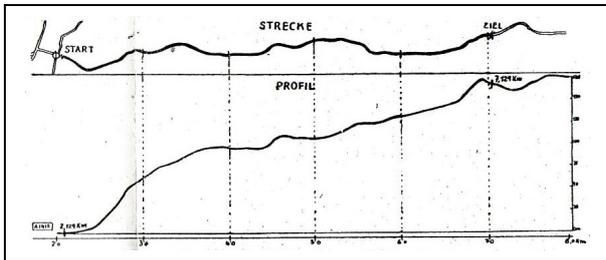


The Venues

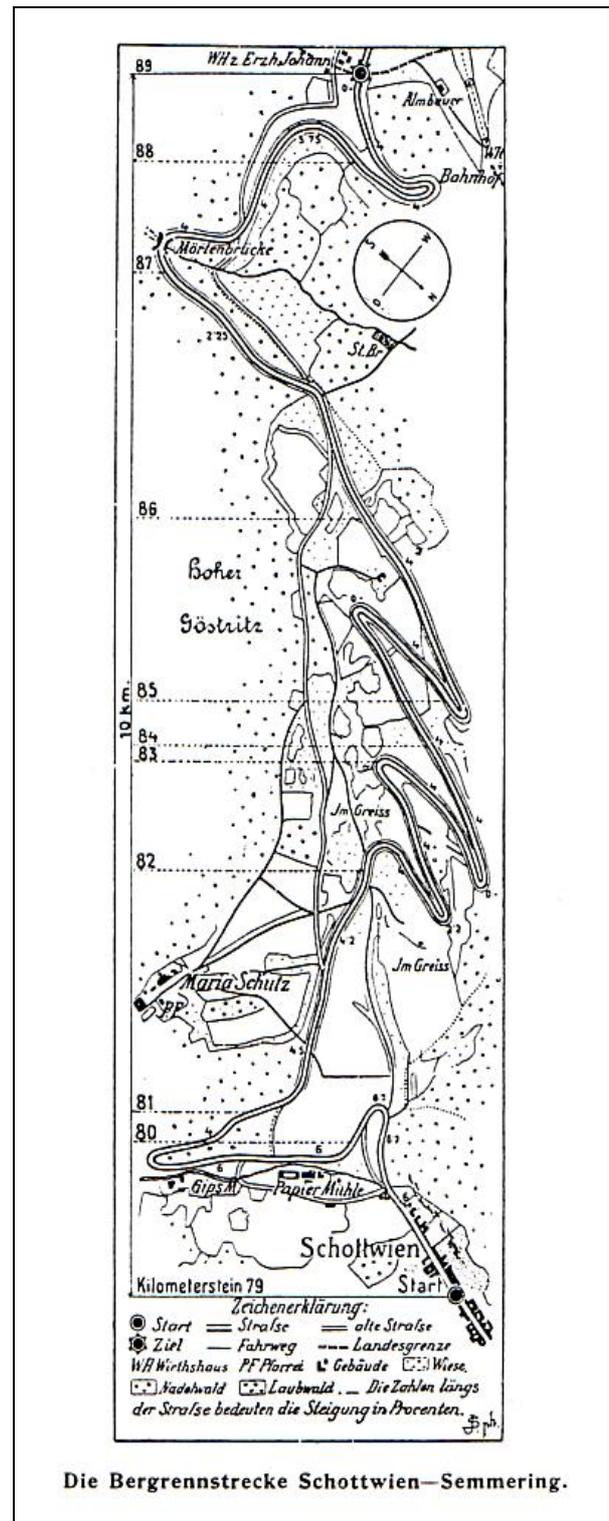
Austria

Riesberg



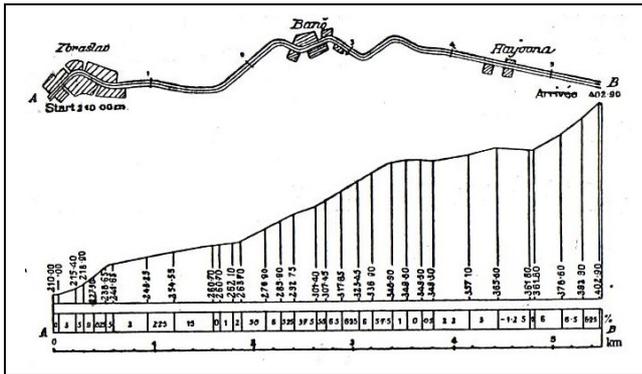
Located near Graz, Riesberg was first used in 1907 as a 6 km hillclimb. By 1926 this had been shortened to 5km, which is what is shown in the map above.

Semmering



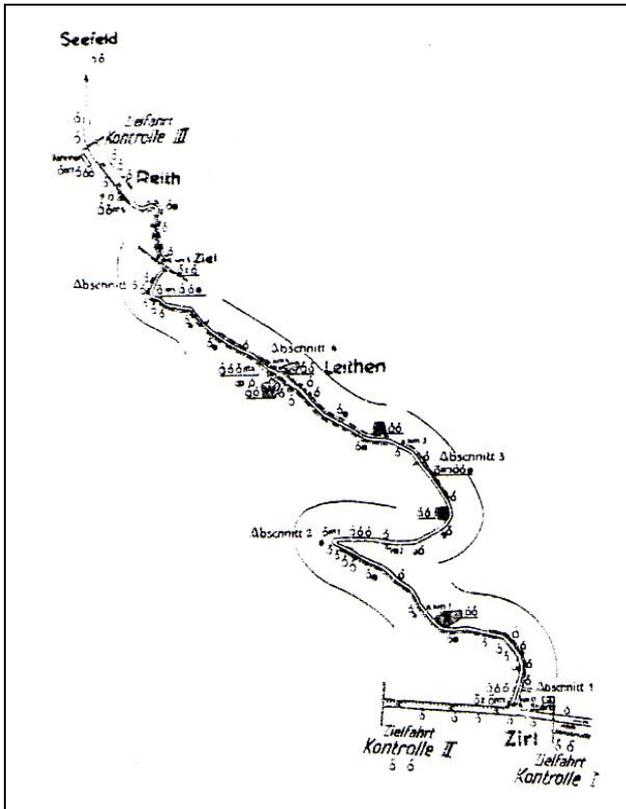
Used from 1899-1933, this 10.000 km course climbed through 418m at an average gradient of 10.4%.

Zbraslav-Jílovišt



Located in the modern day Czech Republic, this 5.6 km hillclimb was used in 1908, 1911, 1913 and 1914, when the Czech Republic was part of the Austro-Hungarian Empire.

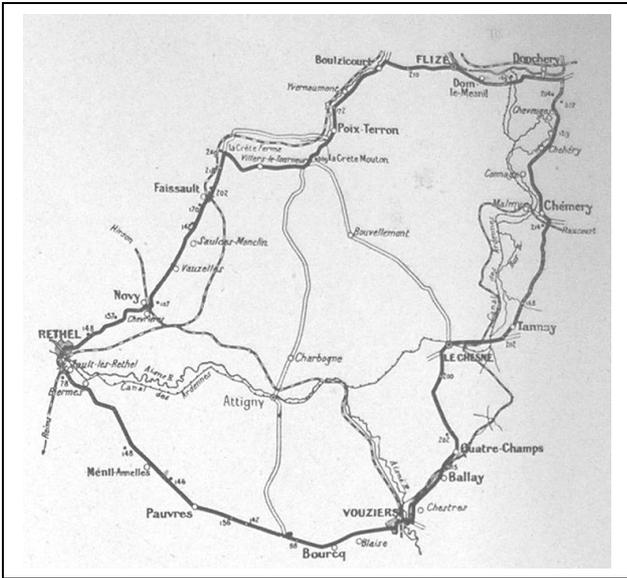
Zirlerberg



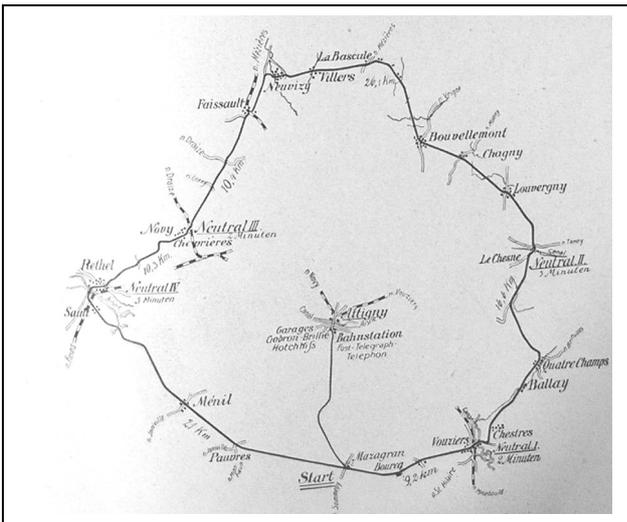
A 5.280 km climb used on the 14th July 1914.

Belgium

Argonne



Original proposal



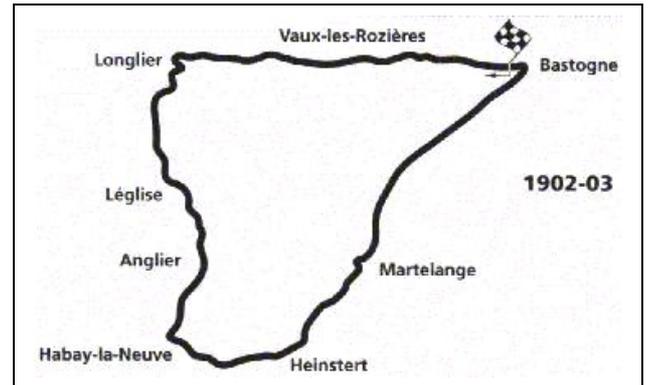
Circuit which was used

An 88.80 km circuit which hosted the Eliminatoires Francaises de la Coupe Internationale, the French Eliminations for the Gordon Bennett Cup, on the 20th May 1904. The Automobile Club de France selected this circuit in the Ardennes in Belgium because it most closely resembled the German venue of Taunus which was to be used that year. The top map shows the first circuit to be proposed, but the ACF decided that this course was too long and too slow, and had too many isolation points where the cars had to go through narrow streets in towns. Hence the northern part was cut, and the second circuit arrived at.

Arlon

A 136 km circuit which hosted the *I Circuit des Ardennes des Voiturettes* on the 23rd June 1903. Two laps of the circuit were driven, which went through Arlon, Bastogne, Champlon, Saint-Hubert, Recogne, Neufchâteau, Longlier, Légglise, Habay and Etalle, before heading back to Arlon.

Bastogne



Between 1902 and 1907, this street circuit held the Circuit des Ardennes race. Between 1902 and 1903, the circuit was 53.5 miles long, and this was extended to 73.4 miles for the 1904-1907 races. The closest finishing time was 1 minute....

Ostende

A 33.47 km track used in 1911 for the Coupe d'Ostende.

Canada

Minoru, British Columbia

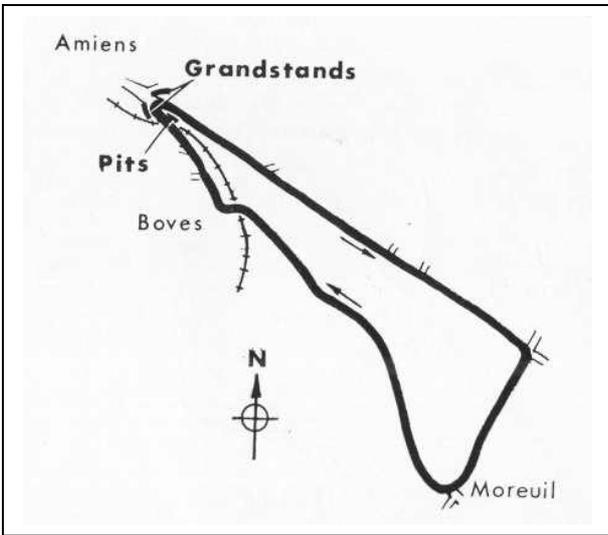
Minoru was a one mile horse racing track located in what is now Richmond, British Columbia, on Lulu Island, part of the delta of the Fraser River. It was built near the rail line that ran from Marpole (Vancouver) to Steveston. It was used for motor-racing at least from 1912 to 1914.

Toronto Expo, Ontario

A 1/2 mile dirt oval was built at a horse track for the Canadian National Exhibition in 1900. It was also used in 1904, 1917-1935, and 1948. In 1952, a 1/3 mile dirt oval known as Exhibition Place Stadium was used. It was paved in 1955/1956, and it was used through until 1996. It was briefly reused in 1990 and 1997. The Toronto Blue Jays baseball team used the stadium from 1977 until 1989, when they then moved to the new Skydome nearby.

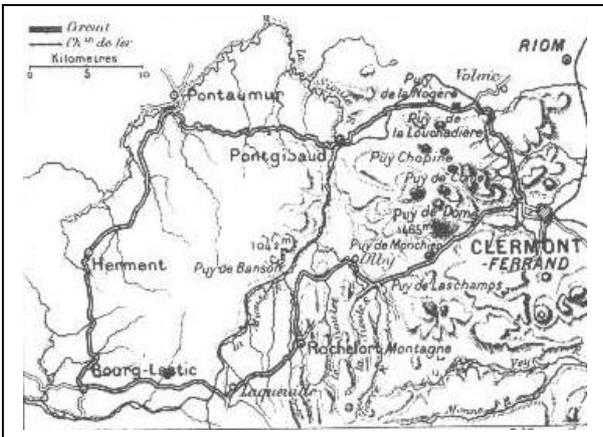
France

Amiens



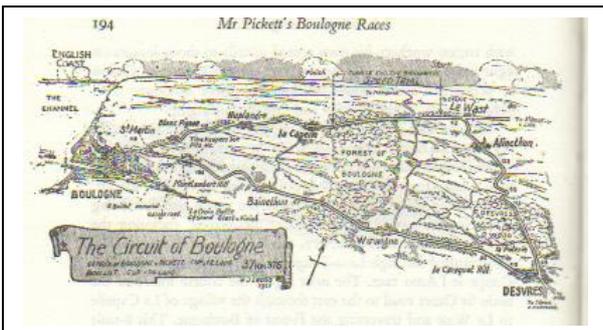
In 1913, the French Grand Prix was held on the *Circuit de Picardie* at Amiens, a 19.65 mile/31.621 km road circuit run in a clockwise direction.

Auvergne, Circuit d'



Used for the 1905 Gordon Bennett Trophy.

Boulogne



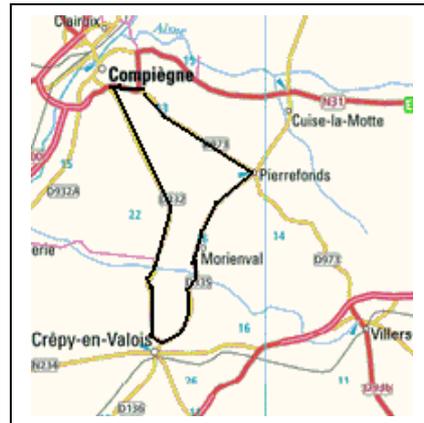
37 km circuit, first used in 1908.

