

Rennen!

Races!

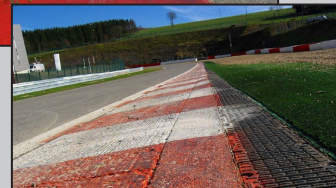
Vitesse!

Racing Circuits

Netherlands Belgium

Germany Austria

Luxembourg Switzerland



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Foreword

Motorsport essentially consists of three ingredients. First, you need a motor vehicle - which can be anything from a Formula 1 car to a lawn mower, or from a MotoGP motorcycle to a pocket bike. Second, you need a driver or rider to operate the vehicle, and finally, a place to go racing - a circuit. To most people this last ingredient is probably the least interesting. The number of books about famous racing drivers and cars, or great riders and their motorcycles, is far larger than the number of books about racing circuits. However, to me circuits are the most interesting aspect of motorsport, for two main reasons. First is their great diversity: in terms of shape, layout, length, difficulty, fame and many other factors, every circuit is different, and each has its own story to tell. Second, it is fascinating to see just how many circuits there are. Once you start looking, you can find them just about anywhere. Finding lost circuits or discovering long-forgotten tracks is one of the most fun aspects of researching racing circuits.

When looking for information about racing circuits online, I often found it frustrating that the available sources were not complete, and that they often lacked detail and accuracy. This is one of the reasons why I started my website www.wegcircuits.nl and why I made *Rennen! Races! Vitesse!* - a downloadable pdf-file that lists racing circuits of past and present in four European countries: the Netherlands, Belgium, Germany and Austria. An additional section describes the circuits of two other countries, Luxembourg and Switzerland.

About

In general, this file includes only paved, non-oval circuits - meaning permanent facilities and temporary circuits on public roads, airfields or other places. The main section(s) for each country list(s) circuits used for automobile and/or motorcycle racing. A typical entry looks something like this...

Mons (Bergen) – Hainaut / Circuit de Mons / Circuit des Coteaux / 1950-1951 (3) / cars + motorcycles

Location: 50°26'30.98"N / 3°59'46.60"E

...and includes the main information for quick reference. All circuits are listed alphabetically by location, so the place name is given first. This means that, for example, Germany's Avus is listed under Berlin, Austria's Österreichring under Spielberg, and so on. If you are looking for a specific circuit, you can always use Adobe Reader's search function. In some cases the place name is followed by an alternate name in brackets, especially in the Belgian section, as many places in Belgium have both a Flemish/Dutch and a Walloon/French name. Next is the region in which the circuit is located, so either the province (Netherlands and Belgium) or state (*Bundesland*, Germany and Austria). Note I generally use local names rather than anglicised versions.

The rest of the first line gives the most essential information: the actual name(s) of the circuit - if it had any - the years it was used, and if the circuit was visited by motorcycles, cars, or both. The figure in brackets gives the total number of *race* meetings at that circuit (excluding cancelled meetings) - but note this includes only 'proper' race meetings, so races with vintage machinery are not counted, and neither are hillclimbs, sprints, rallies and so on. If the brackets are missing, it is usually because the exact number of meetings is not known or clear.

For many circuits there is also a second line with GPS coordinates. These refer to a point in the centre of the circuit, but note that they are only given if *both* the exact location *and* layout are known. Tracks maps are not included in this file for a number of reasons, but the coordinates should offer some compensation. Finally, more detailed information can be found in the accompanying texts, which will also tell you about the circuit's length, race titles, fastest laps and lap records, although of course the level of detail varies.

Apart from the circuits used for automobile and/or motorcycle racing, there may be additional sections that list kart tracks, moped circuits, and other courses, as well as hillclimbs and sprint venues - this varies per country. The file does not include ovals, except for bicycle tracks, or *velodromes*, which once upon a time were also used for motorsports, as well as a few miscellaneous ovals here and there. Please note *Rennen! Races! Vitesse!* is a work-in-progress, as I am continuously working on updating, expanding and enhancing the listings, so keep checking back to my website www.wegcircuits.nl regularly.

Website

In addition to the *Rennen! Races! Vitesse!* file you are viewing, my website www.wegcircuits.nl offers several further downloadable pdf-files: the *American Road Courses* file details nearly 160 road courses of past and present in the United States and Canada, while the *Racing Circuits Factbook* is a collection of various facts and figures about circuits worldwide. These files are the most comprehensive and accurate sources for racing circuits in said countries.

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

Note 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

Improved version uploaded on 1 November 2010

Latest update of this file: 1 January 2017

01/01/2017: several updates throughout the German pages, with thanks to Frank Mentel.

Please note this file will not be actively updated anymore from today onwards.

24/09/2016: updated the Nürburgring VLN-layout lap record (page 112).

04/09/2016: updated the Nürburgring VLN-layout lap record (page 112).

27/08/2016: updated the Nürburgring VLN-layout lap record (page 112).

21/08/2016: updated the lap record for Chimay (page 50).

16/07/2016: updated the Nürburgring VLN-layout lap record (page 112). Also updated the entry for Bad Driburg (page 109).



Rennen!

Races!

Vitesse!



Racing Circuits

Netherlands

Dutch Motorcycle Road Racing

Motorcycle road racing got off to a rather slow start in the Netherlands compared to neighbouring countries. Belgium and Germany had already seen plenty of racing by the time the first Dutch race - the *Nederlandsche TT* - was organised near Assen in July 1925. The TT moved to a new circuit closer to Assen the following year, and it became an international event as of 1927. But despite this success, the TT remained the sole race in the country for many years, with the exception of a separate, one-off race that decided the Dutch championship in 1928, which was also held in Assen.

Plans for a second race, to be held on a new circuit in the Biesbosch nature reserve near Dordrecht, briefly appeared in the early 1930s but never came to fruition. It wasn't until the end of that decade that two new road circuits became reality: the nowadays forgotten Ell-Hunsel (1938) and the Zandvoort street course (1939). As such, the number of pre-war Dutch road races was extremely low: exactly nineteen were held from 1925-1939. By comparison, in Germany there were over thirty races in 1927 alone.

The first post-war race was held in Zandvoort in August 1946 - relatively late compared to other countries, but even so, Dutch road racing briefly flourished like never before, with new races in 't Zandt-Zeerijp and Tubbergen (1946), as well as Maasbracht, Etten, Amsterdam, Leeuwarden and Weert (1947). However, priorities obviously lay elsewhere during this time, so most new venues quickly disappeared again, the only exceptions being Etten, which catered mostly to junior riders, and Tubbergen, which quickly became an internationally renowned race that in fact lasted until the 1980s.

Although the country's first permanent racing circuit opened in Zandvoort in 1948, replacing the earlier street course, the number of races was still limited for the better part of the next two decades. The schedule was made up of Assen, Zandvoort, Tubbergen and Etten, with a few other places, such as Tolbert (1950-1955) and Beek (1958-1959), joining only briefly. By the early 1960s, the national championship was once again down to a single race, much like it had been before the war. The situation was such in fact, that junior-riders had more opportunities to start than their senior colleagues, and so some youngsters were reluctant to graduate to senior-status! It comes as no surprise many riders were unhappy with the sole organising body of road races - the 1904-founded *Koninklijke Nederlandse Motorrijders Vereniging* (KNMV) or Royal Dutch Association of Motorcyclists. Its members longed for more races but the KNMV did not seem to respond - enter the NMB.

The *Nederlandse Motorsport Bond* (NMB) or Dutch Motorsport Association, founded in February 1949, had successfully organised motorcross- and grass track races for many years, mainly in the southern provinces of Noord-Brabant and Limburg. Upon the urging of several disgruntled KNMV road racers, the NMB decided to start sanctioning road races as well as of 1967, and that marked the start of an unprecedented golden age for Dutch motorsport.

The first NMB road race was held in Reusel in April 1967, and soon there were races on circuits all over the country pretty much every weekend - all the more as the KNMV had no option but to keep up with its new competitor! The contrast with previous decades was immense. Consider, for example, that just six races were held in 1960, while 1969 had over thirty in total. Many races were attended by thousands of spectators as road racing quickly reached new levels of popularity.

Sadly, the KNMV did not recognize the NMB, and the two associations were not exactly on friendly terms. Their rivalry was enormous and a rider either belonged to one or the other. A key element in the NMB's success was its open and friendly atmosphere, and how everyone was offered an opportunity to go racing. In early years, one could simply show up with a stock motorcycle and have a go during practice. If the rider displayed the right attitude and sufficient skill, he could take part in the race.

Unfortunately, there was one problem for NMB riders: as the FIM recognized only one sanctioning body in every country, this being the KNMV for the Netherlands, the only way towards international and Grand Prix racing was to join the KNMV. Many NMB stars, including such aces as Jack Middelburg and Boet van Dulmen, therefore had no choice but leave the organisation where they started their career. Others always remained loyal to their beloved NMB, however, and never made the switch, for example Harrie van der Kruijs and the legendary Hans Hutten, one of the most successful NMB riders.

By the early 1970s, the NMB and KNMV organised some 30 to 40 road races between them every year, the absolute zenith being 1970 and 1971, when close to 50 races (!) were held between March and October. While the official Dutch national championship was organised by the KNMV, the NMB had its own champions, and furthermore experimented with a motorcycle hillclimb (1971), which remained a one-off, and endurance racing, with 6-hour races in Someren (1973) and Heerlen (1974), as well as 200-mile races in Helmond (1974-1980). The undisputed crown jewel of the NMB, however, was the 24-hours of Oss, a unique event in the Netherlands that was held from 1969-1975. Sadly, the 2.8 km street course where the race took place proved lethal on several occasions, the death of the exceptionally skilled Hans Hutten in 1975 being particularly shocking.

Halfway the decade the KNMV must have figured "if you can't beat them, join 'em": first KNMV and NMB riders went head-to-head in so-called *exchange races* in 1976, and one year later their respective championships were finally combined into a single national series. However, the partnership was always rather strained and it could never last.

By the late 1970s the grand days of Dutch road racing slowly started to fade. Ever more circuits were not deemed safe anymore and disappeared, a process sped up by the disastrous 1980 season, when several severe, often fatal accidents occurred within a short period of time, at Zandvoort, Wijnandsrade, Venhuizen, Ammerzoden and Assen. Of these five, Ammerzoden in particular was a turning point, as two riders and two spectators were killed.

The KNMV responded by cancelling its remaining street races or relocating them to permanent circuits, particularly that of Nivelles in Belgium - although it must be noted the money-making international races of Tubbergen and Raalte went ahead as scheduled. The NMB continued as planned, but tension mounted to new levels after a very complicated further incident at the Belgian street circuit of Sint Joris ten Distel later that year - suffice to say three more people lost their lives there.

Mutual trust between the two organisations reached a low, and internal struggles within the NMB, combined with its poor financial state, did no good either. Ultimately the road racing department of the NMB was taken over by the KNMV, and so after 1981 only the latter remained as the sanctioning body of motorcycle road races. The NMB continued with motocross events for one more year, but as of 1 January 1983 it merged with the KNMV completely, and that marked its definitive end.

Exactly 216 road race meetings were sanctioned by the NMB on Dutch circuits, starting with the race in Reusel in April 1967 and ending in Gilze-Rijen in September 1981. Around 56 additional races were announced but did not actually take place. Both numbers do not include events sanctioned or co-sanctioned by the NMB in Belgium. Also excluded are all training meetings, one hillclimb, and the 1979 meeting in Tegelen, where the races were cancelled after an accident in practice.

After the decline of the NMB, the number of road courses and races steadily fell until hitting rock bottom by the early 1990s, when just a few road courses were left. Several new races later surfaced, but after losing Tolbert and Raalte in 2004, and Eemshaven in late 2008, the situation is once more at a low: Hengelo and Oss are currently the only Dutch public road courses that remain. As such, motorcycle racing in the Netherlands nowadays takes place nearly exclusively at the permanent TT Circuit in Assen. The country's other permanent venue, Zandvoort, was not used for top-level motorcycle racing between 1996 and 2015.

In total, approximately 1220 motorcycle races were held in the Netherlands from 1925-2015, under sanction of the KNMV (1925 to present) and the NMB (1967-1981). This number includes races on the permanent circuits of Assen and Zandvoort, but not races of the ZAC and KNMV Cup series for amateur riders.

Almere – Flevoland / Circuit de Vaart / 1986-1991 (13) / motorcycles (KNMV) + superkarts

Location: 52°24'29.86"N / 5°14'45.13"E

A rare new circuit in a time when more and more street courses disappeared, Circuit de Vaart was located in a then-new industrial area just north of Almere, of which only the streets had been laid out when motorcycles first tried the course in June 1986. As a result the 2.16 km circuit was relatively safe, as obstacles such as curbs and lamp posts were missing. From 1986-1990 the circuit hosted two meetings every year, organised by SOW (*Stichting Organisatie Wegraces*). A further event, organised by SEF (*Stichting Eenhoorn Federatie*) in cooperation with SAM (*Stichting Aanvullende Motorsport*), was held in 1991, but their 1992 meeting was called off. The only known fastest laps are both from 1989: 1.06,26 = 117.4 km/h by Dick Bemelman (May) and 1.04,76 = 120.1 km/h by Jeffrey de Vries (September). Note there were support races for 250cc superkarts at least the first three years (and perhaps also after that), as well as a demonstration with vintage racing cars in 1987.

