'59.85"N / 15°30'24.38"W

» Zimbabwe (2)	
» Breedon Everard Raceway (Falls Road Circuit) (Bulawayo) (1969)	20°06'18.16"S / 28°34'10.17"E
» Donnybrook Park (Shell Auto Raceway) (1974)	17°49'34.77"S / 31°10'57.26"E

» Zambia (0)	
Former circuits:	
» Chingola (Lawrence Allen Circuit) (Garneton)	12°29'13.45"S / 27°50'43.44"E
» Ndola (Ndola Motor Sports Club Motopark)	12°58'55.02"S / 28°34'16.70"E

NORTH AMERICA (142)

Barbados (1)

» **Bushy Park Circuit** ⁽¹⁹⁷¹⁾ (2014) *opened 1971 but paved in 1972* 13°08'19.68"N / 59°28'02.71"W

Canada (18)

- » **Atlantic Motorsport Park** ⁽¹⁹⁷⁴⁾ 45°08'43.97"N / 063°26'55.45"W
- » **Autodrome St-Eustache** ⁽¹⁹⁶⁹⁻¹⁹⁷⁰⁾ 45°34'19.42"N / 073°57'52.27"W
- » **Autodrome St-Félicien** ⁽¹⁹⁷⁵⁾ 48°40'28.84"N / 072°31'15.93"W
- » **Calabogie Motorsports Park** ⁽²⁰⁰⁶⁾ 45°18'12.11"N / 076°40'17.83"W
- » **Canadian Tire Motorsport Park** ^(Mosport) ⁽¹⁹⁶¹⁾ 44°02'58.29"N / 078°40'35.57"W
- » **Castrol Raceway** ⁽²⁰¹³⁾ 53°19'59.27"N / 113°36'01.94"W
- » **Circuit Gilles Villeneuve** ⁽¹⁹⁷⁸⁾ *non-permanent facility* 45°30'08.77"N / 073°31'29.88"W
- » **Circuit ICAR** ^(International Center of Advanced Racing) ⁽²⁰⁰⁸⁾ 45°40'54.58"N / 074°01'19.63"W
- » **Circuit Mont-Tremblant** ^(Le Circuit) ⁽¹⁹⁶⁴⁾ 46°11'34.70"N / 074°36'32.10"W
- » **Circuit Ste-Croix** ^(Riverside Speedway) ⁽¹⁹⁷⁰⁻¹⁹⁷¹⁾ ⁽²⁰⁰⁰⁾ 46°37'56.41"N / 071°47'24.65"W
- » **Gimli Motorsports Park** ⁽¹⁹⁷³⁾ 50°37'47.02"N / 097°03'18.00"W
- » **Grand Bend Motorplex** ^(Grand Bend Raceway) ⁽²⁰¹¹⁾ 43°17'22.45"N / 081°42'53.80"W
- » **Mission Raceway Park** ^(River's Edge at Mission Raceway Park) 49°07'32.65"N / 122°19'31.47"W
- » **Sanair** ^(Sanair International) ^(Sanair Motorsports Complex) ⁽¹⁹⁷²⁾ 45°31'48.58"N / 072°52'46.46"W
- » **Shannonville Motorsport Park** ⁽¹⁹⁷⁶⁾ 44°13'38.51"N / 077°09'46.86"W
- » **Stratotech Park** ⁽²⁰⁰²⁾ 53°44'04.02"N / 113°14'04.81"W
- » **Toronto Motorsports Park** ⁽²⁰⁰⁰⁾ 42°54'11.70"N / 079°51'19.91"W
- » **Vancouver Island Motorsport Circuit** ⁽²⁰¹⁶⁾ *members-based* 48°48'04.23"N / 123°46'46.27"W

Former circuits:

- » **Dunnville Autodrome** ⁽²⁰⁰⁴⁾ ⁽²⁰⁰⁹⁾ 42°52'28.72"N / 079°35'36.87"W
- » **Edmonton Int Speedway** ^(Speedway Park) ⁽¹⁹⁶⁸⁾ ⁽¹⁹⁸²⁾ 53°36'38.36"N / 113°32'44.13"W
- » **Race City Speedway** ⁽¹⁹⁸⁷⁾ ⁽²⁰¹¹⁾ 50°56'29.61"N / 113°55'52.37"W
- » **Western Speedway** ⁽¹⁹⁶⁶⁾ ⁽¹⁹⁸¹⁻¹⁹⁸²⁾ 48°28'25.17"N / 123°30'00.61"W
- » **Westwood Racing Circuit** ⁽¹⁹⁵⁹⁾ ⁽¹⁹⁹⁰⁾ 49°18'39.84"N / 122°46'59.27"W

Costa Rica (1)

» **Autódromo Parque Viva** ^(Autódromo La Guácima) ⁽¹⁹⁷⁴⁾ ⁽²⁰¹⁵⁾ 09°58'24.28"N / 84°14'57.66"W

Dominican Republic (1)

» **Autódromo Sunix** ^(Autódromo Internacional de Las Américas) ⁽¹⁹⁹⁸⁾ 18°28'07.49"N / 69°44'56.74"W

Former circuits:

» **Autódromo La Cumbre** ^(1980s) ⁽¹⁹⁹⁵⁾ 18°47'20.35"N / 70°15'56.05"W

El Salvador (1)

» **Autódromo Internacional El Jabali** ⁽¹⁹⁷⁹⁾ 13°48'35.22"N / 89°19'50.09"W

Guatemala (1)