Caen



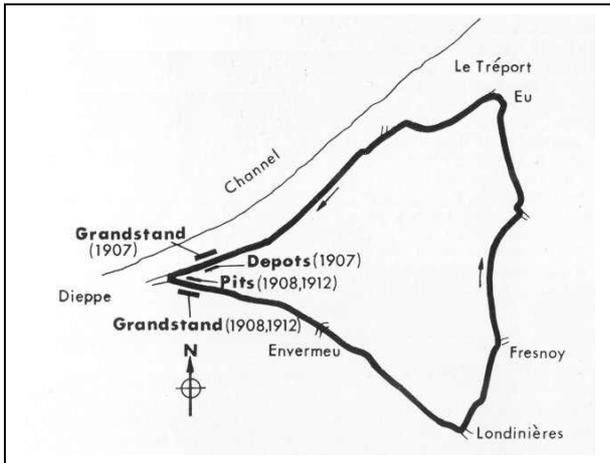
The *Coupe de Normandie* was held twice at Caen, in 1908 and 1909. The circuit was to the west of Caen, running up to Bayeux, down to Tilly-sur-Seules, and then back to a fork in the road at la Maladrerie, 2 km outside of Caen. In 1908 the circuit was 62 km, but in 1909 it was shortened to 56 km by turning east immediately at Tilly-sur-Seules, directly to Fontenay-le-Pesnel, where rejoined the 1908 course. The 1909 circuit is highlighted in black, and the 1908 used the extra road highlighted in red.

Compiègne



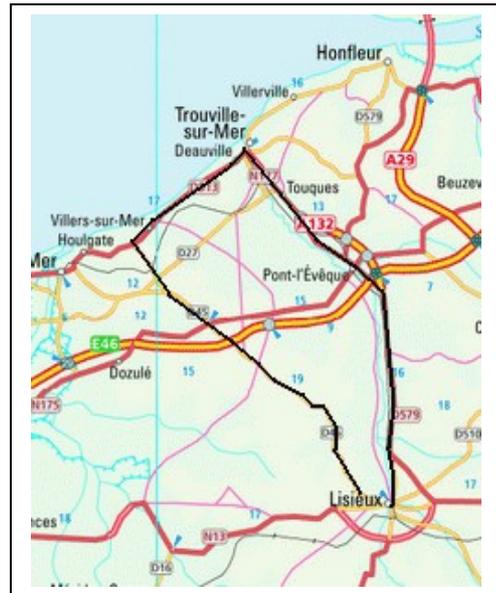
A 31.069 mile circuit which hosted the *III Coupe des Voiturettes*. The circuit was on public roads to the south of Compiègne, and started on the road from Crépy-en-Valois. It turned right onto the road to Pierrefonds, and negotiated several sharp bends in the village before turning onto the 16km hilly and windy road to Crépy-en-Valois, where it then turned right and returned to Compiègne via Gilcourt.

Dieppe



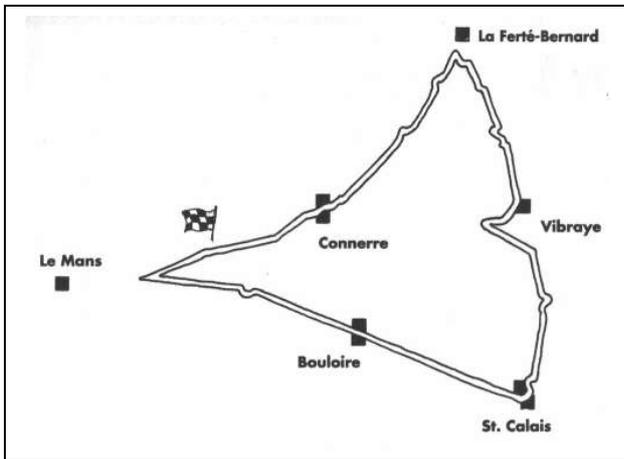
The *Circuit de la Seine-Inférieure* was 76.988 km / 47.84 miles long and used between 1907 and 1912.

Lisieux



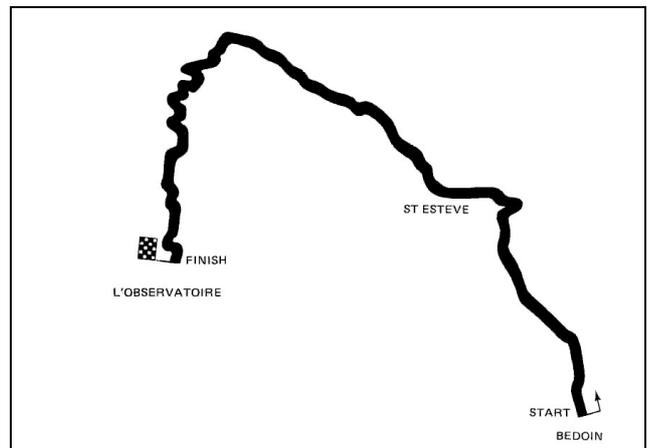
A 78.5 km circuit used for the 1907 *Critérium de France et Coupe de la Presse*. It was located between Caen and Rouen.

Le Mans-Connere



64.12 mile / 102.85 km road circuit used for the 1906 Grand Prix de l'ACF, which was the first Grand Prix ever held.

Mont Ventoux



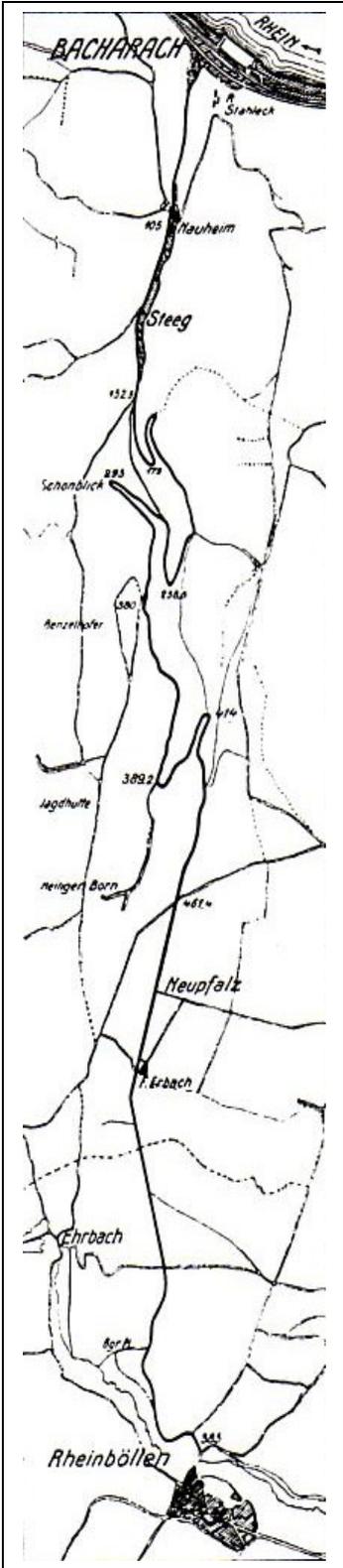
21.60 km climb first used in 1902. Located north-east of Avignon, the climb rises through 296m to a total height of 1.895 km.

Perigueux, Course de

A 171.8 km circuit used on the 1st May 1898 for a race of the same name. The course was roughly circular, starting in Perigueux, and passing through Mussidan, Bergerac and Le Bugue before heading back to Perigueux.

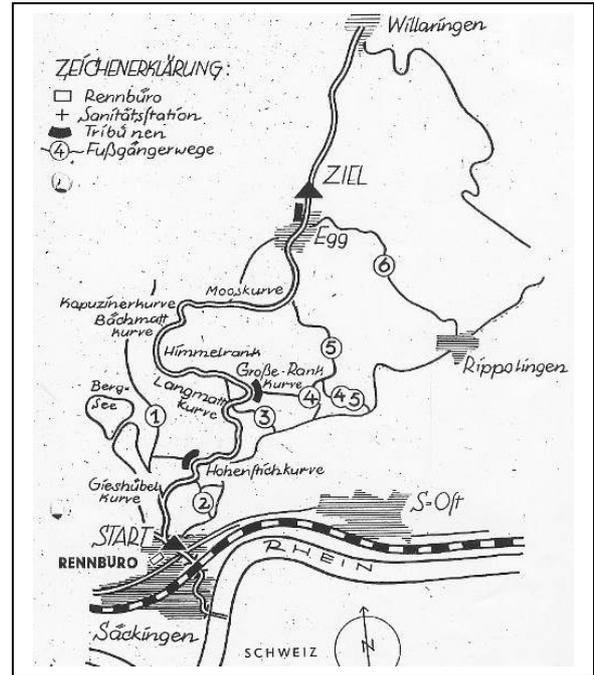
Germany

Bacharach-Rheinböllen



Used in 1908 as part of the 1st Prince Heinrich Fahrt.

Eggberg



A 5.500 km hillclimb first used in 1913.

Italy

Bologna



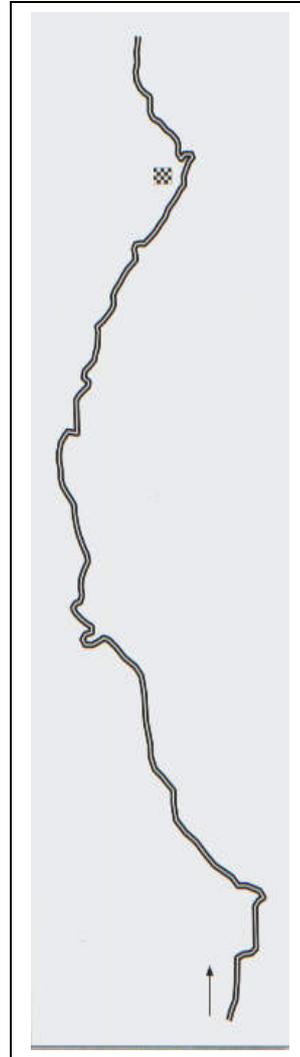
A 32.8825 mile circuit which hosted the 1907 Targa Bologna and the 1907 Coppa Florio. The route was as follows: Borgo Panigale - Anzola Emilia - Castelfranco - Sant'Agata Bolognese (future site of the Lamborghini factory) - San Giovanni in Persiceto - Lavino di Sotto - Borgo Panigale. It isn't known exactly how the circuit went from Castelfranco to Sant'Agata, hence the different circuit colour and question mark. The straight from Modena to Navicello (in green on the map) was used in 1909 for a mile sprint race.

Brescia



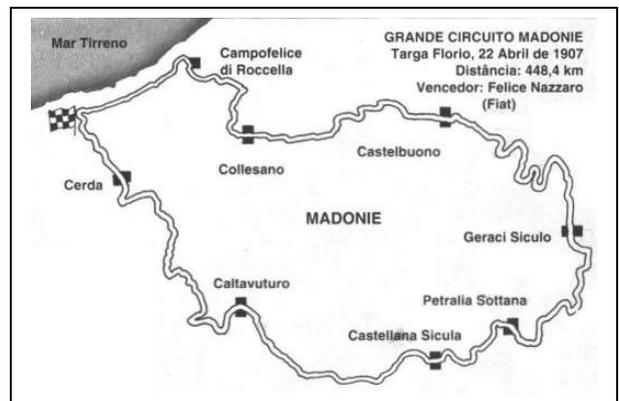
A 37.725 km circuit which hosted the 1907 *Coppa Velocità di Brescia*, going from Brescia - Castenodolo - Montechiari - Castiglione delle Stiviere - Strada della Fame/Hungry Road - Lonato - Rezzato - Brescia. It is likely that the same circuit was used for the 1925 *Circuito Motoristico di Brescia*, a motorcycle event.

La Consuma



A 12.5 km hillclimb which rises by 820m, it was first used in 1902. It was used for the World GT Championship in 1963 and 1964.

Madonie



This circuit was used from 1906 through to 1911, and once off in 1931.

Trieste-Opicina

7.4 km hillclimb.

Turin

A 22.37 mile circuit which hosted the 1908 *Corsa Vetteurte Torino*. The circuit passed through Madonna del Pilone, Chari, Pilone, Sant'Anna and La Ressa.

South Africa

Green Point



Photo from the track.

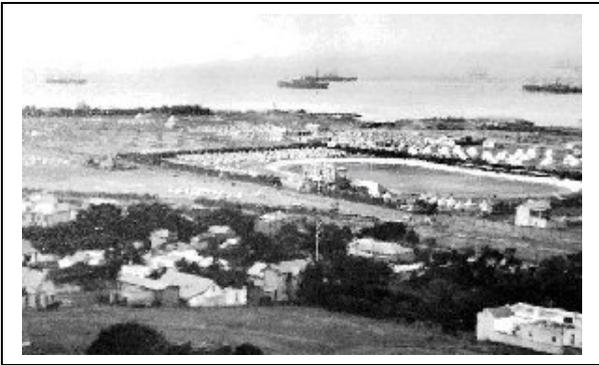
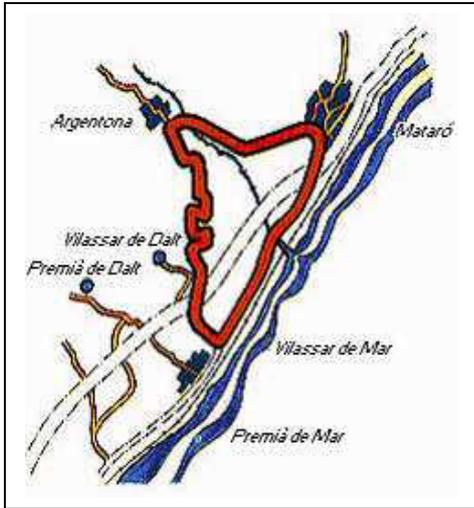


Photo from 1901

The Green Point Cycle Track in Cape Town was used for an automobile race meeting on the 7th February 1903. It was cement banked, had opened in 1897, and three laps of the track made 1 mile/1.6 km.

Spain

Sitges



The two first events of the "Copa Catalunya", held in 1908 and 1909 took place in the so-called Baix Penedès circuit. Its 27.885 Km. route traced the roads that link Sitges - Sant Pere de Ribes - Canyelles - Vilanova i la Geltrú - Sitges. This very route served for the first Penya Rhin races, held in 1916 and 1919.

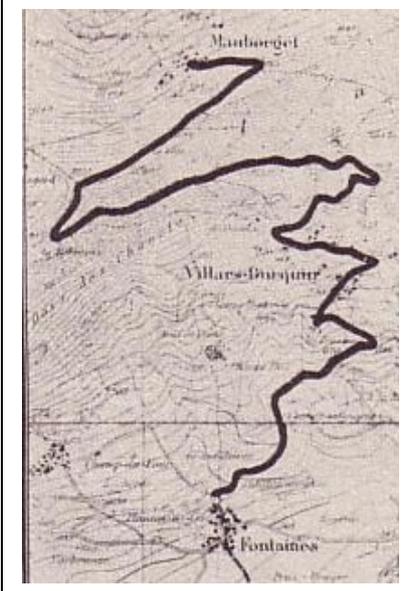
The poor condition of the tracks and the sinuosity of the route made it advisable to look for a new circuit for the III Copa Catalunya, held in 1910. On this occasion, the triangle formed by the roads that link Mataró-Vilassar de Mar - Argentona - Mataró, with a length of 14.9 km. This is the so called "Llevant" route on which the Spanish Championships for amateurs in 1911 and 1912 and the I Spanish Cup in 1912 were held.

In 1921, the Real Moto Club de Catalunya (RMCC) was able to organise the I Armagué Trophy for "autocycles" and chose the route formed by the roads linking Tarragona - La Secuïta - Vallmoll - Tarragona, with a length of 30.284 km. Between Vallmoll and Tarragona (currently the N-240) "there were long straights of more than two kilometres" to use the words of the time. The Armagué Trophy used this circuit in 1921, 1922 and 1923.

The Penya Rhin organised its first three grand prix (1921-1923) on the circuit formed by the roads linking Vilafranca - la Múnia - els Monjos - Vilafranca, with a length of 14.790 km.