Ammerzoden – Noord-Brabant / Circuit Wordragen / 1970-1972 (3) / motorcycles (NMB)

Location: 51°45'29.13"N / 5°13'19.39"E

The first three motorcycle road races in Ammerzoden were held on a 4.2 km circuit named Wordragen, after the small hamlet it passed through, near the Ammersoyen castle. From 1973 onwards, racing moved to a new course adjacent to the old, and although this did not pass through Wordragen the name was kept. While the roads that formed the original circuit still exist, the surroundings have changed considerably since the 1970s, some almost beyond recognition.

Ammerzoden – Noord-Brabant / Circuit Wordragen / 1973-1980 and 1982-1983 (10) / motorcycles (NMB / KNMV)

Location: 51°45'32.28"N / 5°12'24.68"E

The second circuit in Ammerzoden was a 4.4 km circuit north-west of town. It was operational from 1973-1980 and 1982-1983. It ran anti-clockwise, except for 1976-1977 - and *possibly* 1975 as well - when the other direction was tried instead. The location of start-finish also varied: it moved from the Bernseweg to the Molenachterdijk in 1977, and likely once again in 1982 or 1983, this time to the Uilencotenweg.

While the motorcycle races in Ammerzoden were initially held under NMB sanction, the organising motor club MC Den Boet - also the fanclub of local rider Boet van Dulmen - switched to the KNMV in 1975 and so all races were held under auspices of the KNMV as of that year. The meetings were international from 1979-1980 and in 1982, but the 1980 event was marred by two accidents that cost a total of four lives. The 1981 meeting was then cancelled as local authorities did not grant permission to race, but a further international event was held the following year, as well as a national race in 1983. This proved to be the final year as the meeting announced for 1984 was cancelled.

Boet van Dulmen claimed the lap record at his home track in 1982, in 1.37,9 = 161.8 km/h, exactly two seconds quicker than Jack van Middelburg's pole position time for that race. Other known fastest laps: 1.42,4 (1979), 1.43,6 (1980) and 1.53,1 (1983 / rain).

Amsterdam – Noord-Holland / July 1947 (1) / motorcycles (KNMV)

Location: 52°20'24.6"N / 4°53'38.15"E

Motorcycle road racing briefly flourished in the Netherlands following World War Two, with one of the new events being a street race in the Dutch capital. However, the extremely sinuous 3.256 km course laid out in Amsterdam's Rivierenbuurt neighbourhood did not allow high speeds, as the fastest lap reveals - no less than three riders managed a 2.28,8 = 78.8 km/h: Moeke (BMW), Pols (Triumph) and Schot (Ariel). Like most of the other new events introduced in 1947, the race in Amsterdam was never repeated. Since then the Rivierenbuurt area has undergone significant changes, and today virtually no trace of the circuit remains: a part of the course is now the site of the RAI convention complex, for example.

Amsterdam-Sloten – Noord-Holland / Circuit Sportpark Sloten / 1973-1981 (9) / motorcycles (NMB) + karts

Location: 52°20'16.41"N / 4°48'19.68"E

In 1972, a 2.583 km paved bicycle circuit was built in a sports park in Sloten, just south-west of Amsterdam. This gave the Dutch national bicycle-racing team a place to practice for that year's Olympics, but a local motor club soon figured the six-metre wide course would also be suitable for motorcycle races. And so the NMB sanctioned meetings here from 1973-1981, while the 1982 event was cancelled after the association ceased all road racing activities. There were support races for karts at least the final two years, and it is interesting to compare the fastest laps of 1981: 1.05,7 by Perry Grondstra (superkarts) and 1.05,4 = 142.2 km/h by Jack Middelburg (500cc motorcycles).

While today a course like this would never be considered for motorcycle racing, at the time it was considered safer than most of the circuits on public roads, and the circuit's smooth surface and flowing curves made it very popular with the NMB riders. A short but steep hill furthermore allowed big jumps. Circuit Sloten later hosted a moped race in 1989, and perhaps also meetings for vintage motorcycles (regularity runs) in the 1990s.

Arnemuiden – Zeeland / Circuit de Piet / September 1972 (1) / motorcycles (KNMV)

Location: 51°31'0.3"N / 3°44'17.46"E

Circuit de Piet near Arnemuiden had a brief life as it hosted just a single motorcycle race, in September 1972. Although a further meeting was scheduled for 1973, this had to be cancelled because no permission was granted by the authorities, and in 1974 racing moved to Kruiningen instead, see below. The only meeting that did take place suffered from bad weather, so the fastest lap on the 5.7 km course - a 2.20,7 = 145.8 km/h by Piet van der Wal (Kawasaki) - is not entirely indicative of how quick the circuit was.

Assen – Drenthe / July 1925 (1) / motorcycles (KNMV)

Location: 52°58'53.56"N / 6°39'9.35"E / www.tt-assen.com

The very first motorcycle road race in the Netherlands - the Dutch TT - was held on 11 July 1925. The chosen venue for this event was a 28.4 km circuit near Assen, which began at the so-called Brink in Rolde, and then ran via Borger, Schoonloo and Grollo before returning to Rolde. This was a very primitive course that included unpaved sections and a few very narrow bridges, but despite this, the fastest lap was recorded at 100 km/h average speed thanks to the endless straights. By far the longest circuit the country ever had, the Rolde circuit was used only once because local authorities did not grant permission for further races. In hindsight this was just as well, as this meant racing moved to a better new circuit closer to Assen, see below. There was, however, one small epilogue: to celebrate 800 years of Rolde, there was an event titled *Replica-TT* on 21 June 1987, with two four-lap exhibition races with vintage motorbikes on a course nearly identical to that used in 1925.

Assen – Drenthe / Circuit van Drenthe / TT-Circuit Assen / 1926-1939 and 1946-1954 (24) / motorcycles (KNMV)

Location: 52°56'46.74"N / 6°32'1.27"E / www.tt-assen.com

The new circuit was located just south of Assen and used from 1926-1939 and 1946-1954. The race planned for 1940 was of course cancelled for obvious reasons. The length of the course was initially thought to be 17.3 km, but this was corrected to 16.536 km when the circuit was remeasured in 1936. That year and in 1937, the whole circuit was brought to a minimum width of five metres, while the surface was improved over a length of eight to ten kilometres.

In 1953, several sections were then widened to seven metres, and the hairpin known as Bartelsbocht was completely reprofiled. This cut off almost fifty metres from the circuit, bringing the length to 16.489 km.

Further improvements and changes were made for the 1954 season, first of all by widening the section from start and finish to the Jodenbocht. Second, the old course was completely bypassed via a newly-built parallel road between Bartelsbocht and the village of Hooghalen. However, to preserve the famous curves at Oude Tol, two new bends brought the riders onto the old road and then back to the new one here. Likewise, the new road rejoined the old course with a new S-curve just before Hooghalen. Finally, the so-named Kniebocht before start-finish was eased. Geoff Duke lapped the now 16.476 km course in 5.49,4 = 169.8 km/h at that year's *Tourist Trophy*. Average speeds that high would not be witnessed again on Dutch circuits for over two decades, as the TT moved to a new and better (but slower) circuit in 1955.

Assen – Drenthe / Circuit van Drenthe / TT Circuit Assen / 1955 - present / motorcycles (KNMV) + cars + karts

Location: 52°57'44.32"N / 6°31'26.78"E / www.tt-assen.com

Unlike the old course, which consisted entirely of closed-off public roads, the new circuit introduced in 1955 was largely purpose-built, with just the start-finish area and Haarbocht kept from before. The 7.7044 km course included 31 curves, although a 3.991 km shorter layout was also available for national races. This in fact hosted the very first automobile race at Assen, in June 1956. However, the race was not a great success, possibly because the course was a tad narrow for cars, and so auto racing didn't return to the TT Circuit for almost forty years.

The original layout was used from July 1955 through the 1975 season, the sole change being the widening of start-finish by three metres in 1970. Barry Sheene cemented the eternal lap record in 2.54,9 = 158.6 km/h. For 1976, the last turn before the finish was replaced by the new Geert Timmer Chicane, increasing the length to 7.7178 km (or 4.0041 km for the short course). Johnny Cecotto's time of 2.54,3 = 159.4 km/h (1979) is the lap record on this layout, which was last used for the 1980 Dutch TT. The Ruskenhoek section was then straightened later that year, the first race after the works being a national meeting in September. The track length was now down to 7.6849 km for the TT-course (3.9712 km for the national course), with the lap record being clocked by Kenny Roberts in 1983, in 2.47,47 = 165.2 km/h.

The most significant circuit change was up next, as a large part of the TT Circuit was cut off ahead of the 1984 season, including Bedeldijk and De Vennen, while Madijk was modified. The course was furthermore repaved, and other facilities were improved as well. The new layout was first raced on in May 1984 and measured 6.1340 km (the short course stayed 3.9712 km as before), but this changed to 6.049 km in September 1989 after the entire circuit's width had been increased from seven to ten metres. The record laps on this layout were: 2.00,743 = 180.353 km/h (qualifying / 2001) and 2.02,443 = 177.849 km/h (race / 1991). The national course now measured 3.913 km.

At this time, parts of the TT Circuit were still used as the public road between Assen and Laaghalerveen. It was not until 1992 that the circuit was closed for traffic and finally became fully permanent. The year 1995 then marked the return of automobile racing to Assen, with the first two meetings - held on the short layout, as were nearly all national motorcycle races - in May and August. Since then, there have been many auto races at Assen, some of the most noteworthy being those of the STW Cup (May 1996), Italian F3000 (August 2000), Champ Car World Series (September 2007) and Superleague Formula (May 2010 and June 2011).

It is perhaps worth noting that there were some events for autos at Assen prior to 1995. In the second half of the 1980s, a club called Historische Auto Ren Club (HARC) organised so-called demo-races (actually demo runs without a competitive element), while the MG Car Club Holland staged sprint meetings on the short national circuit during that time as well.

From 2002-2004, the circuit measured 6.027 km after the Veenslang and Ruskenhoek sections were modified. The records on this layout were set the final year it was active, at 1.58,758 = 182.701 km/h (qualifying) and 1.59,472 = 181.609 km/h (race). The highest top speed measured at the 2004 Dutch TT was 316.1 km/h. Further changes to Ruskenhoek, as well as De Bult, brought the length down to 5.997 km in 2005, with the records being 1.58,936 = 181.519 km/h (qualifying) and 2.00,991 = 178.436 km/h (race). Top speeds meanwhile decreased by about 10 km/h.

A thorough and slightly controversial reconstruction of the entire northern section of the TT Circuit was then carried out ahead of the 2006 season, resulting in a new length of 4.555 km. The Dutch TT took place on this layout from 2006-2009, with the qualifying record for motorcycles clocked at 1.36,558 = 169.83 km/h by Valentino Rossi in 2009 - in terms of average speed that is almost exactly as quick as Duke's 1954 record on the old circuit, which just indicates how much progress has been made since then. The motorbike race record on the 4.555 km layout is owned by Casey Stoner, in 1.35,520 = 171.67 km/h (2008). However, the outright record on this layout belongs to Sébastien Bourdais, who managed a 1.18,765 = 208.2 km/h lap during qualifying for the one-off Champ Car World Series race held at Assen in September 2007.

Following requests from MotoGP riders, the Ruskenhoek section was then modified in 2010, and so the layout used for the annual *Dutch TT* now measures 4.542 km. However, the older 4.555 km layout is also still available and used for other races. The so-called TT Junior Track, a small multi-functional course with layouts of 508, 534 and 1005 metres, then opened adjacent to the large TT circuit in April 2012. While this mainly serves as a practice facility for young riders, it was first used for racing in August 2012 when an SOBW meeting for mopeds was staged.

Asten – Noord-Brabant / Circuit Oostappen / 1969-1973 (5) / motorcycles (KNMV)

Location: 51°25'40.28"N / 5°43'30.91"E

This 6.0 km circuit around the Oostappen recreational park - now named Prinsenmeer - was the scene of KNMV motorcycle races from 1969-1973, while the race planned for 1974 did not go ahead. It was one of the longest and most interesting courses of the time, thanks to its wide variety of curves. Yamaha-rider Wil Hartog clocked the lap record of 2.31,6 = 142.5 km/h in 1972.

Beek – Limburg / Circuit Zuid-Limburg / 1958-1959 (2) / motorcycles (KNMV)

Location: 50°54'46.57"N / 5°46'22.61"E

While countries like Germany and England had countless circuits laid out on airfields, the Netherlands only had four such courses: Leeuwarden, Welschap, Beek and Woensdrecht. The 4.653 km Circuit Zuid-Limburg was located at what is now Maastricht-Aachen Airport, colloquially better known as Beek, after the nearby village, and included nine turns laid out over service roads and the two runways, of which one does not exist anymore.

The circuit hosted two motorcycle meetings, in June 1958 and July 1959, which were national affairs apart from international 350 and 500cc races the second year. The fastest laps were 2.20,9 by BMW-rider Piet Knijnenburg (1958) and 2.14,6 = 124.4 km/h by Swedish Matchless-rider Frans-Olof Fägerström (1959). In the 1960s, the airfield was also used for kart races and auto slaloms.

Belfeld – Limburg / Broekstraatcircuit / 1973-1977 and 1979 (6) / motorcycles (NMB)

Location: 51°18'19.44"N / 6°7'42.43"E

This fairly unremarkable 2.5 km circuit was inaugurated in September 1973, and staged NMB road races until 1979, although there was no race in 1978. The meetings planned for 1980 and 1981 were subsequently cancelled. The only documented fastest lap was recorded by an unnamed rider in the so-called Super Class over 500cc, in 1.11,5 = 125.9 km/h (1975). Note the Belfeld circuit was located a mere two kilometres or so from the Holtmühle circuit in Tegelen, which was also active during this time - see below.