» **Autódromo Pedro Cofiño** ^(Autódromo Los Volcanes) ⁽²⁰⁰²⁾ 14°22'55.73"N / 90°49'13.97"W

Jamaica (2)

- » **Dover Raceway** ⁽¹⁹⁸⁷⁾ 18°25'15.53"N / 77°22'39.02"W
- » **Jamwest Speedway** ⁽²⁰¹²⁾ 18°12'38.65"N / 78°14'51.05"W

Haiti (1)

Former circuits:

» **Circuit d'Haiti** ^(Circuit 9) ^(Circuit Mobil 1) *still active ?* 18°35'3.84"N / 72°19'06.75"W

Mexico (21)

- » **Autódromo Bosques del Ángel** ^(Autódromo de Tulancingo) ⁽¹⁹⁹⁰⁾ 20°01'13.22"N / 098°28'35.35"W
- » **Autódromo Chiapas** ^(2008 / 2010) *still active ?* 16°46'44.09"N / 093°15'02.27"W
- » **Autódromo de Aguascalientes** ^(Autódromo Pablo Gutiérrez Arcos) 21°50'39.25"N / 102°08'52.40"W
- » **Autódromo de Cancún** ^(Moto Autódromo de Cancún) ⁽¹⁹⁹²⁾ 21°06'17.67"N / 086°50'07.50"W
- » **Autódromo de León** ⁽¹⁹⁷⁶⁾ 21°02'08.56"N / 101°34'31.17"W
- » **Autódromo de Monterrey** ⁽¹⁹⁷⁰⁾ 25°51'18.68"N / 100°13'03.66"W
- » **Autódromo de Querétaro** ⁽¹⁹⁸⁴⁾ 20°38'53.44"N / 100°18'47.55"W
- » **Autódromo de Sonora** ⁽¹⁹⁸⁶⁾ 29°03'09.18"N / 111°05'55.77"W
- » **Autódromo del Águila** ⁽²⁰⁰⁵⁾ 19°34'37.16"N / 101°25'01.25"W
- » **Autódromo Francisco Villa** ⁽¹⁹⁹⁵⁾ 28°30'39.03"N / 105°53'15.55"W
- » **Autódromo Gómez Palacio** ^(Autódromo Dinamita / Autódromo Marco Magaña) 25°46'05.91"N / 103°37'59.38"W
- » **Autódromo Hermanos Gallo** ^(Autódromo Toluquilla) 20°32'04.36"N / 103°20'42.83"W
- » **Autódromo Hermanos Rodríguez** ⁽¹⁹⁵⁹⁾ ⁽²⁰¹⁵⁾ 19°24'13.47"N / 099°05'20.62"W
- » **Autódromo Internacional de Aguascalientes** ^(2009 / 2011) 21°43'22.63"N / 102°19'39.24"W
- » **Autódromo Internacional de Zacatecas** ⁽¹⁹⁸⁷⁾ 22°38'18.44"N / 102°29'05.27"W
- » **Autódromo Internacional Miguel E Abed** ^(Puebla) ⁽¹⁹⁸⁵⁾ 19°01'34.75"N / 097°59'20.94"W
- » **Autódromo La Cantera** ⁽²⁰⁰⁸⁾ 28°37'41.74"N / 106°09'16.14"W
- » **Autódromo Moisés Solana** ^(Autódromo de Pachuca) ⁽¹⁹⁸⁸⁾ 20°02'59.72"N / 098°41'12.95"W
- » **Autódromo San Luis 400** ^(Autódromo Tangamanga II) ⁽¹⁹⁹²⁾ 22°10'59.13"N / 100°59'31.47"W
- » **Centro Dinámico Pegaso** 19°21'55.48"N / 099°33'23.58"W
- » **Nuevo Autódromo de Querétaro** ^(EcoCentro Expositor) ⁽²⁰⁰⁸⁾ 20°35'11.41"N / 100°19'41.19"W

Former circuits:

- » **Autódromo de la Jolia** ⁽¹⁹⁹¹⁾ ^(1990s) 31°27'57.51"N / 106°28'36.14"W
- » **Autódromo de la Presa** ^(Autódromo de Chihuahua) ⁽¹⁹⁸⁸⁾ ^(?) 28°35'08.21"N / 106°10'18.87"W
- » **Autódromo de Potosino** ⁽¹⁹⁸³⁾ ^(?) *has been replaced by an oval* 22°05'26.77"N / 100°43'31.54"W
- » **Autódromo de Saltillo** ^(Autódromo Gerardo Dominico Martínez) 25°35'39.34"N / 100°55'16.55"W
- » **Autódromo Super Jarocho** ^(Veracruz) ^(?) ^(2000s) 19°10'11.09"N / 096°12'54.71"W
- » **Circuito del Parque Fundidora** ^(Monterrey) ⁽²⁰⁰¹⁾ ⁽²⁰⁰⁶⁾ 25°40'45.63"N / 100°16'57.92"W

Non-permanent facility

Panama (1)

» **Circuito Internacional de Panamá** ⁽²⁰¹⁶⁾ 08°58'06.13"N / 79°49'53.75"W

Unfinished circuits:

» **Autódromo de Panamá** ^(Sajalices) 08°42'14.01"N / 79°51'38.30"W

Construction of the circuit near Sajalices began in the early 2000s / about 70% of the track was completed before the enterprise was abandoned due to financial issues / the unfinished facilities are still there