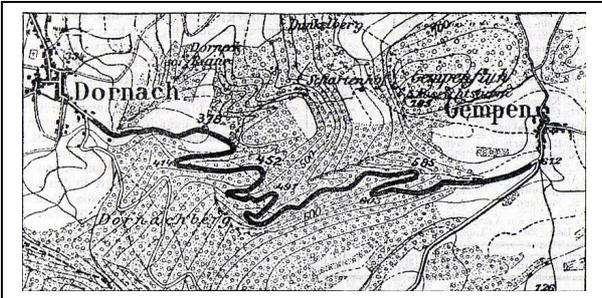
Switzerland

Fontaines-Mauborget



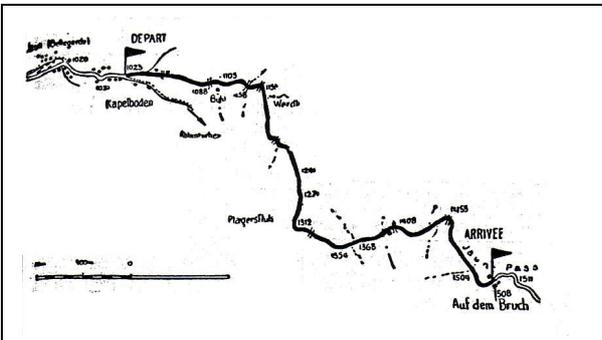
A 7.70 km hillclimb used in 1913. It is located to the north-west of Lausanne.

Gempen



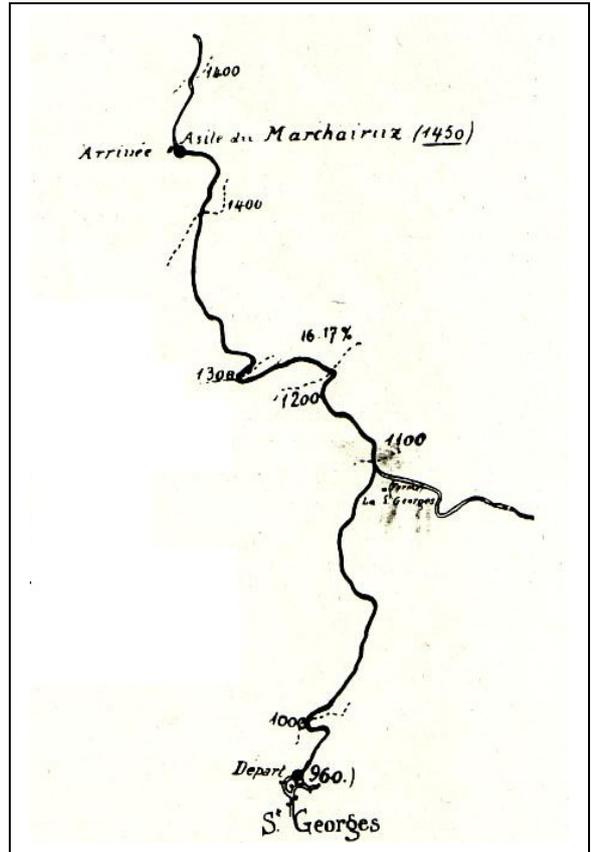
First used on 1911, the above map is from 1924.

Jaunpass



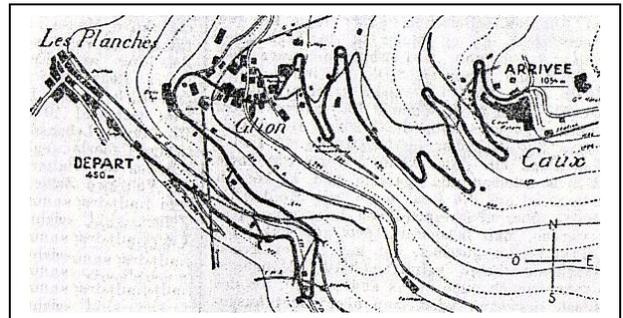
A 6.0 km climb near Bern, first used in 1912. This map is from 1932.

Marchairuz



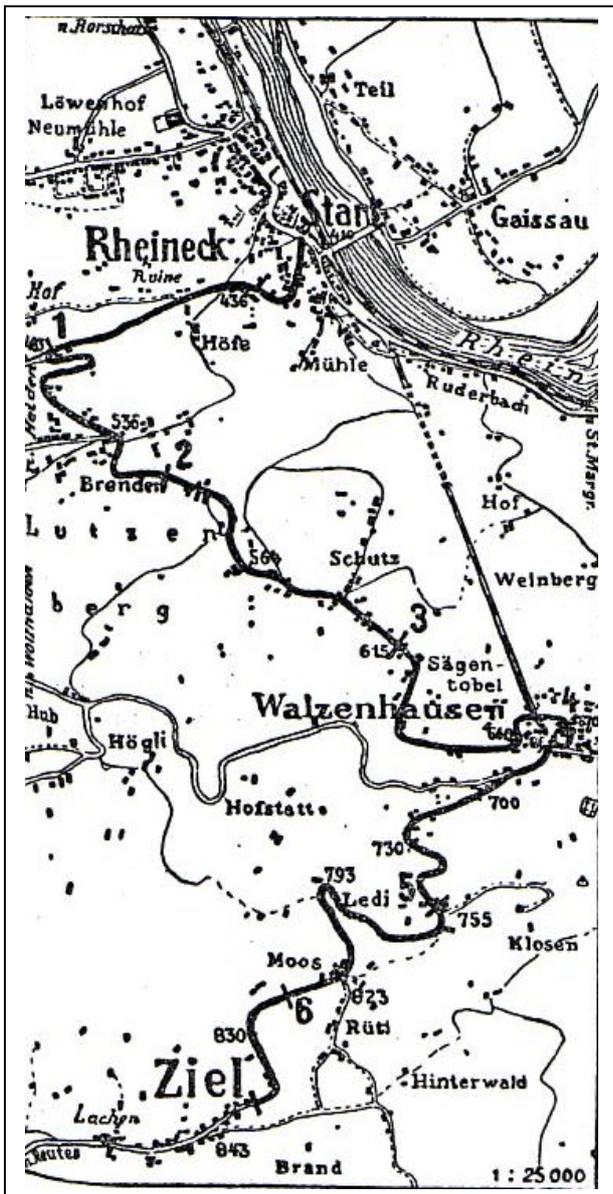
A 6.1 km hillclimb to the north-east of Lausanne, used on the 14th October 1906. A new 9.300 km climb over the Jura Pass was used in 1909 and 1911.

Montreux-Caux



A 5.96 km hillclimb first used in 1908. It climbed through 604m at an average gradient of 10% (maximum of 15%) to a total altitude of 1054m. The above map is from 1924.

Rheineck-Walzenhausen-Lachen

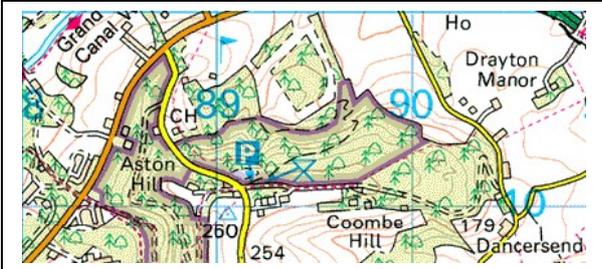


A 6.5 km climb used from 1910. The above map is from 1925.

United Kingdom

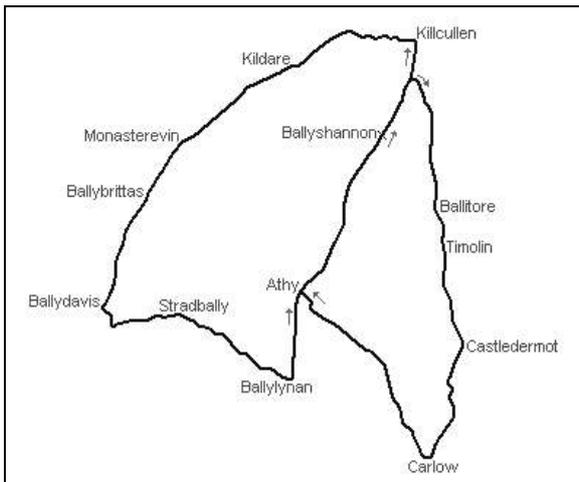
The United Kingdom and Ireland are now separate countries, but during the period covered by this document, Ireland was part of the United Kingdom

Aston Hill



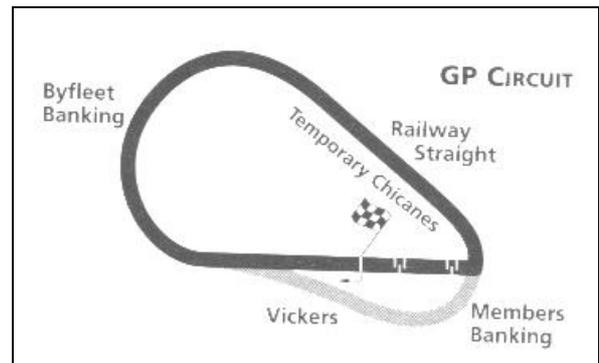
Located near Aylesbury on a public road which ran through the estate of Alfred de Rothschild. It was first used in 1904, over a 0.75 mile length. A 750 yd version was used in 1921, a 1200 yd course in 1922, and both 1400 yds and 968.5 yds in 1923.

Athy, Ireland



Used for the 1903 Gordon Bennett race, Athy was two circuits joined together to make one. The Carlow circuit (clockwise circuit) was 40 miles long, and the Kildare circuit (anticlockwise) was 51.874 miles long.

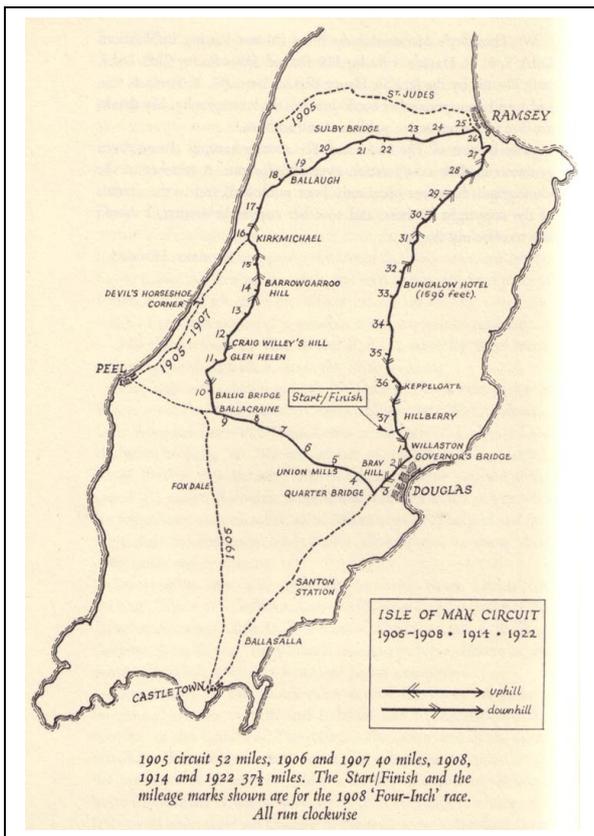
Brooklands



Europe's first permanent race circuit was opened on 17th July 1907 twenty miles south of London at Weybridge. It was built at a cost of £150,000 by H.F.Locke King on his own estate. Liberal use of hay bales allowed various circuit layouts to be tried, but four main circuits were used. The circuit closed for World War II, never to reopen. Today only part of the Members Banking remains, and the club house is now a museum.

The banked Outer Circuit was used from 1907-1939, and was 2.767 miles long. John Cobb in a Napier Railton holds the record for this circuit at 1m09.44, 143.451 mph. The Mountain Circuit was 1.17 miles long. The Campbell Circuit was used from 1937-1939, and was 2.267 miles long. The Grand Prix Circuit, used from 1926-1927, was 2.616 miles long.

Isle of Man



This track was first used in 1905, but it had to be shortened over time as it crossed five level crossings, and this resulted in virtually all trains on the island being halted in order to run the races. The resulting track variants progressed through one which used part of the St. John's course, up to the Mountain Circuit which was first used in 1908.

United States

Agriculture Park/Los Angeles Coliseum, California

Better known for being the site of the 1932 and 1984 Summer Olympics, the Coliseum was built in 1923 on the site of an agricultural park which had been the site of a one mile dirt oval (used 1903-1920's), and a 1/3 mile board track for motorcycle racing in 1909. A 1/4 mile paved track was built inside it at the end of World War II, with midget races held before crowds of 55,000. A highly-banked board track was constructed there in 1948, but with slipping attendance figures, plus a fatal accident on the 13th August 1948, racing was halted.

Albany Hillclimb, New York

Used on the 23rd May 1908.

Algonquin, Illinois

A town in Illinois, Algonquin featured three separate hillclimbs used from 1906-1912. The first climb was Perry Hill, situated to the north of the town and used until 1909. Hillclimb events on this hill used a standing start. The second hill was Philip's Hill, on North Main Street - events here used a flying start. The start was at the Morton House (which became a Shell Petrol Station), and continued past the cemetery on Route 31. After a disagreement between the Algonquin Hill Climb Association and the Dundee Township, Jayne's Hill was used instead of Perry Hill. Jayne's Hill is now known as Huntington Drive, and was used from 1910 to 1912.

Aquidneck Trotter Park, Rhode Island

Located on the Newport Fairgrounds, the Aquidneck Trotter Park was a 1/2 mile dirt oval used from 1900 to 1904. It was re-used in 1937, 1940 and 1941. It is now the site of an airport

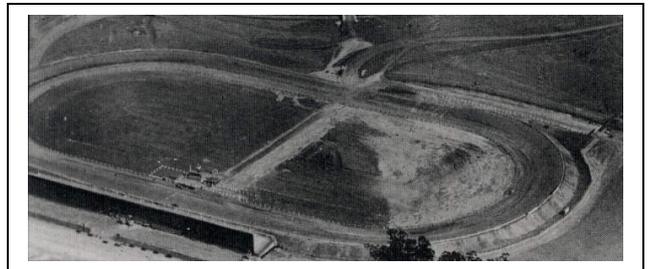
Arizona State Fairgrounds, Arizona

Located at McDowell Road and 19th Avenue in Phoenix, it first hosted a race in November 1909 on a one mile dirt oval, although it had been the final stage for the Cactus Derby since 1908. In 1939, a 5/8 mile paved oval was constructed inside the dirt oval, which hosted AAA Championship Trail races until 1955. It continued hosting races until a spectator fatality in 1972. There was also briefly a 1/8 mile oval from 1985-1993, although it was reused from 1997.

Ascot Park, California



Ascot Park



Ascot Speedway

The first Ascot circuit, Ascot Park, was a 1 mile dirt oval between Central, Slauson and Avalon. It was active from 1908 to 1919, and was later replaced by a Goodyear tyre plant. A 5/8 mile banked oval, the Ascot Speedway, was built in 1924 on Valley Boulevard/Soto Street, and it was operational until 1927. In 1929 it reopened as Legion Ascot, and in around 1934 a half-mile oval was built inside the old track. A 1.385 mile road course was laid out in the hills behind the oval for 1934. However, after several fatal accidents the track was forced to close in February 1936.

Association Park, California

A 1 mile dirt oval in San Bernardino, used on the 27th April 1907.

Atlanta Motordrome, Georgia



A two mile clay oval built by Asa G. Candler, the inventor of Coca-Cola, in 1909. The aim was to rival Indianapolis, and the first event was an immense success. However, by 1910 the gate receipts were too poor to support the track, and the final race was held on the 6th October of that year.

The track was unused for 19 years, with the infield being used as an airstrip. In 1927 the land was purchased by Atlanta for its municipal airport, which was known as Candler Field, later becoming Hartsfield International Airport. The final piece of banking was bulldozed in 1970.