Biervliet – Zeeland / Circuit Beukelspolder / 1970-1971 (2) / motorcycles (NMB)

Location: 51°20'0.29"N / 3°41'47.79"E

There were NMB motorcycle races on a 4.0 km circuit just north of Biervliet in April 1970 and July 1971. Most of the course was very narrow as it ran over small dikes around the Beukelspolder. After two years the circuit was not approved anymore and so the racing moved to a new location, see below.

Biervliet – Zeeland / Circuit de Braakman / Braakmancircuit / 1972-1973 (2) / motorcycles (NMB)

Location: 51°17'35.53"N / 3°45'39.06"E

The new circuit was situated further away from Biervliet, near a nature reserve called De Braakman, directly north of the village Philippine. It measured 3.7 km and its longest straight ran adjacent to a canal. The NMB riders competed here in August 1972 and August 1973, but the meeting announced for August 1974 was cancelled.

Born – Limburg / Mavo-Circuit / 1970 and 1972-1973 (3) / motorcycles (NMB)

Location: 51°1'57.81"N / 5°48'7.85"E

Although Born is only a small village in the province of Limburg, there have been no fewer than three circuits there. The first was a real street course, located in a residential area on the edge of town, near the canal and sluices. In July 1970, this hosted the *Grote Prijs van de Nieuwe Limburger*, after the regional newspaper that sponsored the meeting. The short Mavo-Circuit, so named as it ran past the local Mavo school, measured just under 1.7 km.

Because the circuit was deemed a little short and its location was not ideal, a new course was found the following year. However, as you can read below this was not a success, and so racing returned to the small Mavo-Circuit for the next meetings, in April 1972 and 1973. The sole known fastest lap was recorded by legendary NMB-rider Hans Hutten the latter year, in 1.02 = 97.0 km/h.

Born (Holtum) – Limburg / Fiat-Circuit / June 1971 (1) / motorcycles (NMB)

Location: 51°3'34.68"N / 5°49'3.88"E

Because the rather short Mavo-Circuit used in July 1970 ran right through a residential area, the organising motor club decided to relocate their races to a new, approximately 3.7 km circuit in 1971. This was located near an industrial area north of Born, which at the time housed a Fiat factory, hence the circuit's name. The course also ran through a hamlet called Gebroek, which today does not exist anymore. Sadly, a fatal accident during practice revealed the new Fiat-Circuit was far from ideal as well, and so it was abandoned after just one meeting. Racing continued on the old Mavo-Circuit instead, before another new course was introduced in 1974, see below.

Born (Holtum) – Limburg / Fiat-Circuit / 1974-1980 (7) / motorcycles (NMB)

Location: 51°3'9.26"N / 5°49'11.84"E

The definitive circuit in Born was finally found in 1974, and served for a total of seven years. Also named Fiat-Circuit as it ran around the aforementioned factory, it included a short section of the 1971 circuit - albeit used in the opposite direction - but was otherwise completely new. The 2.6 km course furthermore featured a short brick-paved bit through Holtum village, and a railway crossing immediately before start-finish. A quick lap appears to have been around the 1.23 mark at circa 113 km/h average speed. After the last meeting in Born was staged in April 1980, the local Motor Club Born took over the organisation of the races at Circuit de Beitel in Heerlen instead, see below.

Borssele (Vlissingen-Oost) – Zeeland / Sloe-Circuit / 1979 and 1981-1982 (4) / motorcycles (KNMV)

Location: 51°27'20.08"N / 3°43'19.37"E

In the 1970s a club called Motor Racing Team Zeeland organised road races at various circuits in their home province - Kruiningen, Arnemuiden and Kapelle-Biezelingen - but in the long run none of these proved suitable or satisfactory. However, near the end of the decade the club finally found a better course in the Sloe-Haven, the seaside industrial area of Borssele. The 5.2 km circuit was located in between two large factories and relatively wide (7-8 metres), but on the downside, the course also included three railway crossings, and due to its long straightaways two haybale-chicanes had to be added to slow down the riders.

The new circuit was first raced on in April 1979, but sadly, the second meeting that year, in August, was marred by a fatal crash. The 1980 event was then cancelled when the KNMV decided to ban most street circuits after a series of severe accidents. Two more races took place the following years, but due to financial problems, a growing lack of co-operation from local companies and ever-increasing safety concerns, the 1983 meeting was also cancelled and that ended racing in Borssele. The Motor Racing Team Zeeland consequently disbanded not much later. The fastest laps were: 2.08,2 (April 1979), 2.03,0 (August 1979 and 1981) and 1.56,2 = 161.1 km/h by Hennie Boerman (1982). Note that part of the former circuit, including the start-finish area, had to make way for a new inner port in the 1990s and does not exist anymore.

Boxtel (Boxtel-Oisterwijk) – Noord-Brabant / Circuit Luissel / Circuit Boxtel / September 1969 (1) / motorcycles (NMB)

Location: 51°35'35.22"N / 5°16'28.02"E

The tree-lined and very twisting Circuit Luissel was the scene of a one-off motorbike race in 1969, organised by the fan club of local rider Harry van der Kruijs. The approximately 4.76 km course had very few straight sections and was particularly narrow at start-finish, of all places! While the race at Circuit Luissel was never repeated, the organising club later put on races in Ammerzoden and Moergestel. Boxtel reappeared on the NMB schedule twice more, in 1970 and 1975, but both meetings did not take place.

Brunssum – Limburg / Circuit Bouwberg / 1969-1978 (10) / motorcycles (NMB)

Location: 50°57'23.75"N / 5°59'10.87"E

A small circuit of 2.2 km traced on the edge of Brunssum in an area known as Bouwberg hosted NMB races from 1969-1978. It was abandoned following a fatal accident during practice the latter year. The course was certainly not the most interesting of the era, but did feature about 25 metres of elevation change. Two fastest laps are documented, the 1.15 clocked by Norton-rider Hans Hutten (1969) and the 1.02,5 = 126.7 km/h clocked by König-rider Armin Zeh (1977).

Den Bosch ('s-Hertogenbosch) – Noord-Brabant / Circuit Oosterplas / 1970-1973 (4) / motorcycles (NMB)

Location: 51°41'22.57"N / 5°20'32.20"E

The 2.6 km Circuit Oosterplas in Den Bosch - the informal name for 's-Hertogenbosch - encircled the large pond and recreational park of the same name. Motorcycles raced here from 1970-1973, before the 1974 race was cancelled as no permission was granted due to the oil crisis. The circuit was challenging but very difficult because of overgrowth in the corners, which were mostly blind and often looked-alike. In fact, the circuit featured a series of seven consecutive righthand turns - which is very unusual - of which some were nearly identical to one another. I visited this circuit in September 2008, when it still looked pretty much exactly as when the races were held. However, shortly after that much of the course was turned into a much narrower bicycle- and foot path. Also see the entries for Rosmalen further below.

Den Oever – Noord-Holland / September 1971 (1) / motorcycles (KNMV)

Location: 52°55'44.35"N / 4°59'47.09"E

An approximately 2.67 km circuit close to Den Oever, near the famous Afsluitdijk, was the stage for a KNMV motorcycle meeting in September 1971. Parts of the course were very narrow and so only the three lightest classes - for 50, 125 and 250cc machines - were allowed to start. A DRM-rider named Eelzak recorded the quickest overall lap in 1.26,7 = 112.1 km/h. Although a further event appeared on the 1972 calendar, this did not take place, probably because plans to widen the circuit came to naught.

Donkerbroek – Friesland / August 1970 (1) / motorcycles (KNMV)

Location: 53°0'4.76"N / 6°13'9.47"E

This 5.2 km circuit was used for a motorcycle race in August 1970. It had long straights which allowed speeds over 200 km/h, but it was also fairly narrow and bumpy and therefore approved for machines up to 250cc only. Future Grand Prix winner Wil Hartog recorded the best time over one lap in 2.24,9 = 129.2 km/h. The organising motor club found a new and more suitable course north of nearby Oosterwolde the following year, see below.

Drempt – Gelderland / 1967-1970 (4) / motorcycles (NMB)

Location: 52°1'7.03"N / 6°10'16.65"E

Drempt was one of the many small and nowadays almost forgotten NMB circuits. The 2.65 km course just north of the village itself hosted races between July 1967 and August 1970. It was traversed clockwise, except for 1968 when the other direction seems to have been used instead. Racing in Drempt came to an end when two riders were killed during the rain-soaked 1970 meeting.

Eemshaven – Groningen / 1982, 1985-1988 and 1993-2008 (circa 36) / motorcycles (KNMV) + karts

Location: 53°26'56.29"N / 6°48'4.76"E

The northernmost circuit in the Netherlands was that of Eemshaven, which staged motorcycle road races in 1982, from 1985-1988 and from 1993-2008. The 1983 and 1989 events were cancelled. The 3.496 km circuit had a width between 5.3 and 9.5 metres, and its trademark feature were the large steel wind turbines that lined most of the course. The best lap of the 2004 races was a 1.28,864 = 141.6 km/h, but a new chicane was built at the fast Windhoek corner the following year, although apparently this did not affect the track length, which remained 3.496 km. Fastest laps were now some ten seconds slower. Due to the construction of a large storage terminal at the site, as well as expansion of the nearby inner port, no racing was possible anymore after the May 2008 meeting.

Eersel (Eersel-Bergeijk) – Noord-Brabant / Boksheidering / Circuit de Boksheide / 1978-1979 (2) / motorcycles (NMB)

Location: 51°19'11.08"N / 5°18'33.61"E

The NMB riders raced in Eersel in September 1978 and October 1979, but although further meetings were announced for 1980 and 1981, these were both cancelled. The 4.1 km Boksheidering, as the circuit was called, could be lapped in just under two minutes, as evident from the only known lap time, a 1.59,4 = 123.6 km/h by Rob Punt, which was the quickest lap of the 1978 250cc race.

Ell-Hunsel – Limburg / TT-Oefencircuit / 1938-1939 (2) / motorcycles (KNMV)

Location: 51°12'4.85"N / 5°47'50.55"E

A 9.2 km circuit located between Ell and Hunsel was used for motorcycle races in 1938 and 1939. The races were meant to give the Dutch riders a chance to practice for the international TT at Assen - at the time the only road race in the country, before Ell-Hunsel joined in 1938 and Zandvoort in 1939. The records on this track are 4.26,0 = 124.5 km/h (practice) and 4.29,8 (race). The 1940 meeting was then cancelled for obvious reasons. After the war, the circuit initially appeared on the 1947 calendar, but in the event racing moved to a new street course in nearby Weert, see below.

Etten – Noord-Brabant / Circuit van West-Brabant / Circuit van Etten / 1947-1950 (4) / motorcycles (KNMV)

Location: 51°34'47.96"N / 4°36'59.78"E

The town of Etten in Noord-Brabant has a relatively long history of motorcycle racing, stretching from the late 1940s to the early 1970s. At first the races were held on a 5.8 km circuit directly north of town. This operated between May 1947 and June 1950, before it was replaced by a different circuit south of Etten, see below.

Etten (Etten-Leur) – Noord-Brabant / 1952-1953, 1955-1959 and 1962-1971 (17) / motorcycles (KNMV)

Location: 51°32'56.02"N / 4°39'27.21"E

The new circuit measured 6.002 km and was used in the years given above. The 1951 race was cancelled, as the surface of the new venue was not ready yet, and the mayor did not approve use of the old course. There were no races in 1954, 1960 and 1961. Over the years, the lap record on this course was lowered from 2.58,5 (1952) to 2.33,7 = 140.6 km/h (1971), the latter time clocked by Rob Bron, who went on to finish third in that year's 500cc World Championship. While Etten mostly catered to junior riders, the 1952 and 1953 meetings included international races as well. One final note: Etten merged with neighbouring Leur in the late 1960s, thus becoming Etten-Leur.

Fijnaart (Heijningen) – Noord-Brabant / Volkerakcircuit / October 1973 (1) / motorcycles (NMB)

Location: 51°39'17.33"N / 4°23'10.69"E

Fijnaart hosted a single NMB road race meet, in October 1973. The circuit was located north-west of the village, between Heijningen and the Dintelmond industrial estate. It measured 5.1 km and consisted mostly of long straights, one of which running parallel to the Volkerak body of water that named the circuit. Although the Fijnaart meeting was deemed a success, with some 6000 spectators watching the races, it remained a one-off.

Gemert – Noord-Brabant / Circuit Koks / Circuit Koksebrug / 1969-1970 (2) / motorcycles (NMB)

Four NMB meetings took place in Gemert, in June 1969, May 1970, August 1971 and August 1972. The first two took place on a circuit north-west of town, along the road to Veghel, and this reportedly measured 4.3 km. Racing then moved to a different course, see below.

Gemert – Noord-Brabant / Circuit Mortel / 1971-1972 (2) / motorcycles (NMB)

The second circuit used for the Gemert road races was located near a hamlet called De Mortel, just south of town. Unfortunately, not much else is known, except that it measured about 5 km, with long straights. Photos furthermore show that both Gemert circuits were typically narrow, tree-lined courses, similar to many others in the province of Noord-Brabant.