Puerto Rico (2)

- » **Ponce International Speedway Park** 17°58'17.37"N / 66°40'31.90"W
- » **Salinas Speedway** ^(Puerto Rico International Speedway) 17°58'11.71"N / 66°16'01.29"W

Former circuits:

- » **Antilles Auto Racing Circuit** ^(Autopista Caguas) ⁽¹⁹⁶²⁾ ^(1980s) Exact location unknown
- » **Riverside Speedway** ^(Pista de Añasco) ^(1970s) 18°16'10.88"N / 67°10'53.09"W

Trinidad and Tobago (1)

» **Wallerfield Circuit** ^(1960s) *closed 2006 / reopened August 2014* 10°36'47.91"N / 61°12'46.25"W

United States (90)

» Arizona Motorsports Park (2003)	33°30'54.45"N / 112°23'25.52"W
» Arroyo Seco Raceway (1998)	32°14'15.28"N / 107°25'44.97"W
» Aspen Motorsports Park (1963)	39°15'54.13"N / 106°52'48.74"W
» Atlanta Motor Speedway (1960 / 1993)	33°22'59.41"N / 084°19'04.75"W
» Atlanta Motorsports Park (2012)	34°26'08.01"N / 084°10'40.50"W
» Auto Club Speedway (1997 / 2002)	34°05'19.09"N / 117°30'04.61"W
» Autobahn Country Club (2005)	41°27'22.16"N / 088°07'37.28"W
» Barber Motorsports Park (2003)	33°31'54.12"N / 086°37'09.97"W
» Blackhawk Farms Raceway (1967)	42°29'16.67"N / 089°06'58.80"W
» Brainerd International Raceway & Resort (1968)	46°25'04.54"N / 094°16'30.64"W
» Bremerton MotorSports Park (1970s)	47°29'26.25"N / 122°45'14.95"W
» Buttonwillow Raceway Park (1996)	35°29'17.11"N / 119°32'40.44"W
» Carolina Motorsports Park (1999)	34°29'16.98"N / 080°35'42.12"W
» Charlotte Motor Speedway (1960 / 1971)	35°21'07.06"N / 080°40'58.60"W
» Chuckwalla Valley Raceway (2010) <i>members-based facility</i>	33°45'11.75"N / 115°19'03.35"W
» Circuit Grand Bayou (No Problem Raceway Park) (2001)	30°01'03.38"N / 091°04'47.09"W
» Circuit of the Americas (2012)	30°07'56.14"N / 097°38'31.74"W
» Daytona International Speedway (1959)	29°11'08.52"N / 081°04'12.44"W
» Driveway Austin	30°15'48.43"N / 097°39'16.45"W
» Eagles Canyon Raceway (2007)	33°22'04.15"N / 097°25'55.45"W
» Gateway Motorsports Park (1997)	38°39'04.41"N / 090°08'05.92"W
» GingerMan Raceway (1995-1996)	42°24'23.68"N / 086°08'17.26"W
» Grand Prize of America Track (1997) <i>non-permanent facility</i>	32°05'12.70"N / 081°04'35.38"W
» GrandSport Speedway (2007)	29°19'30.88"N / 095°02'44.01"W
» Grattan Raceway (1965)	43°05'42.10"N / 085°23'04.62"W
» Hallett Motor Racing Circuit (1976)	36°13'21.80"N / 096°35'34.23"W
» Harris Hill Raceway (2008) <i>members-based facility</i>	29°55'06.61"N / 097°52'18.70"W
» Heartland Park Topeka (1989)	38°55'25.39"N / 095°40'24.63"W
» High Plains Raceway (2009)	39°44'04.77"N / 103°53'50.54"W
» Homestead-Miami Speedway (1996)	25°27'04.98"N / 080°24'30.15"W
» Inde Motorsports Ranch (2009) <i>members-based facility</i>	32°13'33.97"N / 110°00'28.95"W
» Indianapolis Motor Speedway (1909 / 2000)	39°47'43.16"N / 086°14'05.03"W
» Iowa Speedway (2007)	41°40'31.35"N / 093°00'48.03"W
» Jennings GP (2001)	30°34'34.02"N / 083°09'23.65"W
» Kansas Speedway (2001 / 2013)	39°06'57.29"N / 094°49'51.88"W
» La Junta Raceway (1974)	38°02'32.32"N / 103°31'16.50"W
» Las Vegas Motor Speedway (1996) <i>has multiple courses</i>	36°16'19.76"N / 115°00'37.29"W
» Lime Rock Park (1957)	41°55'39.24"N / 073°23'01.72"W
» Lucas Oil Raceway at Indianapolis (1961)	39°48'44.90"N / 086°20'25.46"W
» Mazda Raceway Laguna Seca (1957) (1988)	36°35'03.32"N / 121°45'07.84"W
» Memphis International Raceway (1987)	35°16'48.01"N / 089°56'25.15"W
» Michigan International Speedway (1968 / 1969)	42°04'01.97"N / 084°14'27.41"W
» Mid Ohio Sports Car Course (1962)	40°41'26.31"N / 082°38'08.67"W
» Miller Motorsports Park (2006) <i>currently closed / to reopen 2016 ?</i>	40°34'42.10"N / 112°22'44.23"W
» Milwaukee Mile (1903 / 1954)	43°01'14.01"N / 088°00'41.07"W
» Monticello Motor Club (2008) <i>members-based facility</i>	41°37'23.76"N / 074°41'59.63"W
» MotorSport Ranch (1999) <i>members-based facility</i>	32°31'17.12"N / 097°37'03.83"W
» Motorsports Park Hastings (2006)	40°34'45.91"N / 098°20'59.26"W
» MSR Houston (2005) <i>members-based facility</i>	29°16'40.55"N / 095°25'13.67"W
» NCM Motorsports Park (2014)	37°00'08.53"N / 086°22'12.52"W
» Nelson Ledges Race Complex (1963)	41°18'22.72"N / 081°00'59.53"W
» New Hampshire Motor Speedway (1990)	43°21'45.76"N / 071°27'37.23"W
» New Jersey Motorsports Park (2008) <i>has two separate courses</i>	39°21'34.55"N / 075°03'43.23"W
» NOLA Motorsports Park (2012)	29°53'04.08"N / 090°12'06.56"W
» Old Bridge Township Raceway Park (2008)	40°20'04.50"N / 074°21'12.59"W
» Oregon Raceway Park (2008)	45°21'59.28"N / 120°44'41.68"W