Bakersfield Fairgrounds, California



Located on the old Kern County Fairgrounds (above), the Bakersfield Fairgrounds circuit was originally a 1 mile dirt oval which opened in 1913. It was used continuously through to 1925, and again from 1930-32. It hosted a 1/2 mile dirt oval in 1931, 1932 and 1945.

Bennings, Washington D.C.

A half mile horse track was built outside Bennings (between the present Hayes and Jay Streets) in 1885, and was first used for car racing on the 5th September 1905. It was used through until 1937, when the Jockey Club abandoned the track, and it was subsequently built upon.

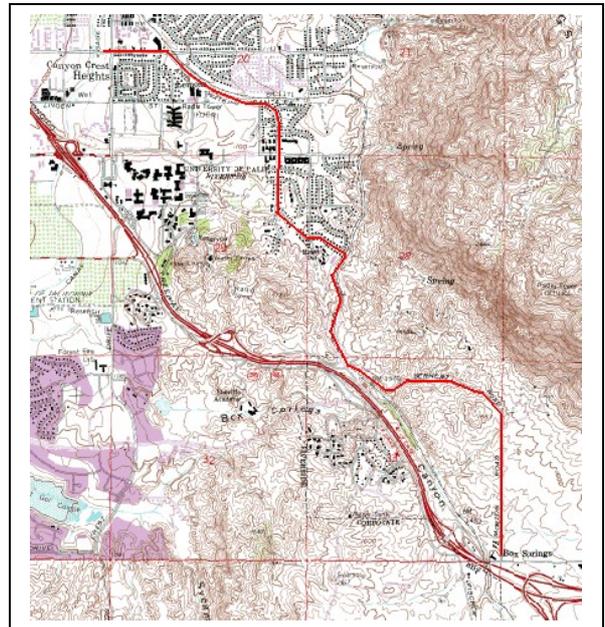
Bakersfield, California



Projected circuit based on accounts

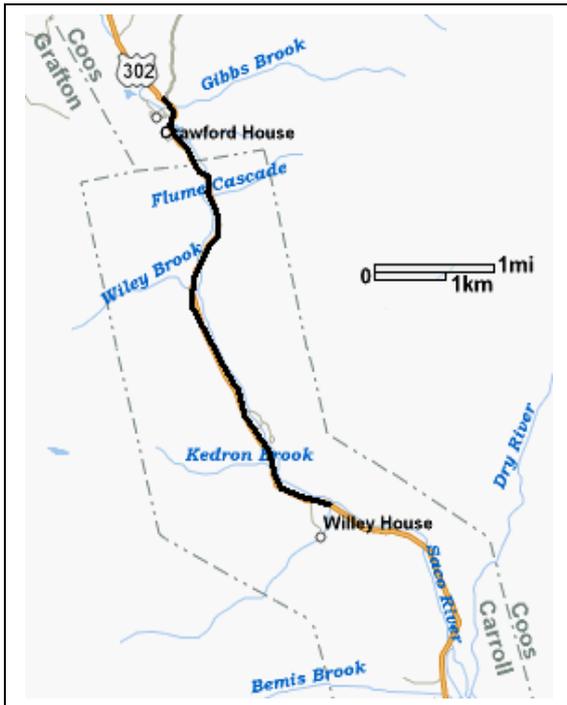
An 11.15 mile road circuit used between 1911 and 1915. The circuit was proposed by a group of Kern River oil men in order to promote the city, with the circuit to be built through the oilfield on the outskirts of the city. The proposed circuit only existed in the minds of the proposers, so a great deal of effort was expended to secure rights of way, to arrange with the Southern Pacific Rail Company to halt traffic on the spur line crossing the race course, to build bridges and to straighten and realign sections of road. They also had to secure sanction from the AAA to hold the race. The various oil companies put more than 200 men to work on the course, and it was completed in time for the first race on the 4th July, 1911.

Box Springs Canyon, California



A 3.5 mile (some sources say 4 mile) hillclimb near Riverside, used at least from 1905-1907. It started 250 ft east of the Gage Canal, and finished 500 ft west of the Santa Fé rail track at the top of the Box Springs Grade. The projected route is shown in red on the map above.

Bretton Woods, New Hampshire



This 3.5 mile hillclimb started at the Willey House and went up through the Crawford Notch towards Bretton Woods. It was used on the 30th-31st July 1906.

Route 22 to the Kensico Dam, which it crossed, then north on West Lake Drive to Lakeview Avenue (the old Tarrytown Road). The route then turned north on Route 9A/100 to Route 100, and back to Briarcliff. A second, 3.17 mile street circuit was used at Briarcliff in 1934 and 1935.

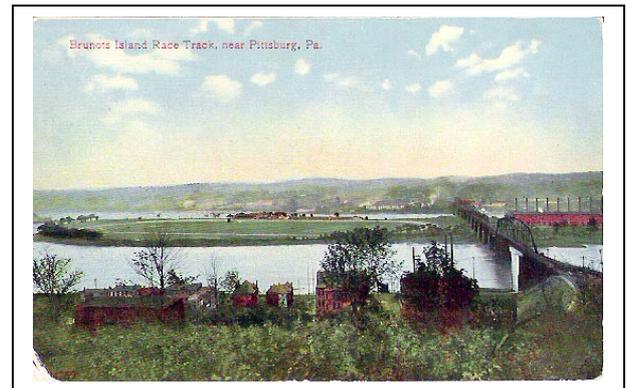
Brighton Beach, New York

Brighton Beach, on Coney Island, was a 1 mile dirt oval around a Trotter horse track. It was used from 1902 to 1915, although the horse track continued through to 1970, when it was torn down.

Brookline Country Club Track, Massachusetts

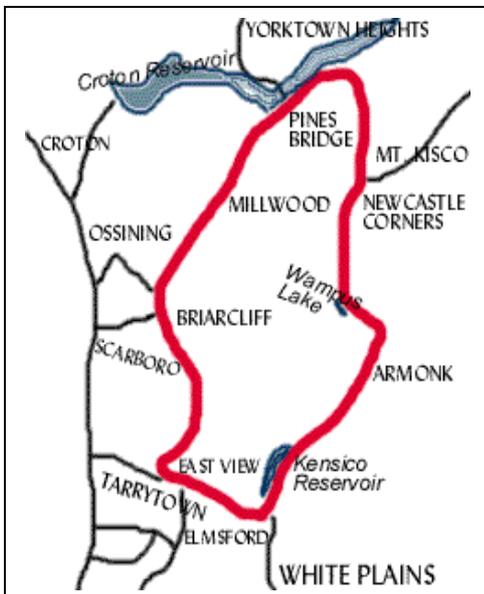
A 1 mile dirt oval used for a one-off event on the 15th June 1901.

Brunots Island, Pennsylvania



A one mile dirt oval located on the northern end of an island in the Ohio River in Pittsburgh. The circuit was opened in 1903, held its last event in 1914, and was the site of Rex Reinertsen's fatal accident on the 10th September 1907. The site of the circuit is now a power plant.

Briarcliff, New York

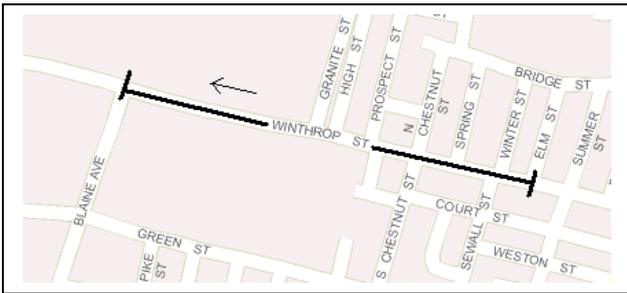


A 30 mile circuit used on the 27th April 1908 as part of the AAA National Championship Trail. The startline was situated at Briarcliff Manor, and went north to Kitchawan, just to the south of Croton Reservoir. At Pines Bridge the road went along the Croton Lake Road east to Pines Bridge Road, then south to Main Street in Mt. Kisco, where there was a speed check in place and all cars had to take a full 10 minutes going through the village. The road then followed the old

Burlington Fairgrounds, Iowa

A 1/2 mile dirt oval on the Des Moines County Fairgrounds in Burlington. It was used from 1915-1942, and 1946-1960. A 1/4 mile dirt oval was also used in 1940, and 1946-1965.

Burnt Hill, Maine



A 0.5 mile hillclimb in Augusta, Maine. The grade varied between 7.8 and 14.3%. It was used in 1911.

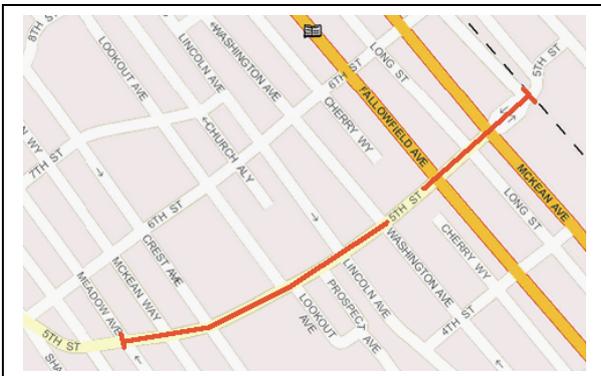
Cape May, New Jersey

A 1/2 mile beach oval used from 1905-1906 at Cape May Court House. A 1/2 mile dirt oval was used on the Cape May Court House Fairgrounds in 1922, and again in 1940.

Carmel Hill, California

A 1.625 mile hillclimb in Del Monte. Between 7 and 10 degrees in gradient, used 1904.

Charleroi, Pennsylvania



A 0.5 mile hillclimb running from the railway lines up Fifth Avenue to Meadow Avenue, used in 1910. The gradient was around 15%.

Charles River Park, Massachusetts

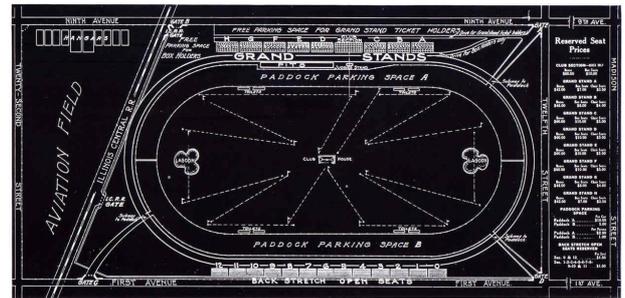


A 1/3 mile dirt oval which was originally used for bicycle racing, but was used for a series of auto races on the 9th November 1898. NECCO bought the land in about 1910 and built a sweet factory on the northern end of the track.

Charter Oak, Connecticut

A one mile dirt oval in Hartford used from 1905-1920. A half-mile oval was also used on the same site in 1923, 1927 and 1929.

Chicago Speedway Park, Illinois

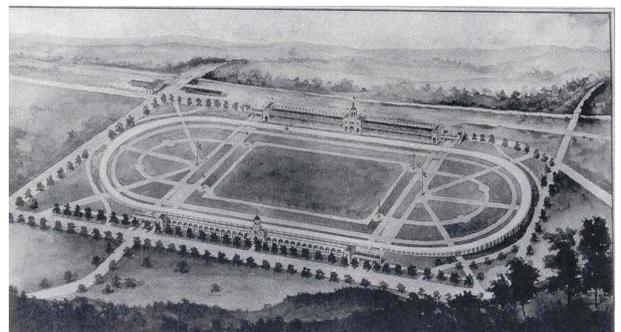


Located in Maywood, Chicago Speedway was a 2.0 mile wood oval built by Jack Prince. It featured 17 degree banked bends, and was operational between the 26th June 1915 and the 28th July 1918, the 500 mile race held on the opening day being won by Dario Resta. During World War I, the track was removed to make way for the Hines Memorial Hospital for wounded soldiers. The Memorial hospital later became the Loyola Medical Center Complex.

Cincinnati Hillclimb, Ohio

A 0.45 mile hillclimb, featuring a gradient of 11%. It was used on the 23rd May 1908. Is this the same as Paddock Road, Cincinnati, used on the 19th May 1906?

Cincinnati Motor Speedway, Ohio



Located in Sharonville, CMS was a 2.0 mile wood oval with 17 degree banked bends built by Harry Hake. It was operational between the 4th September 1916 and the 12th October 1919, and was dismantled during

World War I so that the wood could be shipped to Chillicothe for use in the construction of Camp Sherman.

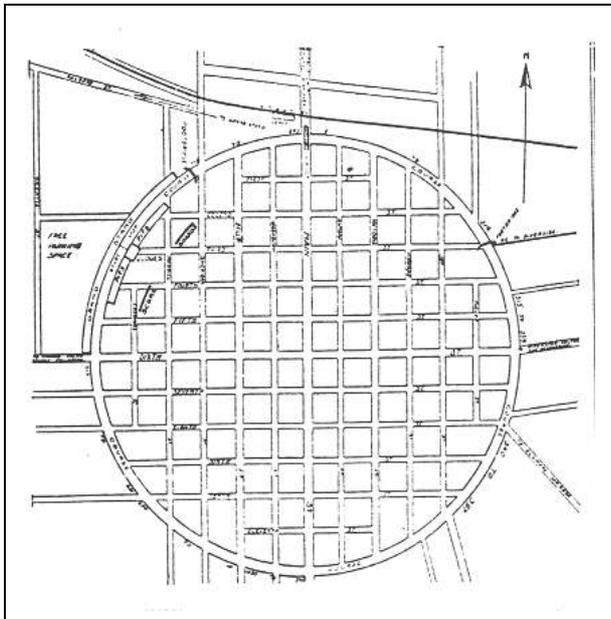
Columbus, Ohio

A 1 mile dirt oval at the Columbus Driving Park. The driving park was used from 1903 through to 1925 - it was torn up in 1926 to become housing. The oval hosted National Championship Trail events.

Commonwealth Hill, Massachusetts

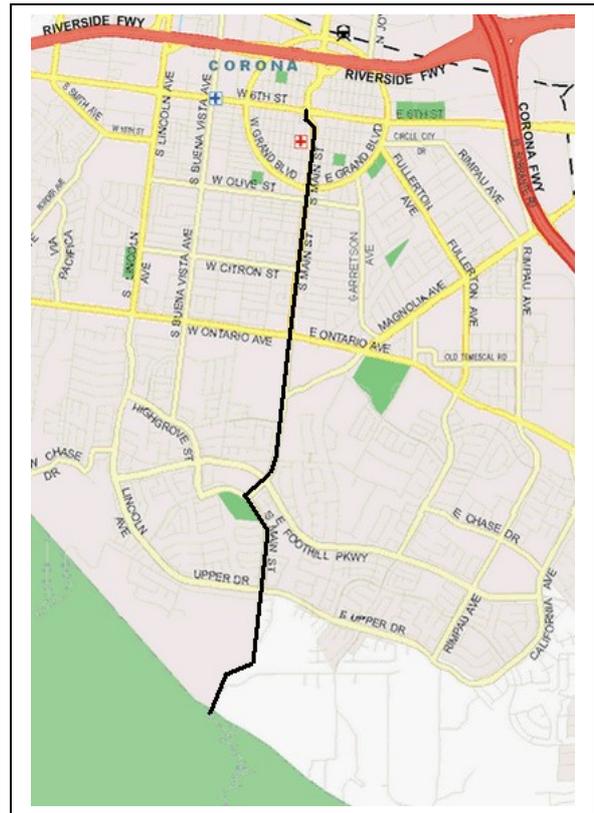
A 0.2 mile hillclimb near Boston, used in 1903 and 1904, with a maximum gradient of 13%.