Gilze-Rijen (Molenschot) – Noord-Brabant / Circuit Heideveld / Circuit Molenschot / 1975-1981 (7) / motorcycles (NMB)

Location: 51°33'21.57"N / 4°54'21.07"E

The circuit near the villages of Gilze and Rijen was active from 1975-1981, and was in fact the location for the last-ever motorbike road race held under NMB sanction, on 20 September 1981. This is significant as that meeting definitively ended the golden age of Dutch road racing. Although further races, now under KNMV auspices, were scheduled for 1982 and 1983, of which the latter was to be held on a new circuit, these were both cancelled.

With a length of approximately 7.45 km, this was one of the longest-ever Dutch circuits, and despite a very bumpy section paved with bricks just before start-finish, certainly also one of the fastest: the best lap in 1978 was a 2.39,1 = 168.6 km/h, but this was improved to an almost unbelievably quick 2.27,9 = 181.3 km/h by Willem Zoet (Suzuki) the following year. This is very impressive considering the circuit had many fast curves but few real straights.

Gulpen – Limburg / Gulpenerbergcircuit / 1968-1970 (3) / motorcycles (NMB)

Location: 50°48'30.44"N / 5°53'28.47"E

Easily one of the most spectacular courses in the Netherlands was the approximately 4.6 km circuit on the outskirts of Gulpen, deep in the hills of south-Limburg. Much of the circuit was narrow, especially the part through a hamlet called Berghem, and contrary to what one might expect of a Dutch circuit, it was extremely undulating, as it wound up and down the Gulpenerberg and Koning van Spanje (King of Spain) hills, with climbs up to 19% and descents up to ten. The total elevation change amounted to some seventy metres, more than any other Dutch circuit except Voerendaal (see below). Three meetings were staged on this remarkable circuit, in September 1968, 1969 and 1970, while the meeting planned for 1971 was cancelled. German Honda-rider Rolf Rott recorded the sole known fastest lap - a 2.33,9 = circa 107.6 km/h - on his way to winning the 500cc race in 1969.

Heerlen – Limburg / Circuit de Beitel / 1973-1985 and 1987-1988 (23) / motorcycles (NMB / KNMV) + superkarts

Location: 50°51'2.29"N / 5°59'35.83"E

Of the many circuits in the province of Limburg, that of Heerlen was used the longest, from 1973-1988, except for 1986 when the races were cancelled. At the time of the first race in July 1973, the industrial estate De Beitel - which named the circuit - was almost completely empty, but over time more and more companies and buildings arose along the streets that made up the course. Racing in Heerlen was initially done under NMB auspices, the perhaps most noteworthy event being the 6-hour endurance race of August 1974. The 1978 and 1979 races, however, were international meetings held under KNMV sanction.

Interestingly, the Heerlen circuit was to be FIM-homologated in 1978, for a 24-hour race counting towards the European Endurance Championship, to be held in August the following year. Whether the track inspection indeed took place is unclear, but it was later decided the Dutch round of the championship was to be a 6-hour race at Zandvoort (although in the event it took place at Assen), and the 24-hours of Heerlen never took place anyway as the mayor did not grant permission. Racing at De Beitel subsequently returned to NMB auspices for 1980 and 1981, but when the NMB ceased its road racing activities, all events after that were once more KNMV-sanctioned.

As for the circuit itself, this was used in two main layouts, of 3.25 km (1973-1976) and 3.48 km (as of 1977), the difference in length being the result of an extra hairpin loop and chicane near the end of the lap. The second layout was modified slightly in that area in 1985, however - due to problems with a section of freshly-laid tarmac the hairpin had to be omitted that year. This slightly shorter 3.375 km layout was kept when racing returned to Heerlen in 1987 after a one-year hiatus, when Hennie Boerman clocked the fastest lap of 1.20,46 = 151.0 km/h. Honda-rider Cees Doorackers improved this to a definitive 1.19,96 the following year, but strangely, his lap time equals an average speed of only 146.8 km/h according to the race results - I suspect this is due to a mistake rather than another layout change. Heerlen's Circuit de Beitel compared favourably to most similar circuits, mainly because it was relatively wide and could be safeguarded fairly well. Note that support races for 125 and 250cc karts were held from 1982-1984.

Heeswijk-Dinther – Noord-Brabant / Circuit Wolvenbosch / 1967-78, 1980-82, 1984-87 / motorcycles (NMB / KNMV)

Location: 51°41'17.11"N / 5°28'27.93"E

The first motorcycle race in Heeswijk, in April 1967, was actually the second-ever NMB road race. However, the organising club MAC De Wisperink switched to the KNMV the following year, and the Circuit Wolvenbosch was a fixture on its calendar until 1987 - the Heeswijk races were cancelled just twice, in 1979 (due to frost damage) and 1983 (reason unknown). The small 2.8 km triangle was a notoriously narrow course, despite being widened in 1980, which finally allowed the 500cc class to race here as well. The overall fastest lap I am aware of was Jack Middelburg's 1.08,6 = 146.9 km/h (1982). Note that average speeds calculated at the time and printed in magazines were significantly higher, as the course was often falsely reported as being up to 3 km long.

Helmond – Noord-Brabant / Hoogeindcircuit / 1974-1976 and 1978-1983 (9) / motorcycles (NMB / KNMV)

Location: 51°27'50.29"N / 5°41'4.03"E

One of the best-known NMB races was the annual *200 Mijlen van Helmond* - an endurance race over 2 x 100 miles inspired by the famous Daytona races in the United States - held from 1974-1976 and 1978-1980. The organisers then abandoned the format and held regular road races instead from 1981-1983.

The original circuit was an approximately 2.7 km street course through an industrial area. Despite a 1976 improvement, it was not very suitable, and so a new circuit of roughly 2.2 to 2.4 km was used from 1979-1981. This seemingly included a small section of the old course. Fastest lap in 1981 was a 1.11,0 = 112.704 km/h. A slightly modified layout of 2.6 km was used for the next two years, with best laps of 1.23,2 = 112.5 km/h (1982) and 1.21,7 = 114.6 km/h (1983). However, with lamp posts, curbs and other obstacles, the Helmond circuit was not up-to-date anymore, and so the scheduled 1984 event did not go ahead.

Hengelo – Gelderland / Circuit Varssel / Varsselring / 1967-1974 and 1976 - present / motorcycles (KNMV) + karts

Location: 52°2'56.6"N / 6°22'2.47"E / www.hamove.nl

Motorcycle racing at the Varsselring in Hengelo, Gelderland - not the bigger city of the same name in Overijssel - began in 1967 and continued uninterrupted until 1975, the only year the races had to be cancelled. There have been races every year since 1976, and as of 2009, the Varsselring in Hengelo and Circuit Paalgraven in Oss are the only Dutch public road courses still in use.

The original circuit, measuring 4.848 km, was used from 1967-2000, the only change being the relocation of start-finish in 1976, from the Varsselseweg to its present location, near the circuit's signature windmill. Wilco Zeelenberg recorded the lap record in 1999, in 1.43,962 = 167.9 km/h. The layout used since then measures 4.878 km per lap, after two permanent chicanes were built at the long straightaway. A temporary chicane had in fact already been tried at the same spot in 1993, but without much success. Dutch rider Arie Vos recorded the current lap record on this layout in 2014, with a 1.45,633 = 166.2 km/h.

Hilvarenbeek (Tilburg) – Noord-Brabant / Circuit Beekse Bergen / 1968-1979 (12) / motorcycles (KNMV)

Location: 51°31'25.45"N / 5°7'41.05"E

When the students' corps Sint Olof from Tilburg first organised a motorcycle race at the Beekse Bergen recreational park in nearby Hilvarenbeek in May 1968, few would have thought the *Olof-Races* would soon rank among the most significant international races in the Netherlands. The meeting was a great success, however, a particular highlight being the finish of the 500cc race, with the top four crossing the line within two tenths of a second and a tie for third place. An annual tradition was born.

The circuit came in two layouts, measuring 4.5 km (1968-1976) and 4.476 km (as of 1977). Alex George recorded the lap record on the first in 1976, with a 1.42,4 = 158.2 km/h, although some sources suggest his time was actually 1.41,9. The second layout, which ran anti-clockwise unlike before, was considerably faster as it cut one tight corner. In this case, Takazumi Katayama's 1978 lap of 1.35,5 = 168.7 km/h proved the definitive benchmark.

Sadly, the 1979 *Olof-Races* were marred by a fatal crash. As a result, the KNMV did not approve the Beekse Bergen circuit anymore the following year, and so the event relocated to Zandvoort, but the move was not a success and no further editions took place. Interestingly, in the mid-1960s, several years before the motorcycle races began, there had already been plans for a permanent circuit in the park to replace Zandvoort and host the Dutch Formula 1 Grand Prix, but obviously nothing ever became of the idea.

Hoogezand (Hoogezand-Sappemeer) – Groningen / Martenshoek / September 1968 (1) / motorcycles (NMB)

Location: 53°9'53.75"N / 6°44'5.48"E

There was a one-off NMB motorcycle race in Hoogezand in September 1968. According to magazine "Motorsportnieuws" the circuit measured 1.8 km on that occasion, but a newspaper clipping gives a more accurate length of 1.6 km. The simple circuit was located in the north-west corner of Hoogezand, on roads of an industrial estate in the Martenshoek area.

Kaatsheuvel – Noord-Brabant / Circuit de Baan / June 1975 (1) / motorcycles (NMB)

Location: 51°38'22.25"N / 5°0'5.60"E

Circuit de Baan was located south-west of Kaatsheuvel and hosted a motorcycle meeting in June 1975. This was never repeated, probably because parts of the 4.7 km course were too narrow, while others were lined by trees. Incidentally, the starting line was situated at the Moersedreef at the entry to the Vaartcircuit, a small oval at the time used for automobile races - it is now gone.

Kapelle-Biezelingen – Zeeland / Circuit Willem Anna Polder / April 1976 (1) / motorcycles (KNMV)

Location: 51°27'36.14"N / 3°57'47.98"E

Kapelle-Biezelingen was one of the circuits Motor Racing Team Zeeland tried in the 1970s, the others being Kruijningen, Arnemuiden and Borssele. None of these proved suitable or available for motorcycle racing in the long run. The course near Kapelle was located just behind the dike and consisted of two long straights, four sharp turns, a hairpin, and one fast corner. Its length was reported as 4.3 km at the time, but measuring the course today it was actually just over 4 km. Just one meeting took place here, on Queen's Day in April 1976. Yamaha-rider Nol van de Bosch recorded the fastest lap in 1.53,2 = circa 129.1 km/h. When the 1977 event was cancelled, the organising Racing Team put on kart races in a parking lot in Kapelle later that year.

Kerkrade – Limburg / Circuit Dentgenbach / Circuit de Groene Long / April 1974 (1) / motorcycles (KNMV)

Location: 50°53'3.18"N / 6°2'42.80"E

Another circuit used only once was that of Kerkrade, where an approximately 2.88 km course, at the time inaccurately listed as 3 km, saw its only race on Queen's Day 1974 - and so Wil Hartog's fastest lap of 1.37,2 = 106.7 km/h was never bettered. The circuit was abandoned after just one event because it was much too narrow. Worse still, the freshly-laid asphalt proved very brittle in places and caused great problems - the race was in fact stripped of its championship-status as a result.

Kollum – Friesland / Circuit Kollumer-Oudzijl / September 1971 and September 1974 (2) / motorcycles (KNMV)

Location: 53°18'18.67"N / 6°9'8.74"E

A circuit of just 1.9 km, located north of Kollum near the Lauwersmeer, hosted a meeting open only to 50 and 125cc motorbikes in September 1971. The rather dull course consisted of two parallel straights, with a hairpin at one end and a double-left at the other. Lap times were just over one minute. Further events were scheduled for 1972 and 1973, but as these were cancelled it took until September 1974 before Kollum staged its second motorcycle race. This took place on a significantly lengthened version of the old circuit, of 4.3 km - enough to allow 250 and 350cc motorbikes as well - which probably ran clockwise unlike before, although this is not entirely certain. The fastest lap on the snake-shaped course was a 1.54,9 = 134.7 km/h by local Yamaha-rider Wietse Veenstra. Both meetings in Kollum were not particularly well attended, and no further races took place, though a one-off ¼-mile sprint meeting for motorcycles was organised on a part of the circuit in 1977.

Kruiningen (Waarde) – Zeeland / Circuit Reimerswaal / July 1971 and September 1974 (2) / motorcycles (KNMV)

Location: 51°25'30.23"N / 4°3'4.10"E

Kruiningen hosted motorcycle races in July 1971 and September 1974. The 2.18 km circuit was approved only for 50 and 125cc bikes and average speeds did not exceed 90 km/h the first year. Not content with this, the organising Motor Racing Team Zeeland found a better alternative near Arnemuiden (see above), but when permission to run there ceased, racing returned to the course at Kruiningen for one more year. There were in fact plans to turn the roads into a permanent facility, but obviously it never came that far. Fastest laps: 1.27,9 = 89.3 km/h (1971) and 1.24,8 = 92.5 km/h by Aart Valster (1974).