» Pacific Raceways (1960)	47°19'12.44"N / 122°08'42.43"W
» Palm Beach International Raceway (1965)	26°55'24.15"N / 080°18'20.59"W
» Palmer Motorsports Park (Whiskey Hill Raceway) (2015)	42°14'07.05"N / 072°14'38.67"W
» Pikes Peak International Raceway (1997)	38°35'31.77"N / 104°40'33.94"W
» Pittsburgh International Race Complex (2002)	40°51'03.41"N / 080°20'53.45"W
» Pocono Raceway (1969) (1971)	41°03'22.80"N / 075°30'35.30"W
» Portland International Raceway (1961)	45°35'50.46"N / 122°41'44.63"W
» Pueblo Motorsports Park (1975)	38°18'10.01"N / 104°40'37.82"W
» Putnam Park Road Course (1991)	39°35'00.10"N / 086°44'42.46"W
» Raceway Park of the Midlands (Mid America Motorplex) (2002)	41°01'31.84"N / 095°49'08.60"W
» Reno-Fernley Raceway (2003)	39°32'24.66"N / 119°14'33.29"W
» Road America (1955)	43°47'44.94"N / 087°59'31.31"W
» Road Atlanta (1970)	34°08'43.89"N / 083°48'57.58"W
» Roebbling Road Raceway (1960)	32°10'05.15"N / 081°19'20.20"W
» Sandia Speedway (2000)	35°01'14.39"N / 106°51'26.86"W
» Sebring International Raceway (1950)	27°27'07.60"N / 081°21'06.38"W
» Sonoma Raceway (1968)	38°09'45.21"N / 122°27'26.32"W
» Spokane County Raceway (1996) <i>opened as unpaved course 1974</i>	47°39'37.99"N / 117°34'26.40"W
» Spring Mountain Motor Resort and Country Club	36°10'16.94"N / 115°54'23.60"W
» Summit Point Motorsports Park (1969) <i>has multiple courses</i>	39°14'15.86"N / 077°58'15.85"W
» Talladega Gran Prix Raceway (1985)	33°30'11.92"N / 086°00'04.77"W
» Texas Motor Speedway (1997 / 2000)	33°02'13.01"N / 097°16'55.13"W
» Texas World Speedway (1969)	30°32'14.96"N / 096°13'18.66"W
» The FIRM (Florida International Rally & Motorsport Park) (1999) (2008)	29°50'51.40"N / 082°03'28.44"W
» The Ridge Motorsports Park (2012)	47°15'19.93"N / 123°11'28.04"W
» The Thermal Club (2013) <i>members-based facility</i>	33°36'19.88"N / 116°09'18.25"W
» Thompson Speedway Motorsports Park (1952) (1957) (2014)	41°58'53.69"N / 071°49'29.04"W
» Thunderhill Raceway Park (1993)	39°32'31.09"N / 122°19'55.57"W
» Virginia International Raceway (1957) (2000)	36°33'44.98"N / 079°12'25.63"W
» Waterford Hills (1959)	42°42'32.37"N / 083°23'25.66"W
» Watkins Glen International (1956)	42°20'11.03"N / 076°55'21.42"W
» Wild Horse Pass Motorsports Park (1983)	33°16'01.23"N / 111°58'14.54"W
» Willow Springs Int Raceway (1953) <i>has multiple courses</i>	34°52'22.94"N / 118°15'45.51"W
» Wilzig Racing Manor (2011) <i>private facility</i>	42°07'45.43"N / 073°42'49.32"W

Former & unfinished circuits (note years refer to road course use only):