Corona, California



When the town was planned in 1896, the main high street was laid out as a perfect circle, 1 mile in diameter (and thus 2.77 miles long). Following successful road racing in nearby Santa Monica, a race meeting was held on the 9th September 1913. Two more meetings were held, on Thanksgiving Day in 1914, and on the 8th April 1916. The final meeting saw a fatal accident, with Bob Burman crashing his Peugeot, killing his riding mechanic Eric Schroeder and a policeman.

Corona Hillclimb, California



A 3 mile hillclimb used in 1906. It started on Main Street from Sixth Street to the Ben White ranch in the foothills, on the boundary between the city and the Cleveland National Forest.

Crown Point, Indiana

A 23.274 mile road circuit used in 1909.

Dallas, Texas

A one mile dirt oval used in 1905 and 1909.

Dayton Fairgrounds, Ohio

Located on the Montgomery County Fairgrounds, Dayton was a 1/2 mile dirt oval first used in 1902. It was used again in 1904, 1913, 1918, 1924, 1929 and 1959-1961. It was used by the AMA GN Motorcycles in 1999 and 2000.

Dead Horse Hill, Massachusetts

A 1 mile hillclimb near Worcester. It was used on the 24th May 1906, and the 6th June 1908.

Del Monte, California

A 1 mile dirt oval in San Francisco used on the 21st September 1907.

were revived once again in 1933, this time by the AAA for a Championship car race and a stock car race.

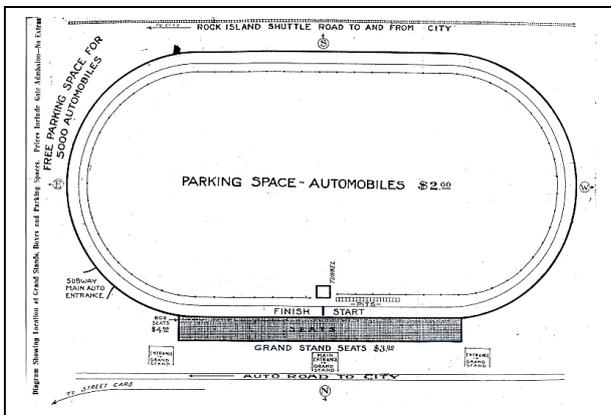
Delmar, Missouri

A 0.5 mile dirt oval in St. Louis used on the 7th May 1905.

Denver, Colorado

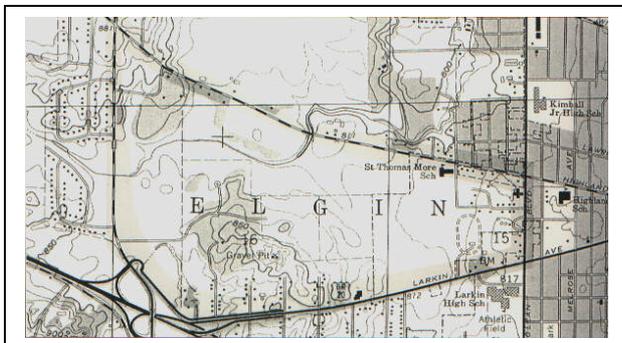
- 32.0 mile road circuit used in 1908. It ran from Denver to Barr, Brighton, and then back to Denver.
- 14.5 mile road circuit used in 1908, 1909 and 1910.

Des Moines Speedway, Iowa



Des Moines Speedway was a mile board oval built in 1915. Constructed from 2 inch x 4 inch timbers laid on edge at a cost of \$90,000, it had straights angled at 10 degrees and turns at 40 degrees. It held a 300 mile race in 1915, and a number of smaller events in 1916 before it was closed down that year. The company which owned the speedway was sued in 1917, and the track was dismantled and the wood sold on to people in Iowa to satisfy the creditors

Elgin, Illinois



An 8.36 mile course around public roads in Kane County, Illinois, used for the first time in 1910. Races were then held every August until 1915, when World War I intervened. They resumed again in 1919, but stopped in 1920 after financial failure. The Elgin races

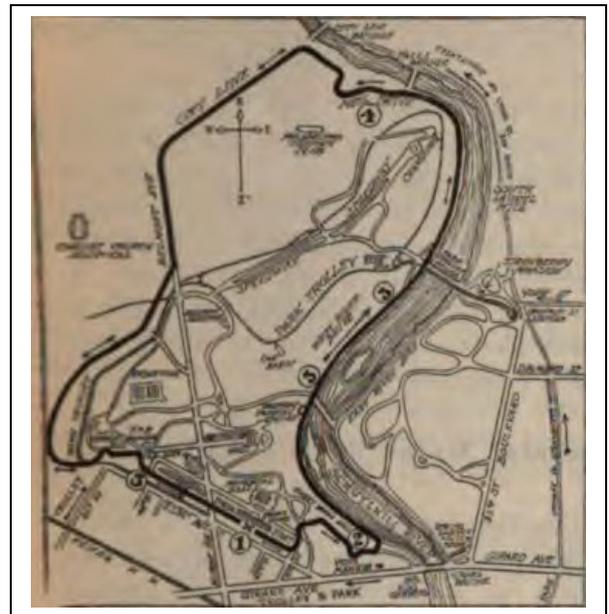
Elkwood/Monmouth Park, New Jersey

A 1 mile beach/sand oval in Long Branch, used from 1902-1908, and again in 1917. The track later became the Monmouth Park Race Track for horse racing.

Elm Ridge, Missouri

Initially built as a one mile dirt horse track in 1904 (when it held a one-off motor-race meeting on the 5th October) between 59th and 63rd Streets in Kansas City (east of Paseo and west of Prospect), Elm Ridge hosted a motor-race on the 4th July 1908, two years after the horse track had closed due to gambling being made illegal. The venue itself disappeared when a golf club was built in 1912 as part of the Blue Hills Country Club. Part of the site has become Daniel Boone's Family Cemetery, and the Metro Shopping Plaza was subsequently built on the rest of the site.

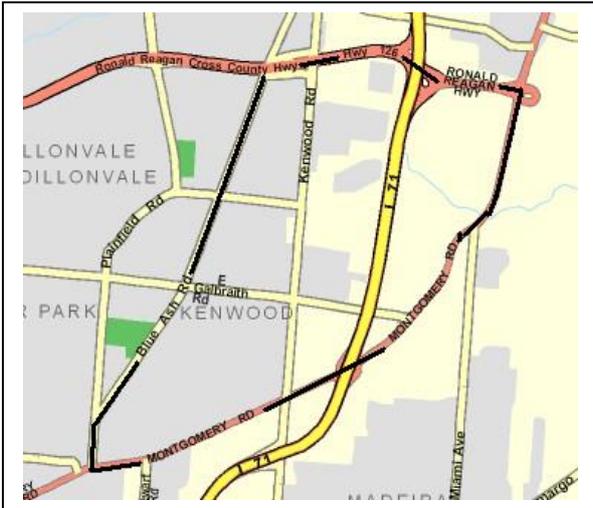
Fairmount Park, Pennsylvania



1909 track.

Located in Philadelphia, a 7.8 mile street course was used in 1908 and 1909. A slightly longer 8.1 mile circuit was used in 1910 and 1911. A 2.2 mile circuit was used from 1993 to 1996 for vintage races.

Fern Bank, Cincinnati, Ohio



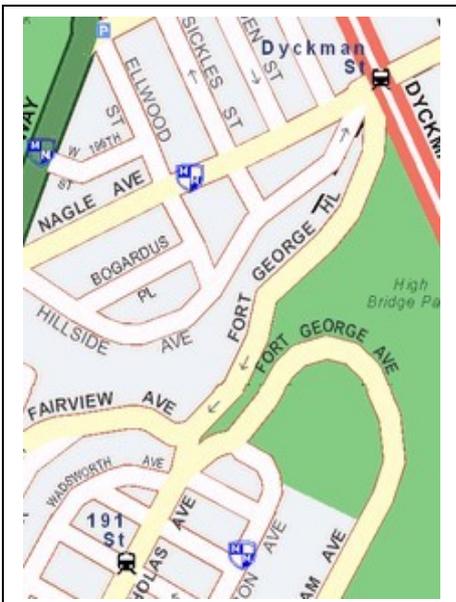
Projected route based on reports

A 7.9 mile circuit used for a round of the AAA National Championship Trail in 1911. The map shows the projected route highlighted in black - it ran from Silverton, to Blue Ash and Montgomery. A 7.9 mile circuit, possibly very similar or the same as this one, was used in 1954.

Fort Erie, New York

Fort Erie, in Buffalo, NY, was a 1 mile dirt oval used on the 26th-27th September 1901

Fort George Hill, Manhattan, NY



A 0.36 mile climb in Manhattan, New York. It has an average gradient of 11%, running from Dyckman Street to 193rd Street. It was used at least in 1907 and 1908.

Fort Miami Speedway, Ohio

A 1 mile dirt oval on the Lucas County/Fort Miami Fairgrounds in Toledo, Ohio. It was first used in 1902, with 1/4 mile and 3/8 mile midget tracks later cut into the infield. Racing continued through until 1957, when the fairgrounds were demolished to make way for the Lucas County Recreation Center.

Fresno Speedway, California

Located at the Mercer County Fairgrounds, a one mile dirt oval was opened in 1904, which was used through to 1917, and once again in 1932. On the same site, a 1.0 mile wood oval was built by Jack Prince and Art Pillsbury which operated between the 2nd October 1920 and the 2nd October 1927. It had 30 degree banked corners, and was the site of Alton Soules fatal crash on the 1st October 1921 (it was also known as the Raisin Day Speedway). A half mile dirt oval was also used at the site in 1927, 1938 and 1951.

Galesburg Fairgrounds, Illinois

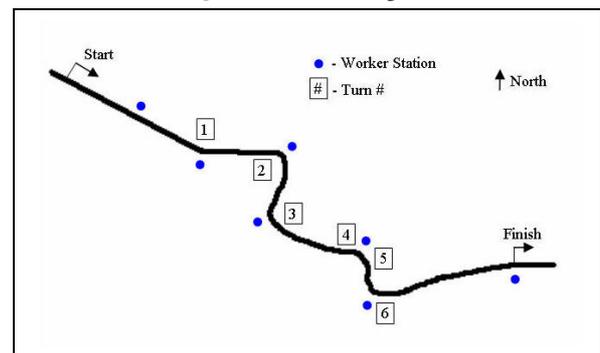
A 1 mile dirt oval used from 1914-1916, and again in 1921. It hosted AAA events

Galveston, Texas

Denver Beach in Galveston first held a motorsport event in 1900, when it was the sight of speed runs. However, in 1911 a proper beach oval circuit was used, and it was used each year through to 1914. Both 5.0 and 2.5 mile circuits were used.

Also in Galveston was Galveston Horse Track, a one mile dirt oval used from 1910-1912.

Giant's Despair, Pennsylvania



First used in 1906, this 5700 foot (1.08 mile) hillclimb followed the road going up Bear Creek Mountain, near Wilkes Barre, and was used until 1916, climbing through 684 feet. It was re-opened as a 1 mile climb in 1947, and was used until 1969, although it was reopened in 2001. It climbs through 666 feet, with a gradient between 10 and 20.2%, following SR 309 between Georgetown and Oliver Mills. The map above shows the later course.

Glendale, California

A 1.906 mile street circuit on Tropica Road used in 1914 and 1915.

Glenville Driving Track, Ohio

Located in Cleveland, south of St.Clair Avenue between East 88th and 101st, Glenville Driving Track was opened in 1870 as a trotting track. It was used for motor-racing from 1897 to 1908 - the circuit was torn down in 1909 after mayor Frederick Goff of Glenville declared betting illegal, and the horse trotting racing moved to Randall Park instead.

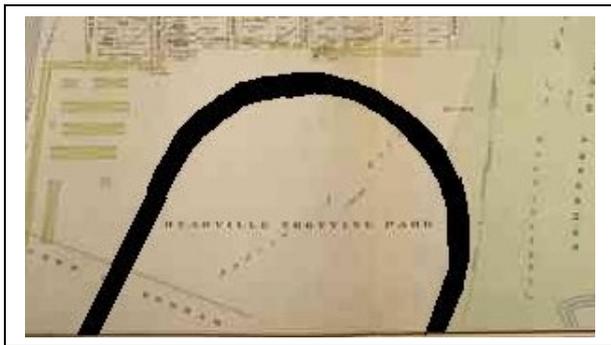
Hamline, Minnesota

A 1 mile dirt oval on the Minnesota State Fairgrounds, between Randall Avenue, Dan Patch Avenue and Underwood Street, next to what became the University of Michigan School of Agriculture in St.Paul. Originally a horse track, it ran motor races from 1902 to 1939. After World War II the track was shortened to a half mile dirt oval, and it was paved in 1964, before being finally torn up in 2003.

Harlem, Illinois

A 1 mile dirt oval in Chicago, used from 1902-1907. It was located at 59th and Harlem, and was also known as Harlem Speedway.

Hyde Park, Massachusetts



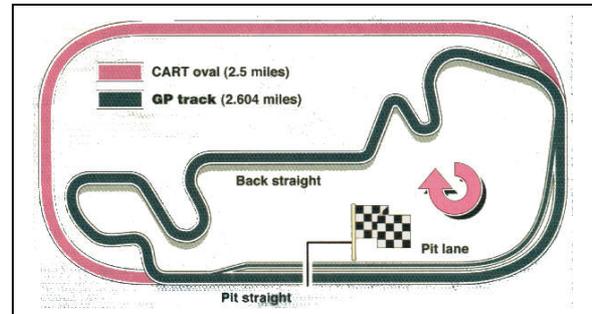
Map showing half of the circuit

A 1 mile dirt oval in Readville, Boston, used 1903-1937. The site of Ralph DePalma's first race win, the track was first built as a horse racing venue. It was used as an airstrip in World War II, and was destroyed by a hurricane in 1938. A warehouse was subsequently built on the site.

Indiana State Fairgrounds, Indiana

1.0 mile dirt oval located in Indianapolis, Indiana. Used from 1903-1916, 1928-1941, and from 1946 onwards. It was built as a horse track in 1892, and used for Army Air Corp storage during World War II. It was paved in 1991.

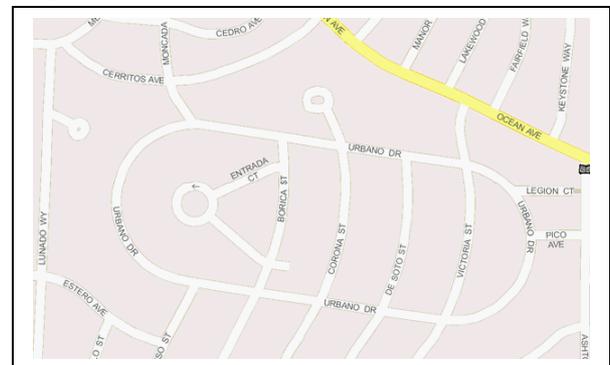
Indianapolis, Indiana



Founded in 1909 by Carl Graham Fisher (a cyclist and daredevil who helped to create the first car headlights and rear-view mirrors) and James A.Allison as a 2.5 mile automotive testing and competition facility when the car industry was thriving in Indiana. Its first races caused the track's crushed stone and tar surface to break up badly, so the surface was immediately repaved with 3.2 million bricks, and the track has been known as the "Brickyard" ever since (most of those bricks remain under the modern asphalt surface). Three race dates in 1910 gave way to just one spectacular race in 1911, when the Indianapolis 500 Sweepstakes was born.

The circuit was sold to Captain Eddie Rickenbacker in 1927, who then sold it on to Tony Hulman in 1945. Hulman's daughter, Mari Hulman George later became chairman of the circuit, with her son Tony George as President. Under his tenure, a 2.604 Grand Prix circuit was built, holding its first race in 2000.