Leeuwarden – Friesland / Circuit van Leeuwarden / July 1947 (1) / motorcycles (KNMV) + cars

Location: 53°13'26.81"N / 5°45'12.03"E

The July 1947 race near Leeuwarden marked the first time a circuit was laid out at an airfield in the Netherlands, and even more significantly, the meeting was not just open to motorcycles but also to cars. As such, this 5.930 km circuit is one of just six paved, non-oval courses to have hosted automobile races in this country, the others being Zandvoort (two circuits), Assen, Welschap and Woensdrecht. Unfortunately, the Leeuwarden meeting was not financially viable and so it was never repeated. The fastest overall lap seems to have been shared by Triumph-riders Koning and Dammers, in 3.17,5 = 108.1 km/h.

Liessel – Noord-Brabant / De Acht van Liessel / 1968-1974 (7) / motorcycles (NMB)

Location: 51°26'7.64"N / 5°49'34.77"E

The eight-shaped circuit north of Liessel hosted motorcycle races from 1968-1974, but truth be told, it was barely suitable for such events: the tree-lined and very angular course was so narrow in places that about half of it was declared a no-passing zone for the sidecar races! The circuit measured 4.0 km, except the final year when it was shortened to 2.4 km by omitting the northern loop. Although Liessel initially appeared on the 1975 schedule as well, that year's race did not take place, probably as the circuit was now finally deemed too unsafe. The sole known fastest lap is a 2.17,5 = 104.7 km/h recorded by Hans Hutten in 1969.

Maarheeze-Leende (Budel) – Noord-Brabant / 1972-1973 (2) / motorcycles (NMB)

Location: 51°18'58.96"N / 5°33'7.29"E

With a length of 7.5 km, the circuit near Maarheeze and Leende ranks among the longest-ever circuits in the Netherlands, although it was used just twice, in September 1972 and April 1973. The former meeting was organised by a club from nearby Soerendonk (see below), the latter by a club from Leende. Despite two very long straights, average speeds were relatively low, presumably because of the more sinuous and narrow section on the southern end of the circuit. The fastest winning speed in 1973 was about 143 km/h, so averages over one lap must have been slightly quicker than that.

Maasbracht – Limburg / May 1947 (1) / motorcycles (KNMV)

Location: 51°8'49.45"N / 5°54'16.99"E

The opening race of the 1947 road racing season was held on a new circuit in Maasbracht. The very short triangular course of 1.3 km laid out on the streets of the small town did not allow average speeds over 85 km/h. The meeting consisted of fifteen-minute heats with a finale race at the end. Most observers agreed this was an interesting format, but although the Maasbracht meeting was deemed a success it was never repeated, like most of the new events introduced that year.

Maastricht – Limburg / Circuit Beatrixhaven / 1975-1978 (4) / motorcycles (KNMV)

Location: 50°53'14.31"N / 5°43'20.01"E

Maastricht was the scene of four motorcycle races in the 1970s, of which three counted towards the national championship. The circuit was located on the edge of town, in between an industrial area named Beatrixhaven and the village of Bunde. The relatively wide course measured 3.2 km, and compared to other circuits of the time, it was relatively suitable for motorcycle racing - if not by today's standards. The lap record belongs to Wil Hartog (Suzuki), whose 1977 time of 1.24,0 = 137.1 km/h was not improved the following year, while the 1979 event was cancelled.

Maren-Kessel – Noord-Brabant / 1984-1985 (2) / motorcycles (KNMV)

Location: 51°46'19.03"N / 5°22'11.17"E

Along with Almere - see above - Maren-Kessel was a rare new circuit in a time when ever-more public road courses disappeared. It was short-lived, however, staging just two meetings, in September 1984 and 1985. A third meeting was announced for July 1986, but this was cancelled as the circuit did not meet the safety standards anymore. A contemporary race report lists the course as being 4144 metres in length, but I believe it was closer to 4.0 km, and so I have used this length to calculate the average speed of the only known fastest lap, a 1.38,1 = 146.8 km/h recorded by Rob Bron in 1984.

Meijel – Limburg / Circuit Vossenberg / 1967-1970 (4) / motorcycles (KNMV)

Location: 51°20'31.59"N / 5°50'57.75"E

The 3.917 km Vossenberg circuit was a typically narrow course over small back roads, used for motorbike races from 1967-1970, in this case sanctioned by the KNMV. Road works then forced the cancellation of the 1971 meeting, and that ended racing in Meijel. Fastest laps: 2.08,2 (1967), 2.10,2 (1968 / rain), 2.06,5 (1969) and 1.59,9 = 117.6 km/h by Theo Bult (1970).

Mill – Noord-Brabant / Circuit de Spie / Circuit de Dellen / 1972-1976 (5) / motorcycles (KNMV)

Location: 51°40'57.08"N / 5°43'38.90"E

One of the many Dutch motorcycle circuits of the 1970s was that of Mill. Located just west of town, the 5.1 km course passed by nothing but farms and farmland, but average speeds were relatively low due to its extremely angular layout, with fastest laps of 2.40,1 (1972) and 2.37,8 = 116.3 km/h by Boet van Dulmen (1973). The circuit was subsequently shortened to 4.3 km, which increased speeds considerably, even if it still included mostly tight turns. Boet van Dulmen and Wil Hartog eventually cracked the two-minute barrier, both recording a definitive 1.58,7 = 130.4 km/h in 1976. This proved to be the last year of racing in Mill, for although one more meeting was announced the following year, this did not take place.

Moergestel – Noord-Brabant / Circuit Molenakker / 1972-1974 (3) / motorcycles (NMB)

Location: 51°30'59.81"N / 5°10'1.15"E

The NMB held road races for a period of fifteen years, and of the near-countless circuits it visited during that time, the 2.5 km Circuit Molenakker near Moergestel is probably not among the more noteworthy. It was basically square-shaped with a small extension on one side, and staged only three meetings, in October 1972, May 1973 and July 1974. However, there were events for vintage motorcycles (either regularity runs or demos) on the old course in more recent years, roughly from 1995-2006.

Montfort-Echt – Limburg / August 1968 (1) / motorcycles (KNMV)

Motor club Schilberg from Echt organised its first motorcycle road race in August 1968. The circuit was located a few kilometres west of Echt near a hamlet called Maria Hoop (locally better known as Diergaarde). According to the only available race report of the event, the circuit measured 4 km, but I have some reservations concerning that length, as it results in an average speed of 117.3 km/h for the fastest lap of 2.02,8. That is rather fast considering only the 50 and 125cc classes raced here. Unfortunately further details are missing, but racing moved to a new location the following year, see below.

Montfort-Echt – Limburg / 1969-1972 (5) / motorcycles (KNMV)

Location: 51°6'56.91"N / 5°57'9.71"E

The new circuit was located just below Montfort, also not far from Echt, and unlike its predecessor, was also approved for 250cc motorcycles. The 2.6 km circuit hosted a total of five meetings, with fastest laps of 1.26,3 (May 1969), 1.20,1 (September 1969), 1.15,5 = 124.0 km/h by Wil Hartog (1970), 1.16,2 km/h (1971) and 1.23,9 (1972 / rain). After this, the organising motor club left the KNMV to join the rivalling NMB, which explains why further races appeared on the NMB schedules for 1973 and 1974. In the event these meetings never happened, however, as the necessary improvements to the circuit could not be realized.

Nijmegen – Gelderland / September 1967 & July 1969 (2) / motorcycles (NMB)

Location: 51°49'4.64"N / 5°49'6.1"E

Just two races took place in Nijmegen, on a 2.1 km circuit partially paved with bricks. A third race planned for July 1970 did not go ahead for reasons unknown. The roads that formed the circuit have changed appearance considerably since then, although the layout itself has not changed much.

Nuenen – Noord-Brabant / Circuit Refelingse Heide / Circuit de Vaarle / 1969-1971 (3) / motorcycles (NMB)

Not much is known about the circuit of Nuenen, yet another in the long list of obscure circuits used for NMB motorcycle races. The approximately 5.4 to 5.5 km course was located south of town, near what is now the A270 motorway between Eindhoven and Helmond. However, the area has changed considerably since the 1969-1971 races, and so without a contemporary circuit map, which most likely does not exist, it is impossible to trace the old course.

Oirschot – Noord-Brabant / Circuit Spoordonk / 1969-1970 / motorcycles (NMB)

Location: 51°31'39.31"N / 5°16'32.45"E

The first motorcycle races in Oirschot were run under NMB sanction in 1969 and 1970. The circuit was actually located north-west of town near the smaller village of Spoordonk. It measured 2.9 km the first year and may have been shortened for the second, but it is also possible there was a different circuit altogether - details are missing.

Oirschot – Noord-Brabant / Circuit Spoordonk / 1971-1979 (10) / motorcycles (KNMV)

Location: 51°32'35.86"N / 5°17'34.64"E

The local motor club switched to the KNMV for 1971, and likewise also to a new circuit, just north of the old. It was approximately 4.41 km long and used in that layout from 1971-1975 and 1977-1979. A shortened version measuring about 3.78 km was used in 1976 only, according to magazine "Motor" so as not to disturb a communion party at a nearby farm...! Jack Middelburg recorded that year's fastest lap in 1.34,4 = 144.2 km/h, rather quick considering the narrow roads. The full-length course was a tad slower as it had more twists and turns, the lap record being Piet van der Wal's 1.52,3 = 141.4 km/h (1979), although one source gives his time as 1.52,8 instead.

Oisterwijk – Noord-Brabant / Circuit de Logt / 1970-1971 (2) / motorcycles (NMB)

Location: 51°32'51.27"N / 5°14'25.69"E

The *Parel van Brabant* motorcycle races were held on a circuit south-east of Oisterwijk, in May 1970 and 1971. The course ran through a wooded area and was named after the hamlet it passed through. Although a contemporary race report gives the track length as 4.8 km, the circuit actually measured just under 4.6 km. A fast lap appears to have been around the 2.15 mark at some 120 km/h average speed, which is quite fast considering the narrow, tree-lined roads. Oisterwijk reappeared on the NMB schedule once more, in 1975, but that race did not go ahead.

Oldebroek – Gelderland / Vreecircuit / 1965-1976 (12) / motorcycles (KNMV)

Location: 52°26'28.35"N / 5°56'35.22"E

The first races on the 3.32 km Vreecircuit in Oldebroek were national meetings. In fact, the very first in September 1965 was open only to 50cc motorcycles. However, as of 1968 the meetings became international, with very decent entries in all classes, until a fatal crash in 1976 put an end to racing. Wil Hartog set the lap record that same year at 1.24,0 = 141.4 km/h. A classic event, with demonstration runs of vintage motorbikes, was held on the old course in 2007, albeit with a chicane added to its longest straight. A further such event was held in September 2011.

Oosterwolde – Friesland / Circuit de Weper / Circuit Prikkedam / 1971-1973 and 1975-1977 (6) / motorcycles (KNMV)

Location: 53°0'51.85"N / 6°19'2.40"E

Circuit de Weper was the successor of the course at Donkerbroek, which had been used with little success in 1970 (see above). The 4.7 km new circuit was more suitable and also permitted the 350 and 500cc classes to start, although its width of 4-7 metres was still not ideal. Even so, average speeds were surprisingly high, with Wil Hartog's 1977 lap of 1.44,3 = 162.2 km/h going down as the fastest-ever race lap in what proved to be the final year of racing in Oosterwolde.

Oss – Noord-Brabant / 1967-1968 (3) / motorcycles (NMB)

Location: 51°45'51.12"N / 5°32'34.45"E

The first circuit in Oss was a tiny 1.3 km course over brick-paved roads around a factory. It included two railway-crossings and was used for motorcycle races in May and September 1967, and June 1968. These races are nowadays largely forgotten, however, as they soon made way for a much more remarkable event on a different circuit, see below.

Oss – Noord-Brabant / Circuit Maashaven / 1969-1975 (7) / motorcycles (NMB)

Location: 51°47'1.92"N / 5°32'7.2"E

The annual 24-hour race of Oss was the NMB's blue ribbon event from 1969-1975. The event, unique in the Netherlands, took place on a 2.8 km circuit - often falsely reported as being 3.2 km - at the Maashaven industrial area, north of the city. The course included a very long straight, a narrow section lined by trees, and a turn paved with bricks. Frankly, it was a dangerous circuit, and there were several fatal accidents, despite the introduction of a chicane in 1972. Coupled with the expansion of the Maashaven this ultimately led to the demise of the event. Plans to continue the 24-hour race at the new 3.5 km Danenhoeft circuit - located in a different industrial area - never became reality, but motorcycle racing eventually returned to Oss in 1994, see below.

Oss – Noord-Brabant / Circuit Elzenburg / 1994-2003 (10) / motorcycles (KNMV)

Location: 51°47'7.54"N / 5°32'52.1"E

Circuit Elzenburg was located a stone's throw from the old Maashaven course, and hosted motorcycle races from 1994-2003. The seven-metre wide 2.2 km course was roughly rectangular, with artificial chicanes set up at three spots. It was controversial from the start, however, due to its poor safety, and it was eventually replaced by a new course, see below. The only known fastest lap is a 0.55,774 = 142.001 km/h recorded in 2003.

Oss – Noord-Brabant / Circuit Graafse Baan / Circuit Vorstengrafdonk / Circuit Paalgraven / 2004 - present / motorcycles (KNMV)

Location: 51°44'12.15"N / 5°33'47.09"E

The successor of the Elzenburg course has been known under various names since it was first used in 2004. Like its predecessor, it is located in an industrial area, but the roads were to some extent designed with the motorcycle races in mind, making this a unique venue in the Netherlands. Together with Hengelo, this is the only remaining circuit using public roads in this country.