» Antelope Valley Raceway (1967) (1970)	34°32'20.45"N / 118°00'23.78"W
» Augusta International Speedway (1963) (1964)	33°21'06.69"N / 082°05'19.61"W
» Austin Raceway Park (1966) (1970)	30°28'11.31"N / 097°40'56.20"W
» Bluegrass Motorsports Park <i>never fully completed or opened</i>	38°45'48.52"N / 084°48'00.67"W
» Bonneville Raceway Park (1968) (1994)	40°43'07.98"N / 112°02'36.97"W
» Bridgehampton Race Circuit (1957) (1997)	40°58'47.73"N / 072°20'26.44"W
» Bryar Motorsports Park (1965) (1989) <i>replaced by New Hamp Int Speedway</i>	43°21'45.76"N / 071°27'37.23"W
» Carlsbad Raceway (1965) (?)	33°07'59.77"N / 117°14'16.72"W
» Central Florida Racing Complex (2009) (2013)	28°24'42.98"N / 081°22'51.75"W
» Continental Divide Race Park (Mead) (1986) (2005)	40°14'06.90"N / 104°58'36.36"W
» Continental Divide Raceways (Castle Rock) (1959) (1983)	39°19'57.73"N / 104°53'03.51"W
» Coos Bay International Speedway (1990s)	43°15'53.33"N / 124°14'01.13"W
» Dallas International Motor Speedway (1970) (1973)	33°00'38.36"N / 096°57'52.80"W
» Gainesville Raceway (1970s) (1980s)	29°45'30.04"N / 082°15'58.57"W
» Gateway Int Raceway (1985) (1996) <i>replaced by new facility 1997</i>	38°39'04.41"N / 090°08'05.92"W
» Green Valley Raceway (1960) (1986)	32°53'49.60"N / 097°12'37.37"W
» Greenwood Roadway (1963) (1966)	41°15'14.48"N / 093°29'41.93"W
» Hawaii Raceway Park (1964) (2006)	21°18'56.26"N / 158°05'49.51"W
» Henderson International Raceway (1962) (1960s)	36°03'01.23"N / 114°58'51.98"W

» Holtville Aerodrome International Raceway (1966) (1990s)	32°50'31.28"N / 115°16'08.98"W
» Lakeland International Raceway (1970s)	28°09'05.64"N / 081°53'12.03"W
» Las Vegas Speedrome (1972) (1995) <i>replaced by Las Vegas Motor Speedway</i>	36°16'19.76"N / 115°00'37.29"W
» Louisiana Hilltop Raceway (1960) (1964)	32°33'06.73"N / 093°31'50.10"W
» Lynndale Farms (1963) (1966)	43°06'34.25"N / 088°17'57.87"W
» Marchbanks Speedway (Hanford Motor Speedway) (1960) (1965)	36°16'22.16"N / 119°35'46.93"W
» Marlboro Motor Raceway (1955) (1969)	38°48'24.04"N / 076°44'18.85"W
» Meadowdale International Raceways (1958) (1969)	42°06'49.62"N / 088°18'20.80"W
» Miami-Hollywood Speedway (1960s) (1970s)	26°00'50.40"N / 080°22'13.45"W
» Mid America Raceways (1964) (1984)	38°50'49.79"N / 090°54'48.06"W
» Nashville Superspeedway (2001) (2011) <i>may reopen in future</i>	36°02'44.56"N / 086°24'24.83"W
» Oak Hill Raceway (1975) (2009)	32°15'28.52"N / 094°42'08.23"W
» Odessa Raceway Park (1967) (1968)	31°43'57.34"N / 102°34'46.06"W
» Ontario Motor Speedway (1970) (1980)	34°04'22.70"N / 117°33'58.70"W
» Orange County International Raceway (1967) (1975)	33°39'51.96"N / 117°44'53.29"W
» Oregon International Raceway (1964) (1966)	43°57'36.63"N / 122°59'54.17"W
» Paramount Ranch (1956) (1957)	34°07'06.83"N / 118°45'10.33"W
» Phoenix International Raceway (1964) (1991) (2011)	33°22'29.06"N / 112°18'37.97"W
» Rattlesnake Raceway (1962) (1963) <i>later used for testing by Chaparral</i>	31°54'43.71"N / 102°02'47.14"W
» Riverside International Raceway (1957) (1989)	33°56'13.77"N / 117°16'25.51"W
» Rockingham Speedway (1965 / 1978) (2013)	34°58'27.25"N / 079°36'39.09"W
» Roosevelt Raceway (1936) (1937)	40°44'37.68"N / 073°35'51.66"W
» Route 66 Raceway (1998) (?)	41°27'47.35"N / 088°04'22.09"W
» Second Creek Raceway (1983) (2005)	39°51'29.12"N / 104°47'19.24"W
» Shelby County International Raceway (1969) (1969)	35°13'22.09"N / 089°43'45.11"W
» Stardust International Raceway (1965) (1969)	36°06'24.73"N / 115°15'12.91"W
» Talladega Superspeedway (1969) (1989)	33°34'02.79"N / 086°03'58.75"W
» Vaca Valley Raceway (1958) (1972)	38°24'26.89"N / 121°53'58.73"W
» Vineland Speedway (1958) (1966)	39°26'14.45"N / 075°02'51.27"W
» War Bonnet Raceway (1966) (1969)	36°08'54.69"N / 096°21'42.84"W
» Wilmot Hills (1953) (1967)	42°30'03.89"N / 088°11'16.85"W

For more details, download the American Road Courses pdf-file from my website www.wegcircuits.nl

For details about the main American ovals, see the *Ovals & Bankings* section further above

SOUTH AMERICA (103)

Argentina (53)