Ingleside, California



Opened as a horse racing track on Thanksgiving Day in 1895, Ingleside was a one mile dirt oval used for motor-racing from 1900 to 1911. The 1906 event was cancelled due to the San Francisco Earthquake of that

year. The track was torn down in 1912 and became the Ingleside Terrace Housing Development - the current Urbano Drive is the location of where the track was.

Jacksonville, Florida

A 5 mile beach oval on Pablo Beach, used from the 28th March 1911 to the 30th November 1911.

Jamaica, New York

A 1 mile dirt oval used on the 5th June 1908 on Long Island.

Joliet, Illinois

A 1/2 mile dirt oval used on the 18th October 1901. Also in Joliet was the Joliet Memorial Stadium, a 1/4 mile dirt oval first used on the 7th June 1952. It was paved at the beginning of 1964, and was continuously used through until 1986. It was used again in 1997 and 2000.

Joliet was also the site of Joliet Park, a 1/2 mile dirt oval used from 1927 to the 1930s.

Kalamazoo Fairgrounds, Michigan

A 1 mile dirt oval on the Kalamazoo County Fairgrounds first used in 1914. It closed in 1935, but re-opened in 1939 as a 1/5 mile dirt oval. The circuit stayed open for only 3 months, and was known as Recreation Park. A 1/2 mile dirt oval opened on the site in 1972, and was used through until 1986 for cars. Motorbikes continued to use the venue until 1993.

Kansas City Motor Speedway, Missouri

A 1.125 mile oiled dirt oval, located at 85th and Indiana, which hosted a single race meeting on the 22nd July 1916. The track closed when the grandstands burnt down on the 5th December 1916

Kenilworth, New York

A one mile dirt oval based on a horse track used in 1904 and 1905 in Buffalo

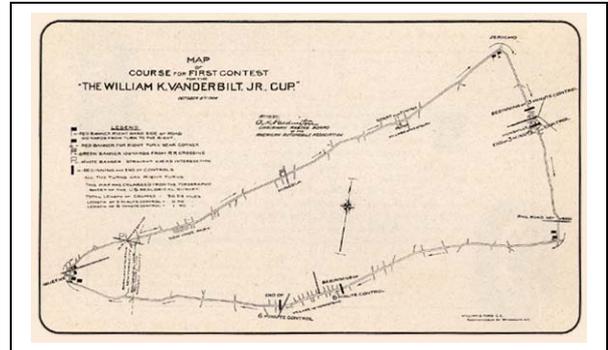
Lakeside, California

A 2 mile dirt oval in San Diego, California. It was first used on the 20th-21st April 1907, and it was built on land owned by John H. Gay around Lindo Lake to promote the newly constructed Lakeside Inn. It was used until 1912, although a 1/5 mile dirt oval was constructed and used in the late 1940s.

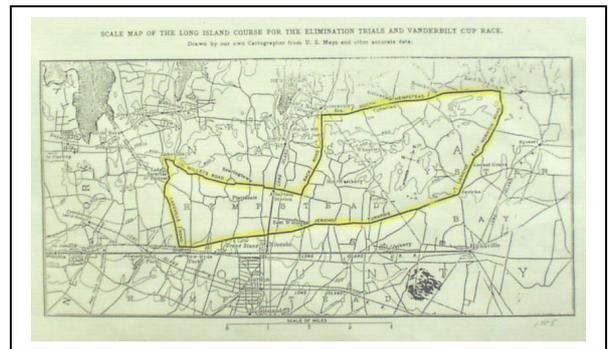
Libertyville, Illinois

A 1 mile oval located 40 miles north of Chicago, used on the 30th May 1907.

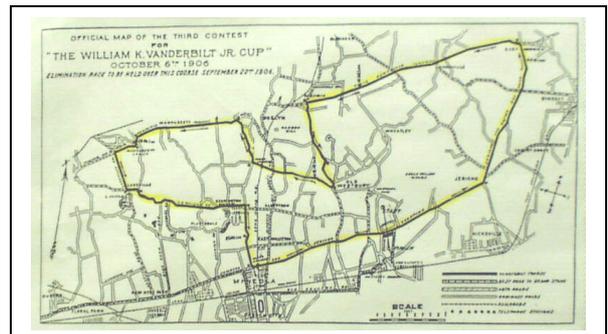
Long Island



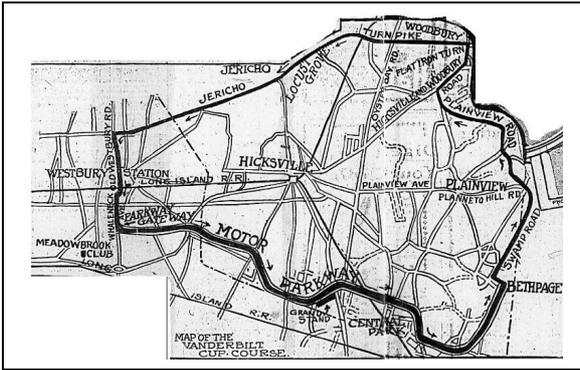
This flat (max gradient of 5%) 48.656 km circuit was first used on the 8th October 1904 for the Vanderbilt Cup. Different variants were used over successive years. A 20.338 km (12.64 mile) version was used for the 1909 National Championship Trail race.



1905 Circuit.



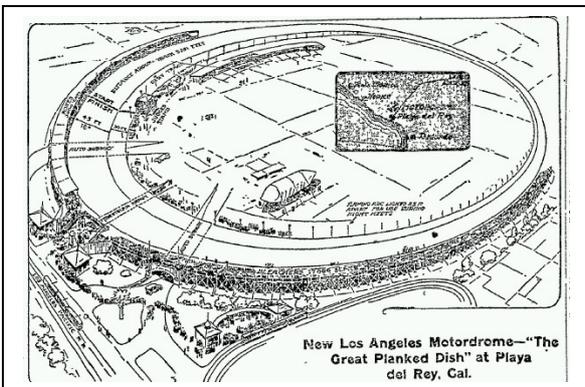
1906 Circuit.



1908 Circuit

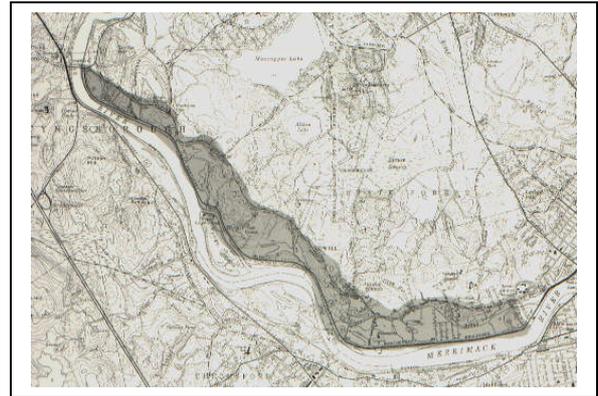
The Long Island Motor Parkway, the first limited access automobile toll-road, was opened in 1908, and 11 miles of it was used together with public roads to form a new 23.46 mile course for the 1908 Vanderbilt Cup. The start-finish line was located by the Grandstand. The Parkway was specifically built for the race due to a spectator fatality at Krug's Corner on Willis Avenue and Jericho Turnpike during the 1906 event. The Parkway closed in 1938 when the larger and toll-free Northern State Parkway was built, reducing business.

Los Angeles Motordrome, California



The first wooden track built for motor-racing, Los Angeles Motordrome was a 1.0 mile circular track built by Jack Prince from a design by Frederick E. Moscoviks in Playa Del Rey. Featuring 20 degree banking, it was operational between the 8th April 1910 and 12th January 1913, when it was destroyed by fire.

Lowell, Massachusetts

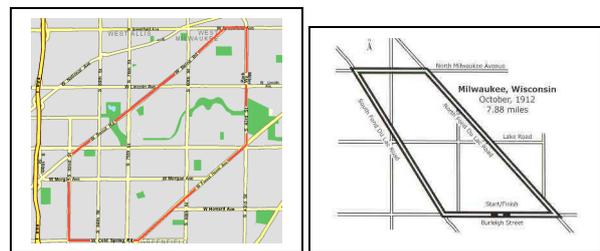


A 10.6 mile road course used for the 1909 National Championship Trail, known as the *Merrimack Valley Road Course*. It was also used in 1908.

Maxwellton, St.Louis, Missouri

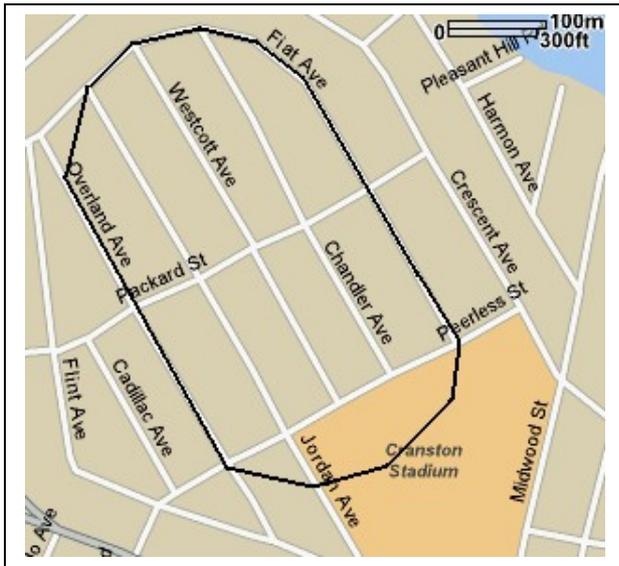
A 1 mile dirt oval on the St.Louis County Fairgrounds. It was active between 1903 and 1922, and was originally built for the 1904 World's Fair.

Milwaukee, Wisconsin



Located in Milwaukee was a 7.88 mile anticlockwise road course known as the Wauwatosa Circuit (to the right - the 10 mile Greenfield circuit shown on the left was proposed first, but was never used. It was located to the SW of Milwaukee). It was only used once in 1912, for the Grand Prize and Vanderbilt Cup races. The names of the streets have changed since then - North Milwaukee Avenue is now Hampton Avenue, South Fond du Lac Road is now Appleton Avenue, and North Fond du Lac Road is now Fond du Lac Avenue. The original road length was quoted as 8.2 miles, but to hold the race turns were straightened and the course was paved, hence the course length reduction.

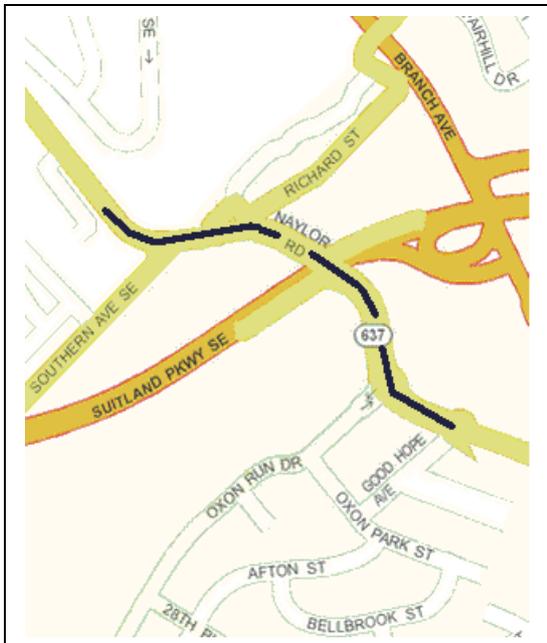
Narragansett Park, Rhode Island



Projected and approximated route.

First built as a 1 mile dirt oval in 1867 for trotting races, it first hosted motor races on the 7th-10th September 1896 - a file mile race was hosted each day. The track was later oiled, and hosted races through until 1919. It was demolished in 1925. Fiat Avenue follows the outline of the track today.

Naylor's Hill, Washington DC



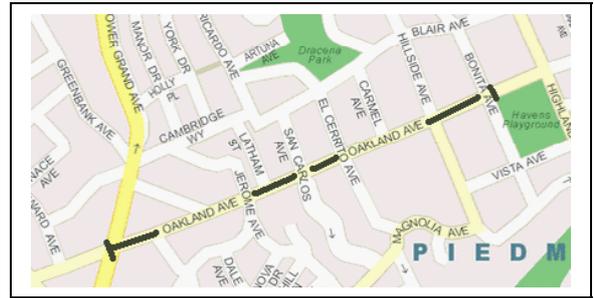
Projected route.

Located in Randle Highlands, Naylor's Hill was a 0.7 mile, 5 turn hillclimb.

New Braunfels, Texas

A 1397 ft climb which climbed through 155.7 ft new San Antonio. The course had dangerous curves and was bumpy.

Oakland Avenue, California



A 0.6 mile hillclimb used on the 26th February 1910. It started at Pleasant Valley Road (this section is now known as Grand Avenue), and ran up Oakland Avenue to Bonita Avenue

Oakley Park, Ohio

Located in south-east Cincinnati, Oakley Park was a 1 mile dirt oval used in 1901, 1905-1907 and 1909. It has since been turned into ballfields.

Oklahoma City, Oklahoma

There were three circuits known as Oklahoma City:

A 2.404 mile street circuit used on the 29th April 1915.

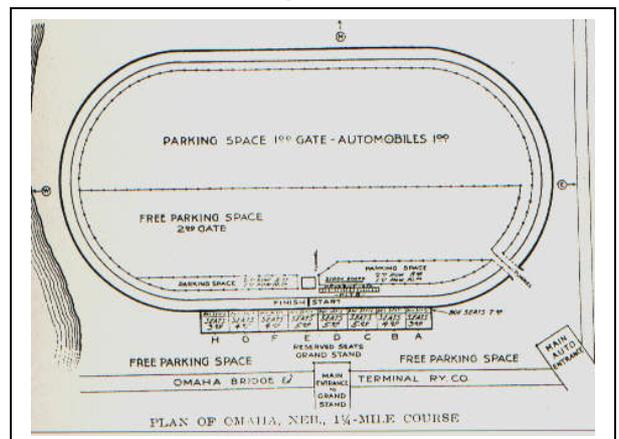
A 6.65 mile street circuit used on the 1st May 1915.

A dirt oval at an amusement park used in 1946.

Omaha Driving Park, Nebraska

Also known as Sunset Driving Park, this was a one mile dirt oval used on the 23rd-24th August 1904.

Omaha Speedway, Nebraska



A 1.25 mile wooden oval built by Jack Prince. It featured 41 degree banked turns, and was used three times - on the 5th July 1915, 15th July 1915 and the 4th July 1917. The track broke up badly in 1917,

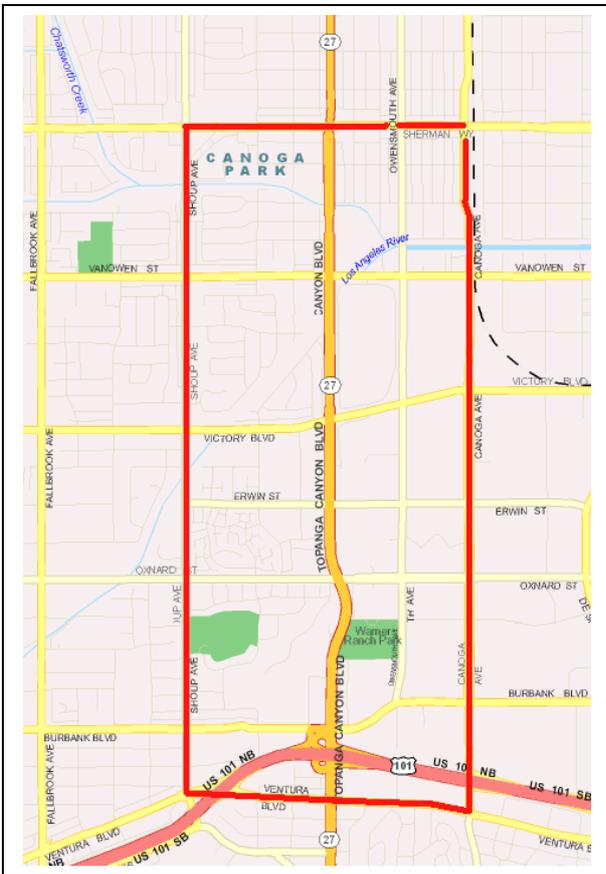
Ormond Beach, Florida

Located in Daytona Beach, Florida, Ormond Beach hosted tracks of wildly varying lengths (12.5 miles, 15 miles, 1 mile)- it depended on the race. It was used 1902-1908.