The original 2004 layout measured 3.45 km, with a quickest race lap of 1.38,157 = 126.531 km/h. A new layout of circa 3.56 km was then used the following year. Yet another different layout of 3.48 km was introduced in 2006, and this has been used ever since, although the chicanes were reconfigured a number of times, while the direction of travel was reversed from clockwise to anti-clockwise as of 2007. Local rider Arie Vos clocked the lap record of 1.30,990 = 137.685 km/h in 2011 (but note his pole position time that year was an even faster 1.30,492). However, an additional chicane was added as of 2013, so although the circuit length is still given as 3.48 km, lap times are nowadays a little slower, the records being a 1.32,734 by Arie Vos (qualifying / 2013) and 1.33,468 by Vincent Lonbois (race / 2015). Incidentally, the 2008 meeting also included a demo-run with an ex-Arrows F1 car.

Oudkarspel (Alkmaar) – Noord-Holland / Circuit Langedijk / 1973-1979 and 1984 (8) / motorcycles (KNMV)

Location: 52°42'34.50"N / 4°47'11.01"E

One of the fastest motorcycle circuits in the Netherlands was that of Oudkarspel, a 5.25 km course used from 1973-1979, with a further race taking place after a four-year break, in June 1984. The meetings announced for 1980-1981, 1985 and 1987 were all cancelled. The course had a minimum width of five metres and largely consisted of long straights, where the motorcycles could reach their top speeds. However, this was also a controversial circuit due to its poor safety, and there were severe accidents in 1978 and 1979. Jack Middelburg's fastest lap of 1.43,6 = 182.4 km/h clocked the former year is also the lap record. Dirk Brand (Suzuki) clocked the best lap in 1984 - a 1.48,8 = 173.7 km/h - by which time the fastest classes were not allowed to race here anymore.

Raalte – Overijssel / Circuit Schoonheten / 1967-1969 (3) / motorcycles (KNMV)

Location: 52°22'23.89"N / 6°18'38.13"E

The first races in Raalte were held on a 2.6 km circuit named Schoonheten from 1967-1969. The small course was approved for 50 and 125cc motorcycles only, as it was too narrow for larger machines. Cees van Dongen (Suzuki) registered the lap record in 1.27,0 = 107.6 km/h in 1969. After that racing moved to the more interesting and much better known Luttenbergring, see below.

Raalte (Luttenberg) – Overijssel / Luttenbergring / 1970-1987, 1989 and 1997-2004 (27) / motorcycles (KNMV) + superkarts

Location: 52°23'29.50"N / 6°22'51.07"E

The Luttenbergring, located north-east of Raalte near Luttenberg, the small village which named the circuit, hosted motorcycle races every year but one between 1970 and 1989, before the 1990-1991 events were cancelled. While the *Raalte Races* began as national meetings, they became international as of 1972 and swiftly ranked among the biggest and most important in the country, with magazines often referring to them as 'mini Grands Prix' because of the high quality of the starting grids. However, as of 1985 only the newly-introduced sidecar class was fully international, the other races now being mostly national, a result of the ever-increasing costs of staging the races.

The original circuit was used from 1970-1981 and measured 3.15 km. Boet van Dulmen set the lap record at 1.21,2 = 139.7 km/h the final year. The length increased slightly to 3.2 km as of 1982 due to the addition of a new chicane, which of course also raised lap times considerably. Van Dulmen also clocked the best-ever lap on this layout, in 1.26,4 = 133.3 km/h (1983).

From 1997-2004, the *Raalte Races* were revived as national events. The circuit was nearly the same as before and included the 1982-built chicane, but it was now used in anti-clockwise direction with two additional chicanes. After several severe accidents, the KNMV decided certain classes could no longer start in Raalte, which prompted the organisers to pull the plug after the June 2004 race. Note there was also a support race for superkarts once, in 1987.

Reusel – Noord-Brabant / Circuit Postelse Dijk / April 1967 (1) / motorcycles (NMB)

Location: 51°20'10.78"N / 5°9'16.95"E

The first-ever road race held under sanction of the *Nederlandse Motorsport Bond* or NMB was held in Reusel in April 1967. Sadly, the meeting is rather poorly documented despite its significance, considering it basically marked the start of an unprecedented golden age for Dutch road racing. The circuit was located just south of town, a stone's throw from the Belgian border. Although it was described at the time as measuring about 7 km - or even 7.250 km according to the programme booklet - it seems to have been closer to 6.8 km in reality, most of which consisted of long straightaways. Reusel did not reappear on the NMB schedule until 1971, see below.

Reusel – Noord-Brabant / Circuit de Kleine Circel / August 1971 (1) / motorcycles (NMB)

Location: 51°20'10.17"N / 5°10'26.37"E

The August 1971 race in Reusel was held on a 5.5 km circuit, adjacent to the earlier circuit and similar to many others in the Noord-Brabant province, although this one included an interesting feature in the shape of two roundabout-like bends around two circles. These have a rather odd history: impressed with the Champs Elysées avenue and its squares during a trip to Paris, a local clerk decided to replicate these in the woods near Reusel...! Further races here were announced for 1972, 1975 and 1976, but none of these actually took place.

Rockanje (Rockanje aan Zee) – Noord-Holland / 1959-1973 (15) / motorcycles (KNMV)

Location: 51°52'32.82"N / 4°3'14.7"E

Rockanje was one of the very few new circuits in the 1950s, and also one of the longest-used, as it hosted races from 1959-1973. The events were mainly intended for young riders getting started in motorsport, and so only the 50 and 125cc classes ran here, except for the final year when there was a 250cc race as well. The circuit initially measured 2.014 km, but this changed to 1.990 km some time before 1966. There were also road works that year, as a section of the course was widened from 3.5 to 5 metres and one curve was straightened, but apparently this did not affect the length. Known fastest laps include: 1.21,0 (1968), 1.20,6 (1969), 1.18,8 (1970), 1.18,4 (1971) and 1.16,6 = 93.5 km/h by Aart Valster (1973). There have been revival events for vintage motorbikes titled *Rockanje Classic* on the old course since 1999, albeit with a new chicane added. The 15th edition took place in May 2014.

Rosmalen – Noord-Brabant / 't Ven / March 1968 (1) / motorcycles (NMB)

Three circuits in and near Rosmalen were used for motorbike races, the first a short course of approximately 2.0 km used in March 1968. This was located in a new, under-construction neighbourhood called 't Ven, and reportedly included no less than twelve tight curves despite its short length. Racing moved to a new location the following year when the residential area was ready, see below.

Rosmalen (Kruisstraat) – Noord-Brabant / April 1969 (1) / motorcycles (NMB)

Location: 51°43'55.65"N / 5°23'4.33"E

The second Rosmalen motorcycle race was held in April 1969, on an essentially rectangular 4 km circuit north-east of town, which passed through the small village of Kruisstraat. Sadly, the event was marred by a fatal accident - the first at a NMB road race - and so the circuit was not used again. The organising club MC Les Vites instead moved its races to the Oosterplas circuit in Den Bosch (see above) for the next four years, but later returned to a new circuit in the industrial estate of Kruisstraat, see below.

Rosmalen (Kruisstraat) – Noord-Brabant / Circuit Vinkenveld / 1977-1979 (3) / motorcycles (NMB)

Location: 51°43'37.15"N / 5°24'5.70"E

When the Oosterplas circuit in Den Bosch was not available anymore, members of MC Les Vites spent several years searching for a suitable new venue to organise road races. They ultimately settled on the industrial estate of Kruisstraat, near Rosmalen, where a tiny 1.2 km circuit was laid out. Although it was of course very confined, and also completely paved with bricks, the roads were reasonably wide and so even sidecars were able to start. A quick lap took about 49 seconds in 1977, but after two more years the 1980 race had to be cancelled due to road works.

Schijndel – Noord-Brabant / August 1967 (1) / motorcycles (NMB)

Location: 51°37'17.40"N / 5°24'29.58"E

The NMB began sanctioning road races as of 1967, and Schijndel was one of the many places in Noord-Brabant that briefly hosted motorcycle races subsequently. The first race here took place in August of said year, on a circuit just under 3.5 km in length. This was located immediately west of Schijndel, near the hamlet Borne. The tree-lined course was replaced by a different circuit on the other side of town from 1968 onwards, see below.

Schijndel – Noord-Brabant / Circuit Vlagheide / 1968-1970 (3) / motorcycles (NMB)

Location: 51°35'56.91"N / 5°28'52.74"E

The second circuit used for the Schijndel road races was located south-east of town, in an area known as Vlagheide. It measured 5.4 km and hosted NMB meetings in May 1968, March 1969 and April 1970. The course consisted mostly of 90-degree turns and long straightaways, one of which measuring over 1.7 km. Although racing in Schijndel ceased after 1970, a further NMB meeting was later announced for April 1973, but this was cancelled due to unspecified difficulties with the unknown circuit.

Sint Maarten ('t Rijpje) – Noord-Holland / 1970-1972 (3) / motorcycles (KNMV)

Location: 52°45'12.10"N / 4°44'26.90"E

The small village of Sint Maarten had a fast, 5.910 km circuit that was used for three meetings in the early 1970s. The fastest laps of those were as follows: 2.21,4 = 150.5 km/h by Rob Bron (1970), 2.24,7 (1971) and 2.33,3 (1972 / rain). It was a controversial circuit, however, as it was not very safe, and so the organising club moved its races to a new course near Oudkarspel as of 1973. Ironically, this ultimately proved even faster and just as dangerous...! Incidentally, a small dirt oval used for stock car racing is now located adjacent to the old Sint Maarten circuit.

Sint Michielsgestel – Noord-Brabant / Circuit Bossche Broek / De Acht van Gestel / 1968-1969 / motorcycles (NMB)

The first motorcycle races in Sint Michielsgestel took place in September 1968 and 1969, but details are sketchy as to their location. It would appear the 1968 course was located north of town and measured about 3.6 km, but the available information is rather vague. It is likewise unknown whether this circuit was also used in 1969, but it is believed racing moved to a completely new course from 1970 onwards, see below.

Sint Michielsgestel – Noord-Brabant / 1970-1974 / motorcycles (NMB)

Location: 51°39'40.96"N / 5°20'56.48"E

From 1970-1974, the Sint Michielsgestel races took place on a short circuit next to the road to 's-Hertogenbosch, although again, the first year is not entirely confirmed. While a contemporary newspaper report gives the length as 2.768 km, I believe the course actually measured just under 2.5 km. This was yet another circuit typical of those used by the NMB, particularly in the province of Noord-Brabant, in that it was traced on narrow tree-lined back roads.

Sleen – Drenthe / May 1969 (1) / motorcycles (NMB)

The province of Drenthe has had just two circuits: the world-famous TT Circuit Assen (although this came in three versions), and an extremely obscure little circuit near the village of Sleen, which hosted an NMB motorcycle race in May 1969. Unfortunately, this is rather poorly documented, but the course was located just north-west of town, and although its length is not mentioned anywhere, I believe it measured about 2.5 km. A second meeting in Sleen was announced for August 1970 but cancelled.

Soerendonk – Noord-Brabant / 1967-1971 (6) / motorcycles (NMB)

Location: 51°18'4.29"N / 5°34'6.36"E

The small village of Soerendonk featured on the NMB schedule between June 1967 and September 1971. The circuit was equally small, at a length of just 1.6 km. Racing subsequently moved to a much bigger course just to the north, see Maarheeze-Leende.

Someren – Noord-Brabant / June 1972 (1) / motorcycles (NMB)

Location: 51°23'45.25"N / 5°41'1.83"E

Someren first appeared on the road racing schedule in 1953, when a meeting for junior riders was announced for June. However, this was initially rescheduled for August and then cancelled altogether, apparently because the KNMV did not approve the unknown circuit. As such, it took until June 1972 until the first motorcycle race was actually held in Someren, this time under NMB sanction. The 3.2 km circuit just north-west of town was used only once, however, as it was succeeded by a bigger and more interesting course much further from Someren, near Lierop - see below.

Someren-Lierop – Noord-Brabant / Circuit Hersel / 1973 and 1979-1980 (4) / motorcycles (NMB)

Location: 51°23'45.25"N / 5°41'1.83"E

This 4.7 km circuit held two meetings in 1973, the first year it was used: a regular road race in June (course run clockwise) and a 6-hour endurance race in September (direction changed to anti-clockwise). Racing then ceased for six years for reasons unknown, the next races being held in June 1979 and May 1980. The circuit was again traversed anti-clockwise. The June 1981 meeting was then cancelled. The only known fastest lap is the 2.13,8 = 126.5 km/h Jack Middelburg recorded during the 1973 6-hour race.

Stadskanaal – Groningen / Circuit Pagedal / 1975-1976 (2) / motorcycles (KNMV)

Location: 52°59'30.49"N / 6°58'9.00"E

Of the numerous Dutch motorcycle circuits, the Pagedal circuit in Stadskanaal was easily one of the slowest, thanks to its many sharp twists and turns. The 2.050 km course, named after the sports park it encircled, was used in August 1975 and September 1976, with respective fastest laps of 1.31,4 = 82.7 km/h by Jan Hardonk and 1.16,2 = 96.9 km/h by Kees van der Kruijs. Sadly, the second meet was marred by a fatal accident, and the circuit was abandoned as a result.