» Autódromo Aldea Romana (Autódromo Ezequiel Crisol) <i>(Bahía Blanca)</i>	38°40′51.03″S﻿ / ﻿62°10′40.58″W
» Autódromo Carlos Romero (Tolhuin) <i>world's southernmost circuit</i>	54°29′22.70″S﻿ / ﻿67°10′24.24″W
» Autódromo Cesáreo Naredo (Casbas)	36°52′10.33″S﻿ / ﻿62°27′53.45″W
» Autódromo Ciudad de Concordia	31°18′38.16″S﻿ / ﻿58°00′15.18″W
» Autódromo Ciudad de Gualeguaychú (2008)	33°00′26.79″S﻿ / ﻿58°36′33.96″W
» Autódromo Ciudad de Mar Del Plata	37°59′40.87″S﻿ / ﻿57°38′29.06″W
» Autódromo Ciudad de Nueve de Julio (1970)	35°26′05.86″S﻿ / ﻿60°54′48.54″W
» Autódromo Ciudad de Oberá	27°29′37.12″S﻿ / ﻿55°10′40.41″W
» Autódromo Ciudad de Paraná (1969)	31°45′50.31″S﻿ / ﻿60°22′41.51″W
» Autódromo Ciudad de Rafaela (1953) (1966)	31°12′32.21″S﻿ / ﻿61°28′40.19″W
» Autódromo Ciudad de Río Grande	53°48′02.00″S﻿ / ﻿67°46′26.87″W
» Autódromo Concepción del Uruguay (2014)	32°27′17.42″S﻿ / ﻿58°18′54.90″W
» Autódromo de Avellaneda	29°07′10.13″S﻿ / ﻿59°40′08.34″W
» Autódromo de Baradero (1948)	33°48′52.55″S﻿ / ﻿59°28′46.75″W
» Autódromo de Benavídez (Autódromo de Tigre)	34°23′20.68″S﻿ / ﻿58°40′03.45″W
» Autódromo de General Pico	35°38′48.21″S﻿ / ﻿63°43′44.86″W
» Autódromo de La Rioja	29°24′18.53″S﻿ / ﻿66°52′49.68″W
» Autódromo de Pigüé	37°36′49.14″S﻿ / ﻿62°25′00.98″W
» Autódromo de San Rafael (Autódromo Las Paredes)	34°34′34.26″S﻿ / ﻿68°24′11.83″W
» Autódromo de Viedma	40°51′29.80″S﻿ / ﻿63°00′56.06″W
» Autódromo Delores	36°19′35.50″S﻿ / ﻿57°41′53.01″W
» Autódromo Don Eduardo (Las Parejas)	32°38′20.56″S﻿ / ﻿61°30′22.76″W
» Autódromo El Zonda (Autódromo Eduardo Copello) (San Juan) (1967)	31°32′59.09″S﻿ / ﻿68°41′22.30″W
» Autódromo Eusebio Marcilla (Junín) (2009)	34°39′03.14″S﻿ / ﻿61°00′58.79″W
» Autódromo General Enrique Mosconi (Allen) (1970) (1976)	38°55′31.98″S﻿ / ﻿67°52′47.22″W
» Autódromo General San Martín (Comodoro Rivadavia)	45°54′15.07″S﻿ / ﻿67°32′42.34″W
» Autódromo Hermanos Emiliozzi (Olavarría)	36°51′38.45″S﻿ / ﻿60°15′12.84″W
» Autódromo Jorge Angel Pena (San Martín)	33°03′35.11″S﻿ / ﻿68°29′54.32″W
» Autódromo José Muñiz (Río Gallegos) (2001)	51°39′17.76″S﻿ / ﻿69°15′04.82″W
» Autódromo Juan Manuel Fangio (Balcarce) (1972)	37°52′52.79″S﻿ / ﻿58°16′00.46″W
» Autódromo Juan Oria (Marcos Juárez)	32°41′03.34″S﻿ / ﻿62°08′53.21″W
» Autódromo Mar y Valle (Trelew)	43°18′12.14″S﻿ / ﻿65°16′28.48″W
» Autódromo Martín Miguel de Güemes (Salta) (1974)	24°46′56.93″S﻿ / ﻿65°22′30.14″W
» Autódromo Noni Erdozáin (Zapala)	38°52′18.65″S﻿ / ﻿70°05′55.72″W
» Autódromo Oscar Cabalén (Alta Gracia) (Córdoba) (1968)	31°34′34.65″S﻿ / ﻿64°21′41.74″W
» Autódromo Oscar y Juan Gálvez (Buenos Aires) (1952)	34°41′40.77″S﻿ / ﻿58°27′34.66″W
» Autódromo Parque Ciudad de General Roca	39°04′31.62″S﻿ / ﻿67°34′48.31″W
» Autódromo Parque Ciudad de Río Cuarto	33°10′41.66″S﻿ / ﻿64°22′04.35″W
» Autódromo Parque Ciudad de Santa Rosa	36°36′18.53″S﻿ / ﻿64°13′43.38″W
» Autódromo Parque de la Velocidad (San Jorge)	31°54′44.06″S﻿ / ﻿61°52′09.82″W
» Autódromo Parque Provincia del Neuquén (Centenario) (2009)	38°51′11.20″S﻿ / ﻿68°09′14.59″W
» Autódromo Provincia de La Pampa (Santa Rosa) (Toay) (2012)	36°43′43.42″S﻿ / ﻿64°21′05.19″W
» Autódromo Roberto Mouras (La Plata) (1996)	34°58′37.31″S﻿ / ﻿58°10′51.69″W
» Autódromo Rosamonte (Autódromo Ciudad de Posadas) (1980)	27°26′24.69″S﻿ / ﻿55°55′41.12″W
» Autódromo Rosario (Autódromo Juan Manuel Fangio) (1982)	32°54′16.66″S﻿ / ﻿60°44′42.83″W
» Autódromo Rosendo Hernández (San Luis) (2003)	33°20′06.55″S﻿ / ﻿66°23′32.71″W
» Autódromo Rubén Luís di Palma (Autodr. Regional Rotonda de Mar de Ajó)	36°42′30.34″S﻿ / ﻿56°43′09.29″W
» Autódromo Santiago Yaco Guarnieri (Resistencia)	27°23′14.04″S﻿ / ﻿59°00′14.98″W
» Autódromo Segundo Taraborelli (Tres Arroyos)	38°24′34.02″S﻿ / ﻿60°13′16.19″W