Overland Park, Colorado

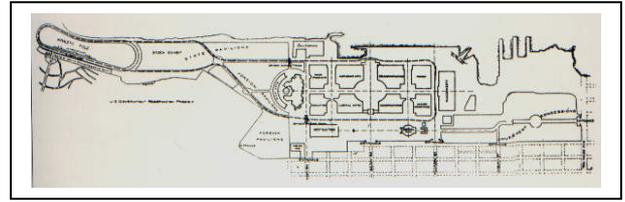
A 1 mile dirt oval in south Denver, used at least from 1904-1930. It was used as a horse track from 1901-1909. The site became a golf course in 1930, and a camping ground in 1995.

Owensmouth, California



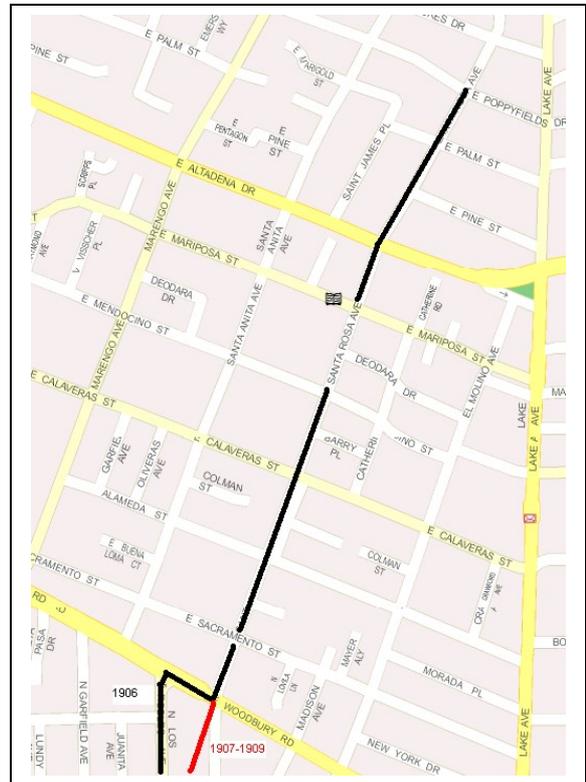
Now known as Canoga Park, Owensmouth in the San Fernando Valley was just over 6 miles long. It went west along Sherman Way to Shoup Avenue, then south to Ventura Boulevard. Here it turned east to Canoga Avenue, and north back to Sherman Way. It held one race on the 28th March 1913.

Panama-Pacific Expo Course, California



There had been a track at the Presidio in San Francisco since 1909 (10.923 miles), but for 1915 a 3.8489 mile road course was used, with the turns paved with wood in order to protect the stone curbing - it hosted the very wet *6th American Grand Prize*. Racing continued on the site until possibly as late as 1940, but today the circuit is parkland around the Palace of Fine Arts.

Pasadena-Altadena Hillclimb, California



First used in 1906, the 1.5 mile hillclimb had gradients between 3 and 14 degrees, and averaged 11.4%. The surface of Santa Rosa Avenue was dirt, which gave little traction, and there was a large drainage ditch to the east of the course, with trees either side. In addition, the Pacific Electric Railway crossed the course at Mariposa Street, and the raised railway caused the cars to take off as they hit it at speed. Given that the cars ran in stock condition, it was quite usual for cars to shed pieces on landing. For 1906, female passengers were banned, the surface of the road was oiled, and a temporary wooden bridge was built over the rail tracks. The starting point was

also moved, with a new road carved into the apricot orchard in line with Santa Rosa Avenue. The course was shortened to 1 mile for 1907, but after very large crowds and the inherent dangers, the last meeting was held in 1909.

Pecousic Hill, Massachusetts

A 0.412 mile hillclimb in Springfield used on the 26th April 1905. The gradient was between 9 and 12%.

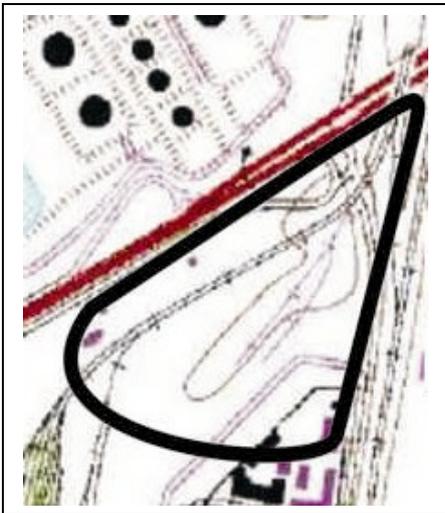
Peoria, Illinois

A 1 mile dirt oval at the Peoria Fairgrounds used from August 1905 to May 1933.

Pimlico, Maryland

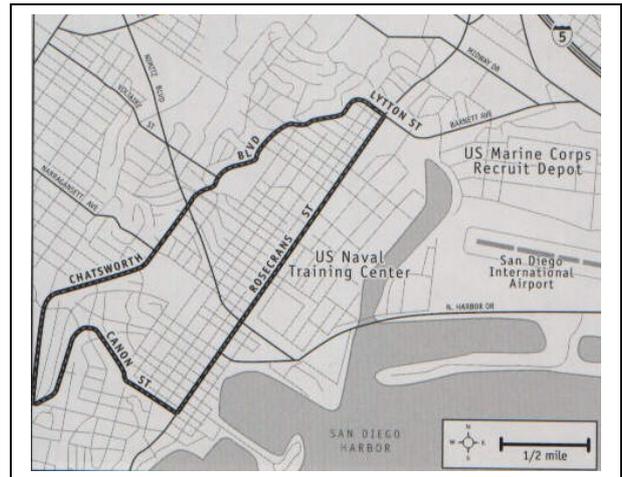
A 1 mile dirt oval in Baltimore, used 1906-1908, based on a horse racing venue (it was perhaps used again in the 1930s). Although motor-racing ceased, horse racing continued, and the track is the site of the Preakness race.

Point Breeze, Pennsylvania



Located on the south side of Philadelphia near where the Schuylkill River joins the Delaware River, Point Breeze was a 1 mile oval used from the 30th May 1905 to the 23rd September 1911. The track possibly has the dubious honour of being the site of the first racing fatality in Pennsylvania, when Ernest Keeler was killed there on the 24th November 1906.

Point Loma, California



A 5.982 mile road course used from 1913-1916, nicknamed the Legless Horse Circuit.

Portland, Oregon

A 14.6 mile road course used in the 1909 National Championship Trail. It had been in use since 1907.

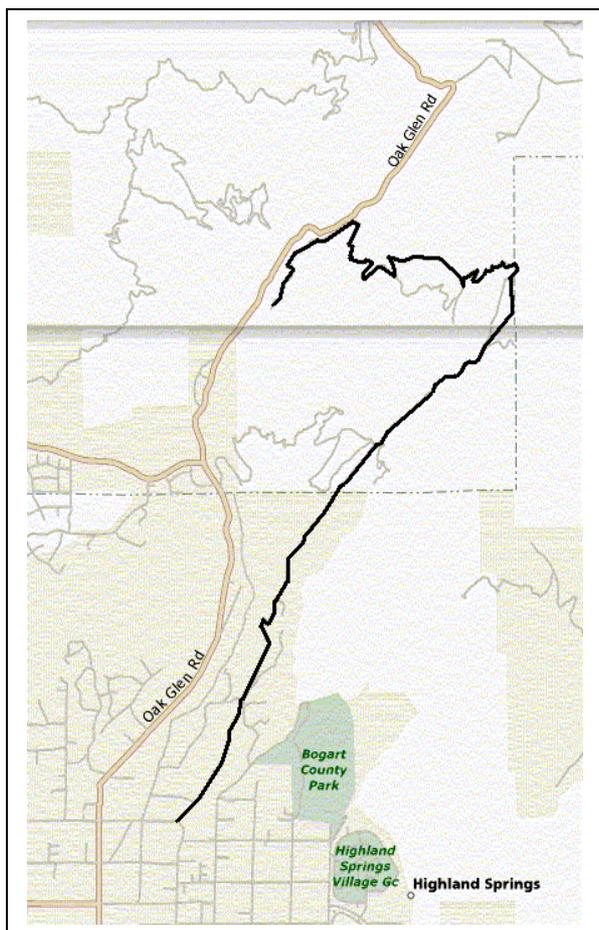
Poughkeepsie, New York

A 1 mile dirt oval used in 1900 and 1904.

Providence, Rhode Island

A 0.4 mile hillclimb at the summer house of C.Prescott Knight in Riverport. Used on the 16th November 1907.

Redlands Mile High Hillclimb, California



Estimated course from press reports.

A 9 mile course, used in 1909, which went over rocky mountain roads, through Sand Canyon, and around several hairpin bends.

Riverhead, New York

22.75 mile road circuit used in 1909.

Rochester, New York

A 0.59 mile hillclimb used on the 20th October 1906.

Sachuest Beach, Rhode Island

A 1.1 mile beach course in Newport, Rhode Island. It was used at least from 1904-1906. It wasn't a circuit as such, as it didn't loop back on itself - it was a run down a straight piece of beach which had a curve to the left in it.

Sacramento, California

A 1 mile dirt oval based on the Sacramento Fairgrounds, used in 1907, 1912, and then from 1946-1970. The surface was unusually made up from rice hulls. It was built as a horse racing venue in 1906.

San Diego, California

A 91.7 mile road course used on the 1st January 1913 for an AAA race.

The San Diego World Fair Expo was held in San Diego in 1915, and as part of the celebrations a road race was held on a 5.982 mile circuit on the 9th January.

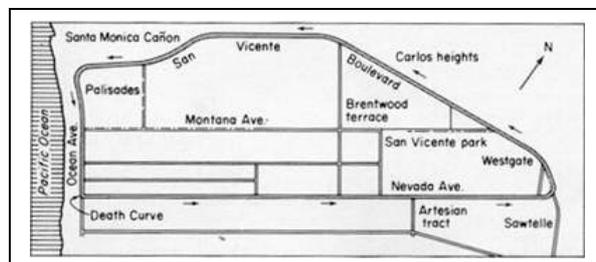
San Francisco/San Leandro, California

Known as the Portola Road course, it was a 21.18 mile road circuit used from 1906 to 1910. A shorter 10.923 mile course was used on the 22nd February, 1911.

San Jose, California

A one mile dirt oval used from 1903 through to the 12th November 1912.

Santa Monica, California



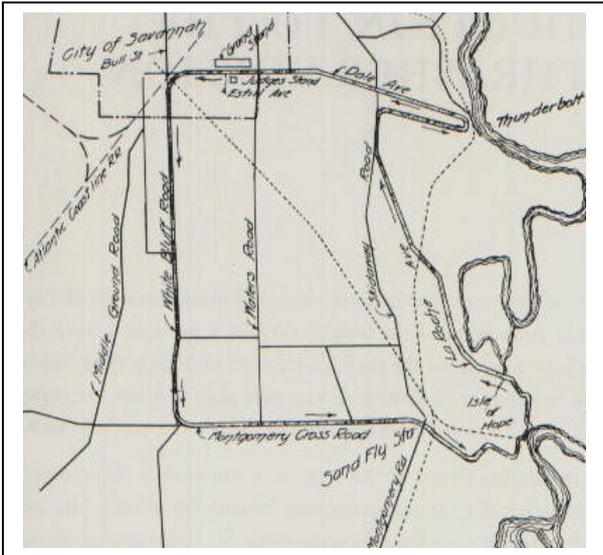
8.417 mile road course used for the 1909 National Championship Trail. It also hosted the 1914 Vanderbilt Cup races, with the last event held on the 15th March 1919. Speeds were considered to be too fast for city streets, and racing was halted.

Savannah, Georgia

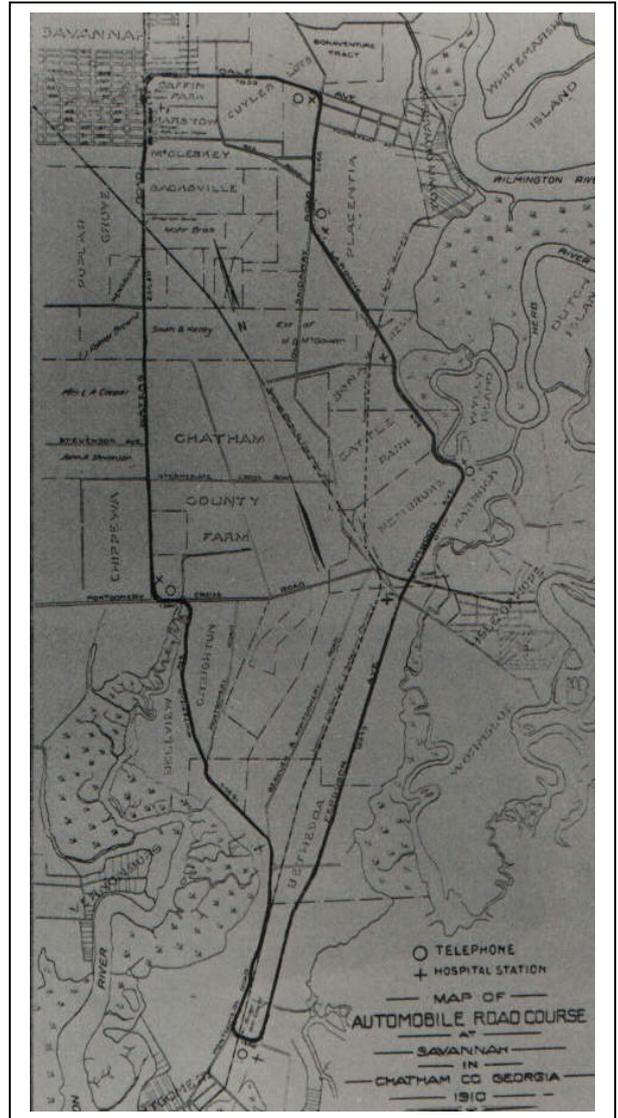
A one mile dirt oval was used once on the 23rd February 1904.