Surhuisterveen – Friesland / June 1967 (1) / motorcycles (NMB)

The second-ever road race in Friesland - after the 1947 race at Leeuwarden airfield - took place in Surhuisterveen in June 1967, where a 1.4 km circuit was laid out on the edge of town. Obviously such a small circuit did not allow great speeds, with averages beneath 100 km/h for lap times well below one minute. Public interest was not as great as expected and there were no further races here, as the June 1968 meeting was cancelled.

Tegelen – Limburg / Circuit Holtmühle / 1969-1979 (11) / final year practice sessions only / motorcycles (NMB)

Location: 51°19'47.37"N / 6°8'18.82"E

There were NMB races in Tegelen from 1969-1979, although the 1979 races were cancelled overnight after a fatal accident during one of the practice sessions, upon orders of the mayor. The 2.2 km Holtmühle circuit was one of the most entertaining on the NMB schedule as it had all sorts of bends, ranging from fast S-curves to a tight hairpin. Note that the original layout as used in 1969 may have been slightly longer as the road network was different at that time. Armin Zeh (König) clocked the fastest lap of the 1977 meeting - a 1.09,9 according to one source, a 1.09,19 according to another - while in 1978 the best lap appears to have been Suzuki-rider Piet Damen's 1.06,4 = 119.3 km/h.

Tolbert – Groningen / Circuit Tolbert-Midwolde-Leek / CC-Circuit / 1950-1955 (6) / motorcycles (KNMV)

Location: 53°10'24.80"N / 6°22'26.12"E

Although Tolbert is not a very big place, it had several circuits - and an even greater variety of layouts - during its five decades of motorcycle racing. Unfortunately, track maps are not available for all circuits Tolbert had, and the available info is sometimes a little confusing or even conflicting. To further complicate matters, Tolbert itself has expanded and changed considerably over the years, which makes it more difficult to match old photographs with the corresponding location today.

Luckily, the first circuit is well-documented. This was a 4.178 km triangular course which connected Tolbert, Midwolde and Leek in a clockwise loop, starting at the Oldebertweg, near the Tolbert cemetery. It was used from 1950-1955, for events specifically for junior riders titled *CC-Races*, a name which referred to the initiators, Cornelis Sikkema and Cornelis Siersema. Due to the many trees lining the roads the course was not approved anymore after 1955 and so racing came to an end.

Tolbert – Groningen / CC-Circuit / 1970-1973 (4) / motorcycles (NMB)

Location: 53°10'4.99"N / 6°21'48.76"E

Motorcycle racing returned to Tolbert in 1970, now under auspices of the NMB, which had begun sanctioning road races just three years earlier. The new circuit measured 2.5 km and started on the Leuringslaan, after which the course ran north to turn right onto the Oldebertweg. The circuit then proceeded eastwards, passing the local cemetery before turning back on itself via a 180-degree hairpin, to return the same way using the other half of the road. Riders then turned left onto the Auwemalaan, before completing the lap through two 90-degree righthanders via a street called Beelen. The same circuit was also used in 1971.

For 1972, the track layout was modified into a 2.8 km eight-shaped course. Start-finish remained at the same location as before, on the Leuringslaan near a monumental farm house called Sintmaheerdt, but the riders now ran south to turn left into the Beelen street, thereby reversing the direction of travel from clockwise to anti-clockwise. The circuit then ran further southwards over the Auwemalaan, before looping back around via the Lindensteinlaan and Wethouder Iwe Hutstraat. The riders subsequently turned back onto the Auwemalaan at the 'intersection of the 'eight', now riding northwards, before turning left twice to complete the lap via the Oldebertweg.

At the time, the Sintmaheerdt area where the racing took place was still largely undeveloped, but nowadays this is a residential area and the roads are not easy to recognize from in-period photos. I believe the 2.8 km eight-shaped circuit was again used in 1973, although one source suggest it may have been shortened - alas, further info is lacking.

Tolbert (Leek) – Groningen / CC-Circuit / Circuit Rodenburg / May 1974 (1) / motorcycles (NMB)

Location: 53°9'55.55"N / 6°22'39.00"E

The *CC-Races* then moved to a new location at the industrial estate Rodenburg in 1974. In this case, a track map is again available, and so the exact layout is known. The rather uninteresting 1.6 km circuit included just six sharp-angled turns, so it does not come as a surprise the small Rodenburg circuit was used only once.

Tolbert – Groningen / CC-Circuit / 1975-1977 (3) / motorcycles (NMB)

Location: 53°10'4.99"N / 6°21'48.76"E

Racing returned to the Sintmaheerdt area in 1975, using a shorter, modified version of the 1972 circuit, essentially comprising only the northern half with a short section appended. The resulting 1.6 km course was traversed anti-clockwise, but - possibly as a result of a scary accident which halted the 500cc race - the direction of travel was reversed to clockwise for 1976 and 1977. As such, the circuit ran north from start-finish on the Leuringslaan, turning right onto the Oldebertweg (much like in 1970 and 1971), and then right again into the Auwemalaan. After a short 600-metre straight a zigzagging section of 90-degree turns via De Boskamp and Beelen completed the lap. Because the course did not include any fast curves, even the best average speeds barely exceeded 100 km/h.

Tolbert – Groningen / CC-Circuit / 1979-1980 and 1982-2004 (25) / motorcycles (NMB / KNMV) + superkarts

Location: 53°11'20.02"N / 6°22'56.74"E

There was no race in Tolbert in 1978, but the definitive location and circuit for the *CC-Races* was finally found the following year. Unlike before, the new 2.574 km circuit was located outside of town, adjacent to the A7 motorway. The roughly rectangular course was operational from 1979-1980 (NMB) and 1982-2004 (KNMV). The 1981 event was cancelled. During this time the only change to the circuit was the repositioning of start-finish sometime in the second half of the 1980s. Bob Withag recorded the lap record of 0.58,621 = 157.8 km/h in 2004.

After 2004, the circuit was unavailable for several years due to road works. The organisers used this time to implement several improvements, such as resurfacing at start-finish, creating a new chicane on the longest straight and removing some high curbs. The idea was to resume racing in 2008, but when Tolbert was only allotted four classes by the KNMV, the organising club decided the races could not be financially viable anymore and they were cancelled.

Tubbergen – Overijssel / Circuit Tubbergen / 1946-1972 and 1975-1981 (34) / motorcycles (KNMV)

Location: 52°23'6.96"N / 6°46'52.03"E

Of the several new races introduced shortly after World War Two, those of Tubbergen were by far the most successful. First held in September 1946 - as the *Groote Prijs van Twenthe* - the races swiftly became renowned international events, second only to the *Dutch TT* at Assen. The roughly triangular circuit originally measured 9.230 km, as it linked the villages of Albergen, Tubbergen and Fleringen. The start-finish line was drawn near the end of the long straightaway between the former and latter village, but for 1947, it was moved until after the Albergen hairpin. This layout served through 1955, but a number of changes subsequently brought the lap length down to 8.825 km, including modifications to the so-called Kroezeboom S-curve and the straightening of the section between Fleringen and Albergen. In addition, start-finish was relocated once more by moving the line a little further down the road. This version of the Tubbergen circuit was used from 1956-1965, and during those years the fastest laps were around the 3.30 mark at some 150 km/h average speed.

Further changes to the road network then led to a new length of 8.957 km as of 1966, but local authorities withdrew permission to run the races at their traditional Whitsun date after the May 1972 meeting, arguing that closing the roads would disrupt the ever-increasing traffic. The race organisers looked at three nearby proposed venues - one of which reportedly measuring 7.1 km - as possible replacement circuits, but in the event none of these was ever used, for racing in Tubbergen resumed once more in May 1975. The now 8.745 km circuit included two new chicanes, while the section through Fleringen village with its tight hairpin was bypassed entirely. Yamaha-rider Boet van Dulmen clocked the lap record on this layout in 1980, in 2.59,01 = 175.9 km/h. The last meeting on the old circuit then took place in June 1981, before the planned 1982 event was cancelled due to lack of a suitable date.

Tubbergen (Geesteren) – Overijssel / April 1984 (1) / motorcycles (KNMV)

Location: 52°25'17.78"N / 6°46'13.24"E

Realizing the old circuit - which dated back to 1946 - was not up-to-standards anymore, the organisers of the Tubbergen road races looked for a new venue. An attempt to stage a race at a new circuit near Reutum was unsuccessful in 1983, but the following year another new course was used for what proved to be the final race. The new circuit was located between Tubbergen and Geesteren and measured 3.750 km, but although the organisers had done as much as possible to safeguard the course, it still suffered from poor safety. As a result, the new course was severely criticised for not being suitable and it was used just once. Boet van Dulmen, now riding a Suzuki, also clocked the lap record on this shorter Tubbergen course, in 1.29,3 = 151.2 km/h.

In recent years, there have been classic events on a short circuit named Filart-Ring in an industrial area in Tubbergen, a stone's throw from the old course, which once upon a time hosted internationally renowned motorbike races.

Twello (Wilp-Achterhoek) – Gelderland / Sluinerdriehoek / 1978-1979 and 1981-1984 (6) / motorcycles (NMB / KNMV)

Location: 52°12'19.44"N / 6°4'39.64"E

Twello first appeared on the NMB schedules for 1975 and 1976. For some reason both meetings did not go ahead, but a 5.1 km circuit known as the Sluinerdriehoek then hosted races in the years listed above, while the events scheduled for 1980 and 1985 were cancelled. The circuit was rather quick, with known fastest laps of 1.51,1 (1982), 1.47,9 = 170.2 km/h by Boet van Dulmen (1983) and 1.52,6 (1984).

Twello (Wilp-Achterhoek) – Gelderland / Circuit de Sluiner / 1995 and 1998-1999 (3) / motorcycles (KNMV)

Location: 52°12'19.44"N / 6°4'39.64"E

After an 11-year break, motorcycle racing returned to Twello in May 1995, and again in September 1998 and May 1999 (note the latter meeting was billed as the tenth in total - I believe it was actually the ninth). Twello's return to the motorcycle road racing schedule had already been schemed in 1994, but lack of a suitable date delayed the comeback by a year.

Although the location of the races was the same as before, the southern end of the old circuit had changed completely since it was last used in the 1980s, due to the construction of a large waste processing- and recycling factory (called VAR) at the site in the early 1990s. The part-asphalt, part-concrete course was now 4.390 km in length and eight to eleven metres wide, except for a short passage past a traffic island. Despite the addition of two or three chicanes, the circuit was very quick: in 1995, the best race average was recorded at 172.3 km/h by Mile Pajic over a distance of ten laps. Unfortunately the fastest individual laps are not known.

Uden – Noord-Brabant / 1966-1971 and 1973 (7) / motorcycles (KNMV)

There were motorcycle races in the industrial area of Uden from 1966-1971 and in 1973. The races planned for 1972 and 1974 were cancelled, the latter year due to road works. While the circuit's layout is not known, it is certain that start-finish was located at the Industrielaan, where a hairpin brought the riders from one side of the road to the other. One lap initially measured 2.075 km, but the programme booklet for 1967 gives a length of 2.705 km - whether that is simply a typo or not is not clear. The length was 2.414 km for all subsequent years. While the circuit of Uden was very slow, this was one of the few KNMV circuits where the sidecars were also allowed to race. Known fastest laps are: 1.21,9 (1970), 1.20,7 = 107.687 km/h (1971) and 1.24,7 (1973).

Venhuizen – Noord-Holland / Driebancircuit / 1968-1971 and 1980-1985 (10) / motorcycles (NMB / KNMV)

Location: 52°39'22.05"N / 5°11'36.84"E

The 4.042 km circuit of Venhuizen hosted its first road race under NMB sanction, in May 1968. Further races were held through June 1971, before racing ceased due to the poor condition of the road surface. Nearly a decade later, by which time the roads were in better condition, local enthusiasts decided to give it another go, and so in May 1980 motorcycle racing returned to Venhuizen, but unfortunately the meeting was marred by a fatal accident. The organising club subsequently left the NMB to join the KNMV, and five more events took place, the last in May 1985.

With its simple layout and long straights, the so-called Driebancircuit was among the fastest in the country, although in a bid to improve safety, a haybale-chicane was added to the fast righthander before start-finish in 1984. Judging by the known lap times for this circuit, the measure did not have that much effect: 1.22,6 = 176.2 km/h (1982), 1.24,9 (1983) and 1.26,7 (1984). A report in "Motor" magazine mentions that Jack Middelburg lapped the circuit at nearly 180 km/h during practice for the 1983 races.

Venray-Ysselsteyn – Limburg / 1969-1977 (9) / motorcycles (KNMV)

Location: 51°29'32.93"N / 5°56'0.76"E

In the early 1970s, the circuit in between Venray and Ysselsteyn was considered the fastest motorcycle circuit in the Netherlands. The original layout, used from 1969-1974, had a lap record by Rob Bron (Yamaha) of 2.53,5 = 159.8 km/h (1973). However, the average speed calculated at the time was actually higher - a result of an inaccurate circuit length of 7.950 km. In reality, the course measured about 7.7 km and so I have used that length to calculate Bron's average speed. With its long straights, this was a genuine power-circuit, and as such it was not very popular among riders because it required a quick engine more than actual riding skills. On the plus side, the course was wide enough for the sidecars to race here twice as well, in 1970 and 1971.