» Autódromo Termas de Río Hondo (2008)	27°30′22.74″S﻿ / ﻿64°54′50.95″W
» Circuito Costanero (Arrecifes)	34°04′34.72″S﻿ / ﻿60°06′07.19″W
» Circuito Pérez Companc (Escobar) <i>private facility</i>	34°22′30.87″S﻿ / ﻿58°48′14.75″W
» Potrero de los Funes (2008) <i>non-permanent facility</i>	33°13′45.90″S﻿ / ﻿66°14′00.88″W

Note Potrero de los Funes was originally a street circuit used for Turismo Carretera races in 1978 and 1987. Also, Autódromo de Las Heras (aka Autódromo 5 de Octubre) is not included as it is an unpaved course (the smaller infield course is paved but apparently for karts only). The Autódromo Hilario García Tapia (Machagai) is also not included as it seems to be an unpaved course.

Former & unfinished circuits:

» Autódromo de Las Flores (Autódromo Municipal de Las Flores)	36°00′22.57″S﻿ / ﻿59°04′36.70″W
» Autódromo de Las Rosas (1971) (?)	Exact location unknown
» Autódromo de Maggiolo (1967) (1994) <i>paved in 1969</i>	33°42′42.73″S﻿ / ﻿62°14′27.80″W
» Autódromo de Villa Bordeu (Autódromo Carlos J. Martín) <i>(Bahía Blanca)</i>	38°41′55.37″S﻿ / ﻿62°19′56.66″W
» Autódromo General San Martín (Mendoza) (1974) (1997)	32°53′41.44″S﻿ / ﻿68°55′12.35″W
» Autódromo Nasif Estéfano (Autódromo de Tucumán) (1970) (2005)	26°49′43.35″S﻿ / ﻿65°10′49.48″W
» Autódromo Oscar Zambano (Estancia Chica)	34°57′13.48″S﻿ / ﻿58°05′48.18″W
» Autódromo Roberto Hirsch (Miramar)	38°14′16.33″S﻿ / ﻿57°55′05.00″W
» Velocidad Speedcity Circuit (Zárate)	34°08′46.86″S﻿ / ﻿59°06′57.47″W

Velocidad broke ground in December 2011 but construction was seemingly abandoned early on

Bolivia (1)

» Autódromo de Pucarani (1990s) <i>world's highest circuit</i>	16°24′32.91″S﻿ / ﻿68°28′21.97″W
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Brazil (18)

» Autódromo de Guaporé (1969) (1976)	28°50′44.62″S﻿ / ﻿51°51′09.00″W
» Autódromo de Interlagos José Carlos Pace (1940) (1990)	23°42′06.93″S﻿ / ﻿46°41′55.49″W
» Autódromo de Tarumã (1970)	30°02′55.76″S﻿ / ﻿51°01′00.79″W
» Autódromo Geraldo Backer (Autódromo Mestre Álvaro) (2001) (2003)	20°10′30.93″S﻿ / ﻿40°15′54.96″W
» Autódromo Internacional Ayrton Senna (Caruaru) (1992)	08°13′52.85″S﻿ / ﻿35°59′09.65″W
» Autódromo Internacional Ayrton Senna (Goiânia) (1974)	16°43′03.21″S﻿ / ﻿49°11′34.64″W
» Autódromo Internacional Ayrton Senna (Londrina) (1992)	23°16′49.35″S﻿ / ﻿51°09′54.72″W
» Autódromo Internacional de Curitiba (1966–1967) (1988)	25°26′59.60″S﻿ / ﻿49°11′49.53″W
» Autódromo Internacional de Santa Cruz do Sul (2005)	29°48′02.30″S﻿ / ﻿52°26′14.22″W
» Autódromo Internacional Nelson Piquet (Brasília) (1974)	15°46′34.08″S﻿ / ﻿47°54′01.58″W
» Autódromo Internacional Orlando Moura (2001)	20°28′36.58″S﻿ / ﻿54°27′57.89″W
» Autódromo Internacional Virgílio Távora (1969) (1997)	03°53′47.90″S﻿ / ﻿38°27′35.25″W
» Autódromo Velo Città (2012)	22°17′17.37″S﻿ / ﻿46°50′54.55″W
» Autódromo Zilmar Beux de Cascavel (1970) (1973)	24°58′55.61″S﻿ / ﻿53°23′14.68″W
» Circuito Alcides Diniz <i>private facility</i>	23°03′47.63″S﻿ / ﻿47°06′06.07″W
» Circuito dos Cristais (2016)	18°48′24.55″S﻿ / ﻿44°24′30.92″W
» Mega Space (2005)	19°47′31.91″S﻿ / ﻿43°52′53.20″W
» Velopark (Autódromo Internacional de Porto Alegre) (2010)	29°49′23.09″S﻿ / ﻿51°19′09.89″W