Savannah, Georgia

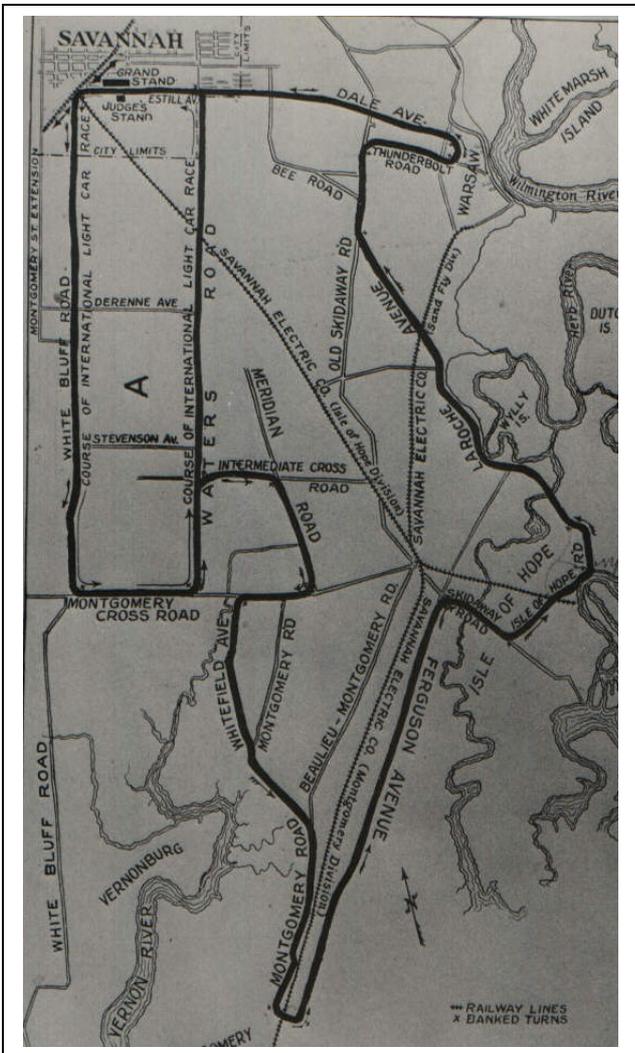
Famously used for the *American Grand Prize* and *Vanderbilt Cup* races from 1908-1911.



17.14 mile circuit used on the 18th and 19th March 1908.

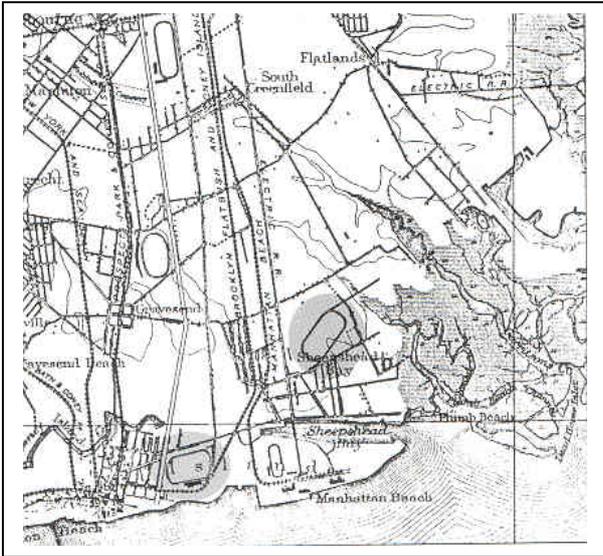


17.3 mile circuit used during November 1910. The roads were modified for the 1911 races, with the corbers broadened and lengthened, and bad stretches rebuilt. This reduced the length to 17.14 miles.



Map showing the two courses used on the 25th and 26th November 1908. The shorter course used for the Light Car race was 9.8 miles long. The longer course was 25.13 miles long.

Sheepshead Bay Speedway, New York

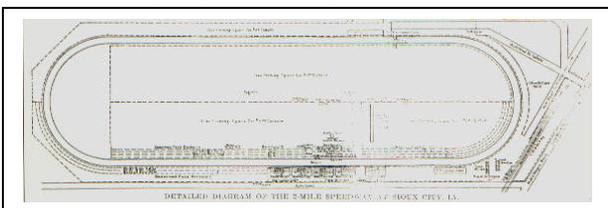


A 2.0 mile wooden oval built by Blaine Miller, operational between the 9th October 1915 and the 20th September 1919 and with 17 degree banked bends. It was planned to be built of either brick or concrete, but due to the success of Chicago Speedway it was built of wood instead. Two drivers were killed at the track: Harry Grant during a practice run in October 1915, and Carl Limberg on the 13th May 1916. The track later made way for a housing development. Pre-dating this at a slightly different site was a one mile dirt oval also called Sheepshead Bay Speedway, which started life as a horse track in 1879. It was used from 1902-1904, and again in 1910 for auto racing. The above map shows both of the tracks, highlighted with grey.

Shingle Hill, Connecticut

A 0.91 mile hillclimb used in 1908, near New Haven.

Sioux City Speedway, South Dakota



A 2 mile dirt oval six miles north of Sioux City. It held AAA Championship Races in 1914 and 1915. The last race was held there on the 4th July 1917, after which the grandstands were torn down. It later became the site of the Rickenbacker Airfield.

Skippack Hill, Pennsylvania

A 1.19 mile hillclimb with a gradient between 3 and 10 degrees, climbing 352 feet in 6270 feet. The course went from Skippack Creek up to the town of Evansburg, 6 miles northwest of Norristown. It was used on the 27th June 1908, and there are two possible routes: 1) the current US Route 422, or 2) a smaller road which starts at the creek and climbs into Evansburg from the south (the most probable route).

Solomon Hill, Missouri

A 0.6 mile hillclimb in St. Louis, used on the 6th November 1908.

Sonoma County Fairgrounds, California

A 1.125 mile dirt oval in Santa Rosa, used on the 22nd-23rd August 1908. The start and finishing lines were possibly in different places. The track was resurrected for events in 1927, 1928, 1939 and the 1970s, when it featured motorcycle racing. A 1/4 mile dirt oval was constructed for racing in the 1970s, and the site is still used for horse racing.

Sport Hill, Connecticut

Located in Easton, near Bridgeport (on CT Route 59). Used on the 30th May 1908.

Sport Hill, Ohio

A 0.7 mile hillclimb near Cleveland. It was used on the 13th June 1908.

Staten Island, New York

A 1 mile street circuit. The course went along South Shore Boulevard, and included a hill and a trolley-car track at the 3/4 mile mark, and was used on the 31st May 1902.

Speedway Park, Kansas

A 1.5 mile dirt oval which opened on the 14th October 1915 in Wichita.

Springfield-Babylon, New York



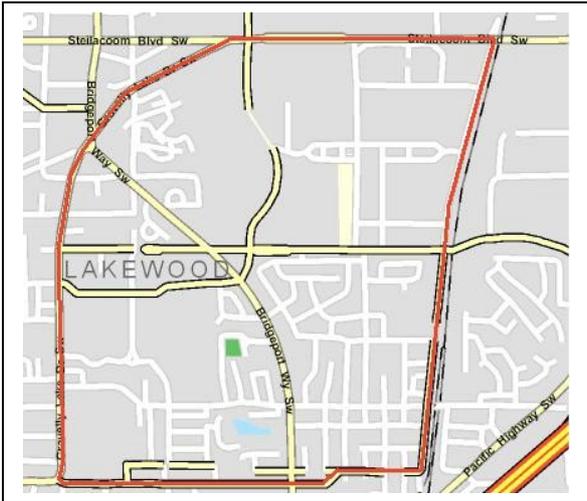
Projected route based on Merrick Road highlighted by solid black line.

A 50 mile street circuit used on the 18th April 1900. It used Merrick Road, running from Springfield Gardens to Babylon and back again

Stucky Hill, Ohio

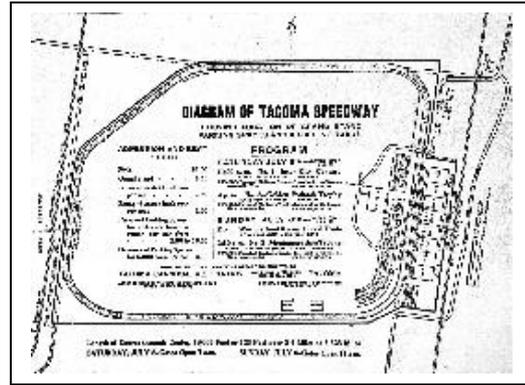
Hillclimb located in Chardon, 30 miles west of Cleveland. Used on the 15th June 1907.

Tacoma, Washington



Projected route based on reports

A 5.00 mile road circuit used on the 5th July 1912. Located at Lake View in Tacoma, the course cost \$6,000 to build, and took less than two months to construct, with sprinklers and steam rollers, oilers and packers used to iron out all of the wrinkles and soft places until the day before the race. The course was clockwise, with the start and grandstand on Lakeview Avenue (more or less in the middle of the map), exactly 1 mile distance to the first right-hand corner. It then went along 112th street to Gravelly Lake Drive, up the Drive to Steilacoom Boulevard, and back to Lakeview Avenue.



Located seven miles south of Tacoma, Pacific Coast Speedway (also known as Tacoma Speedway) was a 2.0 mile wooden oval built from 2x4 inch wooden planks. It had banked 21 degree bends, and was operational from the 4th July 1915 to the 4th July 1922 - it was also the site of the fatal crash of Billy Carson and his riding mechanic during the opening event. The boards were laid with 3/8 inch gaps between them, as the original plan was to lay asphalt over the planks and let the asphalt flow between the planks. The site became an airport in 1935.

Tanforan, California

A 1 mile dirt oval in San Matteo, near San Francisco, used from 1908-1912, 1916, and 1924-1925. The oval was around a horse racing track.

Trenton, New Jersey



In 1888, the New Jersey State Fairgrounds were built, and in 1900 a half-mile dirt oval was constructed on the site. In 1946 it was extended to one mile, and in 1957 it was paved. It was rebuilt in 1969 as the 1.5 mile kidney shaped oval shown above. It was demolished in 1983 to make way for the New Jersey Grounds for Sculpture.

Tucson, Arizona

Tucson featured the following circuits:

5 mile road circuit used for the Happy New Year race on the 1st January 1915.

4.298 mile road course used on the 20th March 1915.

A 1/4 dirt oval used on the 18th May 1946.

A 1 mile dirt oval used from 1935-1941, and 1946-1954 on the Pima County Fairgrounds. A 1/2 mile dirt oval was used on the same site from 1955-1956, and a 1/4 mile dirt oval known as Tucson Speedway was used in 1935 and the 1970s.

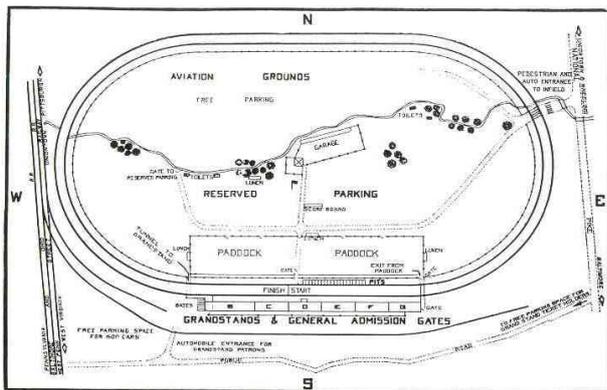
A 1.8 mile road course at Tucson Municipal Airport, used from 1959-1967.

Twin City Motor Speedway, Minnesota



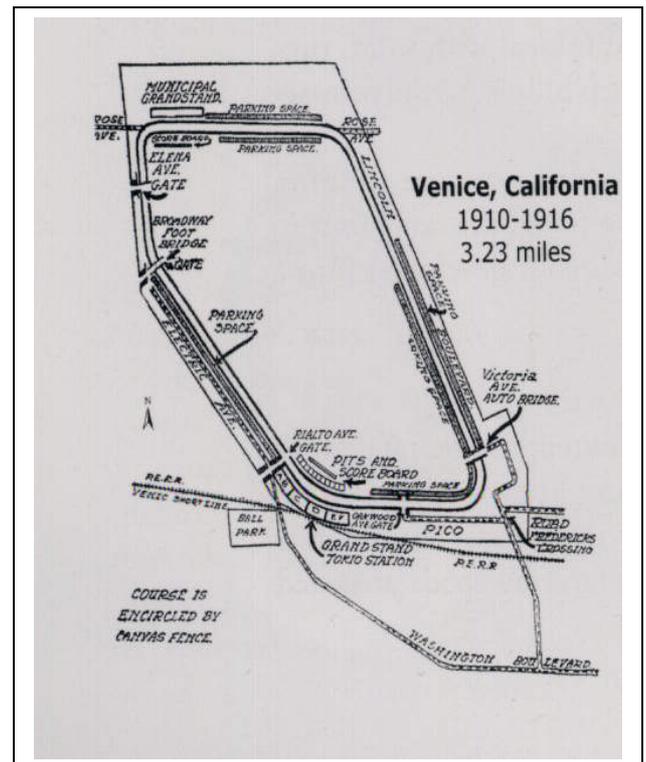
First planned to be built to the north of St Paul, Twin City Motor Speedway was eventually built in 1915 to the west of Fort Snelling. It was a 2 mile concrete oval which cost \$900,000 to build, yet on the 17th July 1917 it was already hosting its last race. The Twin City Aero Club then used the flat infield as a landing area, and in 1921 it was renamed Wold-Chamberlain after two local World War I pilots. It was developed into Minneapolis and St Paul's International Airport.

Uniontown Speedway, Pennsylvania



Located in Hopwood, Uniontown Speedway was a 1.125 mile wooden oval with 34 degree banked bends built by Jack Prince. It was operational between the 27th November 1916 and the 17th June 1922, and was the site of Hughie Hughes' and Frank Calvin's fatal accidents. The track later became a golf driving range.

Venice Speedway, California



A 3.23 mile road course used from 1910-1916. It featured corners made from wooden boards, and also ran cycle cars in 1914.

Ventnor Beach, New Jersey

A 1 mile beach course in Atlantic City, used from 1905-1907.

Weequahio Park, New Jersey

A 0.5 mile dirt oval in Waverly, Newark, used from 1903 to the early 1920s, at the Essex County Fairgrounds.

Wilbrabham Hill, Massachusetts

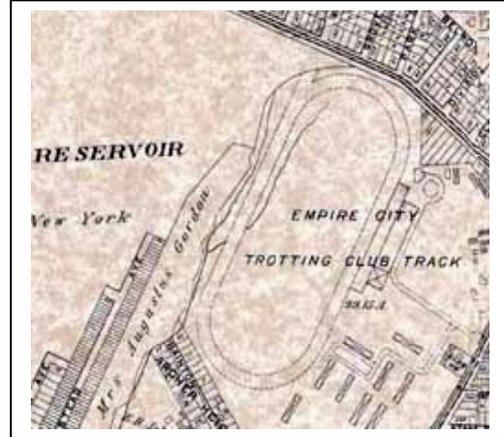
Located in Springfield, this 1 mile hillclimb has an average gradient of 8.5%, reaching 22% near the end of the course. It was used on the 11th September 1908.

Winfield Fairgrounds, Kansas



A 1/2 mile dirt oval at the Cowley County Fairgrounds in Winfield. It was used in 1912, 1913, 1915, 1927-1935 and 1951-1971. The track, which was 40 ft wide, and 80 ft wide on the front straight, was first opened in 1872 as a horse racing venue. The corners were dredged out in the summer of 1883 to create a degree of banking, but over the years flood sediment filled in a lot of what was dug out. The silt made the circuit dusty, and as it didn't pack down well it also made the circuit very rough. A 1/12 mile dirt figure 8 course was used from 2001 onwards.

Yonkers, Empire City, New York



Known as Empire City Speedway, Yonkers was a one mile dirt oval used from 1900-1907. It was based on a horse track. In later years the New York State Thruway was built over part of the track, reducing its length to 1/2 mile.

Zanesville, Ohio

A one mile dirt used on the 9th September 1903. In 1935, a half mile dirt oval was used at the Zanesville Fairgrounds, on the Muskingum County Fairgrounds. This appears to have been only used once, on the 30th May of that year.

Also in Zanesville was Zanesville Speedway, in Dresden on SR60 (to the north of Zanesville). It opened as a 1/4 mile dirt oval built by Louie Morosco in 1942, and was paved in 1955. It was used through until 1970, when it was extended to 3/8 mile, and reverted to dirt. It closed in 1981.