Former circuits:

» Autódromo do Rio (1966) (1970s) <i>torn down & replaced by Autódromo de Jacarepaguá</i>	22°58′35.12″S﻿ / ﻿43°23′44.15″W
» Autódromo de Jacarepaguá (Autódromo Int Nelson Piquet) (1977) (2012)	22°58′35.12″S﻿ / ﻿43°23′44.15″W

Autódromo do Rio was also known as Autódromo Nova Caledônia

Chile (12)

» Autódromo Bernardo O'Higgins	20°14'52.20"S / 70°05'18.05"W
» Autódromo Cabo Negro (1974) reportedly paved in 1980s	52°57'54.66"S / 70°50'22.47"W
» Autódromo Interlomas (1996)	38°37'13.75"S / 72°27'57.60"W
» Autódromo Internacional Codegüa (2014)	34°02'16.71"S / 70°37'47.90"W
» Autódromo Juvenal Jeraldo (Huachalalume) (1972) (1999)	29°58'54.85"S / 71°13'10.66"W
» Autódromo La Pampilla (2006) non-permanent facility	29°57'29.85"S / 71°21'14.03"W
» Autódromo Las Vizcachas (1965)	33°36'07.78"S / 70°31'24.20"W
» Autodromo Municipal de Cabrero	37°00'45.10"S / 72°23'52.26"W
» Autódromo Pacífico Sport (2003)	33°39'53.35"S / 71°33'34.72"W
» Autódromo Sergio Santander Benavente (Arica) (1971)	18°23'15.70"S / 70°20'05.75"W
» Autódromo Vegas de Quilaco (Autódromo La Unión)	40°15'33.67"S / 73°01'46.28"W
» Autódromo Villa Olímpica de Quilpué (1957)	33°03'33.77"S / 71°27'18.25"W

Former circuits:

» Autódromo Alto Bonito (Autódromo Chinquihue)	41°28'46.48"S / 72°59'49.53"W
» Autódromo Chanida (Antofagasta)	23°30'40.87"S / 70°23'49.87"W
» Autódromo de Peñuelas (1964) (1973)	33°10'53.88"S / 71°30'53.59"W
» Autódromo Fernando Vallejos (?) (2003)	33°07'55.20"S / 71°32'44.14"W

Colombia (1)

» Autódromo de Tocancipá (1982)	04°57'38.16"N / 73°56'45.45"W
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Former circuits:

» Autódromo Int de Bogotá (Autódromo Ricardo Mejía)	04°46'39.90"N / 74°02'49.07"W
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Ecuador (2)

» Autódromo de Salinas	02°14'12.19"S / 80°52'45.26"W
» Autódromo de Yahuarcocha José Tobar Tobar (1984)	00°22'57.26"N / 78°05'38.90"W

Former circuits:

» Autódromo de Yahuarcocha (1970) (?)	00°22'11.68"N / 78°05'56.00"W
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Succeeded by new shorter layout in 1984 / see main list

Guyana (1)

» South Dakota Circuit	06°29'15.71"N / 58°15'02.05"W
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Paraguay (1)

» Autódromo Rubén Dumot (Autódromo de Aratirí) (1971)	25°20'22.70"S / 57°28'42.40"W
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Peru (3)

» Autódromo de Tacna (1992)	18°06'44.03"S / 70°18'39.27"W
» Autódromo Henry Bradley Barnett kart track ?	11°48'06.76"S / 77°10'05.08"W
» Autódromo La Chutana (2010)	12°23'51.89"S / 76°45'07.75"W

Former circuits:

» Autódromo Santa Rosa	11°47'44.47"S / 77°09'52.77"W
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Uruguay (7)

» Autódromo Araoz Alfaro	32°23'19.31"S / 54°06'29.93"W
» Autódromo Ciudad de Salto (Autódromo de SAC)	31°24'56.19"S / 57°57'30.52"W
» Autódromo de CAMS (Autódromo de Paysandú)	32°17'59.57"S / 58°02'24.28"W
» Autódromo Eduardo Cabrera (Autódromo de Rivera) (1951)	30°51'45.92"S / 55°36'24.34"W
» Autódromo Héctor Suppicci Sedes (Autódromo de Tacuarembó)	31°43'30.77"S / 55°56'34.86"W
» Autódromo Víctor Borrat Fabini (Autódromo de El Pinar) (1956)	34°46'51.51"S / 55°55'21.00"W
» Polideportivo Ciudad de Mercedes (2010)	33°15'09.44"S / 58°04'41.86"W

Former circuits:

» Circuito de Punta Fría (Autódromo de Piriápolis) (1951) (?)	34°53'0.66"S / 55°16'13.15"W
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Venezuela (4)

» Autódromo de Ciudad Guayana (Autódromo Simón Bolívar) (1995)	08°11'04.65"N / 62°53'09.18"W
» Autódromo de San Carlos (Circuito San Carlos) (1970)	09°39'50.63"N / 68°33'14.75"W
» Autódromo de Turagua Pancho Pepe Cróquer (1972)	10°08'25.55"N / 67°30'32.82"W
» Autódromo La Chinita (Autódromo Los Parisi de Maracaibo) (1974)	10°29'47.40"N / 71°45'00.14"W

WORLD TOTAL (546) excluding the 147 former & unfinished circuits listed