A new layout of 4.0 km, which included a section of the old course, was then used from 1975-1977. The organisers again failed to measure the circuit correctly, as it was described as 4.3 km at the time. The new layout ultimately proved even quicker than its predecessor, with the lap record set at 1.29,4 = 161.1 km/h by Jack Middelburg in 1977. However, as there had been a fatal crash during practice that proved to be the final year of racing at Venray-Ysselsteyn, for the scheduled 1978 event was cancelled.

Vessem – Noord-Brabant / Circuit de Donk / 1968-1978 (11) / motorcycles (NMB / KNMV)

Location: 51°25'30.26"N / 5°16'9.23"E

Circuit de Donk in Vessem hosted races between August 1968 and April 1978, before the race planned in 1979 was cancelled due to bad weather. The 3.4 km circuit (at the time virtually always listed as 3.6 km) was located just north-west of town, and comprised a good variety of turns but also some narrow sections. The course was traversed clockwise, although this may have been different the first year. The races, organised by *Motor Vereniging Wintelre*, were initially held under NMB auspices, with the Vessem circuit ranking as one of the most popular among its riders, but as of 1970 the organising club switched to the KNMV instead. Piet van der Wal ultimately recorded the lap record at the final road races in Vessem, with a lap of 1.39,3 = 123.3 km/h.

Vessem – Noord-Brabant / August 1973 (1) / motorcycles (NMB)

Strangely, the NMB returned to Vessem for a one-off race in August 1973. This was organised by *MSC Wintelre*, a different club than the *Motor Vereniging Wintelre* mentioned above. Very little is known about the circuit used on this occasion, except that it was not the same as Circuit de Donk, although at about 3.4 km a lap it apparently had the same length. Harrie van der Kruis recorded the best qualifying time, a 1.27,2 = circa 140.4 km/h, but the best race lap is not known.

Vlagtwedde – Groningen / 1967-1970, 1972-1973 (6) / motorcycles (NMB)

Location: 53°1'52.16"N / 7°6'24.33"E

There were six NMB motorcycle race meetings in Vlagtwedde, between August 1967 and September 1973. The brick-paved circuit ran through the village and came in two layouts, of 1.6 km (1967-1969) and 2.0 km (1970 and 1972-1973). The only other change was the relocation of start-finish in 1969. In more recent years there have been classic events for vintage motorcycles (regularity runs) on this old circuit.

Voerendaal – Limburg / Circuit Bergseweg / 1968-1975 (8) / motorcycles (KNMV / NMB)

Location: 50°52'1.64"N / 5°56'1.20"E

The 4.2 km circuit of Voerendaal hosted motorcycle races from 1968-1975, of which the final three years under NMB sanction, after the organising club Stichting Limburgse Motorsport left the KNMV. A further meeting was announced for 1976 but this did not take place. Described at the time as a miniature Isle of Man, the course included over 70 metres of elevation change, more than any other Dutch circuit. The main straight had a length of over 1.7 km and ran entirely downhill - a whopping 15% at one point - allowing speeds over 250 km/h. The back section, on the other hand, included a spectacular passage through Windhagen hamlet, where riders had to manoeuvre between the houses, and a 14% steep climb through a narrow sunken lane that led back onto the wide straightaway at the Bergseweg, which named the circuit.

Without question, Voerendaal ranked among the most daunting circuits in the country, together with Wijlre and Gulpen, which not coincidentally were all located a short distance from one another in the rolling green hills of south-Limburg. The lap record on this remarkable course is probably the 1.53,6 = 133.1 km/h Theo Louwes clocked on his Kawasaki in 1971. This time was not bettered the following year, nor at the last meeting in Voerendaal, in September 1975, but lap time data is unfortunately missing for the two NMB meetings in between.

Weert – Limburg / September 1947 (1) / motorcycles (KNMV)

Location: 51°14'43.06"N / 5°41'31.96"E

One of the new-for-1947 events was a street race in Weert, although this was originally supposed to take place on the pre-war Ell-Hunsel circuit (see above). In the event, the meeting moved to the streets of Weert, however, as Ell-Hunsel was "not ready", according to a local newspaper. The quickest practice lap around the new 3.260 km circuit was Ben Maltha's 1.52,0 = 104.8 km/h, a time not improved during the races due to rain. For some reason the race in Weert was never given a sequel, like most of the new events introduced that year.

Welschap – Noord-Brabant / Vliegveld Welschap / 1953 and 1966-1971 (7) / cars

Welschap airfield hosted its first automobile race in November 1953. This was a replacement for a sports car race at Zandvoort, which had been cancelled in July due to problems with the circuit's newly-laid surface. A 4.65 km course was laid out on the runways of the military airfield near Eindhoven, and while no fastest laps are known, the best race average was recorded by MG-driver De Pestere at 106.65 km/h over eighteen laps.

Racing did not return to Welschap until the mid-1960s, as the airfield hosted races for touring cars, sports cars, Formula Vee and Formula Ford from 1966-1971. The circuit length was initially given as 2.3 km, but apparently later increased to 2.5 and 2.75 km. The layout is again unknown, but may have been eight-shaped. All meetings at Welschap were run behind closed doors, so to speak, as the military did not allow the general public to the airfield. When permission for the races ceased in the early 1970s, racing continued at Woensdrecht airfield for two more years, see below.

Wijlre – Limburg / Circuit Fromberg / 1967-1971 (5) / motorcycles (NMB)

Location: 50°50'38.27"N / 5°53'39.56"E

Perhaps best described as adventurous, the circuit of Wijlre was a 2.1 km rollercoaster ride that included two tunnels underneath a railroad, a ridiculously narrow climb through the hamlet Fromberg - which named the circuit - and a hair-raising descent on the other side of the hill. The NMB raced here from 1967-1971, and perhaps most remarkable of all, sidecars were allowed to start here as well. Quite how they were able to overtake on this daunting but narrow course is somewhat of a mystery...! Unfortunately, no lap times for this circuit are known, but from race results of the first meeting, it is apparent that the best averages over one lap were roughly between 80 and 90 km/h on that occasion - suffice to say this was not a high-speed circuit by any means.

Incidentally, the small village of Wijlre was also the scene of the only stand-alone hillclimb for motorcycles ever organised in the Netherlands. This took place on a 1 km course not far from the Fromberg circuit in April 1971 - more details are in the appropriate section further below.

Wijnandsrade – Limburg / Allee-Circuit / Circuit de Allee / 1972-1980 (11) / motorcycles (NMB)

Location: 50°54'3.49"N / 5°53'24.69"E

A circuit of just under 2.5 km squeezed in between picturesque Wijnandsrade and the nearby hamlet Swier was the stage for NMB motorcycle races from 1972-1980. In addition to the eleven races held during that time, the circuit also hosted an annual test- and practice meeting at the beginning of the season as of 1973. Despite its short length, the so-called Allee-Circuit was a varied course with all sorts of bends and elevation changes, making it very popular among riders. Average speeds over one lap appear to have surpassed 120 km/h by the late 1970s, which is surprisingly fast considering the sinuous, undulating, and at times narrow nature of the Wijnandsrade circuit. Sadly, there was a fatal crash in 1977, and a further serious accident in 1980 put an end to racing here.

Woensdrecht – Noord-Brabant / Vliegbasis Woensdrecht / 1972-1973 (2) / cars

Location: 51°27'9.22"N / 4°21'9.32"E

Woensdrecht was an approximately 3.2 km course laid out at a military airfield. It was the fourth such course to be used for racing in the Netherlands, after Leeuwarden, Beek and Welschap. Woensdrecht hosted sports car and touring car races in July 1972 and September 1973, but as at Welschap, no paying spectators were admitted. As for the circuit itself, this mostly ran over service roads rather than the wider runways, and included three chicanes, one fairly wide and fast, the other two much tighter. Jan van Straaten (Lola T292) recorded the quickest lap in the over 1.3-litres sports car class in 1973, in 1.26,9 = circa 132.6 km/h.

Woudrichem – Noord-Brabant / Circuit Groot-Woudrichem / May 1973 (1) / motorcycles (NMB)

Location: 51°48'28.68"N / 4°59'12.66"E

The first races in Woudrichem were for 50cc-motorcycles only and held on a tiny circuit in a then-new residential area from 1963-1972. More details about these races can be found in the appropriate section further below. The first race open to motorcycles of all capacities, and sidecars as well, was then held in May 1973. The new circuit was reported as being 3.760 km long, but I believe it was actually either 3.5 or 3.9 km, depending on the exact route. Located on the southern edge of town, the course included a very bumpy brick-paved section through the nearby village of Oudendijk. One noteworthy footnote is that Jack Middelburg, later multiple Dutch champion and two-time Grand Prix winner, made his racing debut in the rain-afflicted race here - he finished sixth in his class on a 750cc production Honda.

Woudrichem (Giessen) – Noord-Brabant / Circuit Rietdijk / 1977-1978 (3) / motorcycles (NMB)

Location: 51°46'43.72"N / 5°2'19.51"E

There were further races in Woudrichem in May 1977, May 1978 and June 1978, although the circuit used on these occasions was actually located several kilometres south-east of town, in nearby Giessen. The 5.0 km course ran around an industrial area known as Rietdijk and basically consisted of long straights and four sharp bends. It is likely Jack Middelburg's June 1978 lap of 1.47,0 = 168.1 km/h is the lap record on this course.

Zandvoort – Noord-Holland / Circuit van Zandvoort / 1939 and 1946-1947 (4) / cars + motorcycles (KNMV)

Location: 52°22'46.37"N / 4°32'9.12"E / www.circuit-zandvoort.nl

Racing in seaside Zandvoort began on a 2.284 km eight-shaped street course, which was the scene of four races: an automobile race titled *Prijs van Zandvoort* in June 1939, and motorcycle races in August 1939, August 1946 and June 1947. A further motorcycle race was announced for September 1947, but this did not take place.

As the very first official automobile race on a paved circuit in the Netherlands, the circuit's inaugural event on 3 June 1939 is of particular importance. The race was open to sports- and touring cars, but it was very difficult to overtake on the tight course, which furthermore proved very slow, with fastest laps around 88 km/h. The meeting also included a demonstration by Grand Prix drivers Hans Stuck - who managed laps of 1.32 with a streamliner Auto Union - and Manfred von Brauchitsch, who turned in laps of 1.21 = 101.5 km/h with his Mercedes-Benz W154, a car much better suited to the small course than the Auto Union.

The circuit was improved for the first motorcycle race, held just two months later, by cutting six sharp corners, which increased speeds slightly: the fastest practice lap seems to have been Gerrit de Ridder's 1.28,6 = 92.8 km/h. While no further automobile races were staged on the Zandvoort street circuit, the Dutch motorbike riders returned in 1946 and 1947, before finally the new permanent circuit, which was actually conceived and partly built during the war, was ready in 1948, see below.

Zandvoort – Noord-Holland / Circuit Park Zandvoort / 1948 - present / cars + motorcycles (KNMV) + karts

Location: 52°23'9.31"N / 4°32'44.02"E / www.circuit-zandvoort.nl

The 4.193 km purpose-built circuit of Zandvoort was essentially designed on the spot by Piet Nortier and Lucas Hulse in 1942, and much of the course was actually laid out before the war ended. It took several more years to finish the circuit, but it finally opened on 7 August 1948 with the *Prijs van Zandvoort* for racing cars. The course was subsequently the scene of the Dutch Grand Prix, a round of the Formula 1 World Championship in the years 1952-1953, 1955, 1958-1971 and 1973-1985. The first motorcycle race on the circuit was held on 28 August 1948, and since then approximately 190 motorcycle meetings have been staged - not including races for amateur riders. Interestingly, while the circuit was normally used clockwise, heat one of a 1952 two-heat sidecar race was apparently contested in the other direction.

The circuit was completely repaved in May 1953, but the new surface proved inadequate at the *Grote Prijs van Nederland* - the Dutch Grand Prix - the following month. As a result, the KNAC temporarily banned the circuit and a handful of events had to be cancelled, although one was replaced by a race at Welschap airfield (see above). A new surface was laid down in March and April 1954 and this served without problems until early 1973. Later improvements to the circuit's facilities included covering the main grandstand with a roof (1959) and the creation of a new and larger pit building (June and July 1966).

Incidentally, the circuit was open for the public to drive with their own car or motorcycle on race-free days from 1950-1972. The peak-year was 1965. After that interest declined, and the public sessions ceased in the early 1970s due to safety issues. However, they made a comeback as of 1987, when it was once again possible to lap the course with one's private vehicle.

The original layout of 4.193 km was last used in June 1973, and so Jacky Ickx's 1970 time of 1.19,23 = 190.5 km/h will be the lap record forever. The outright record, however, was set by Clay Regazzoni during a practice session in 1971 at 1.16,9 = 196.3 km/h. The motorcycle record on the original layout was held for eleven years (!) by Ernst Hiller, whose 1958 lap of 1.47,7 was not bettered until 1969. Wil Hartog (Yamaha) ultimately clocked a definitive 1.42,4 = 147.4 km/h during the last motorcycle meeting on the old track, in May 1973.

In early 1973, the circuit was completely repaved and the run-off areas were enlarged, but the most significant change was the introduction of the Panoramabocht later that year, a right-left corner combination designed to lower speeds in the very fast back section. The new layout measured 4.226 km per lap and debuted with a motorcycle race on 8 July 1973. The lap records on this layout are as follows: 1.16,36 = 199.2 km/h, set by Mario Andretti in 1978 (qualifying) and 1.19,57 = 191.2 km/h, set by Niki Lauda that same year (race). However, it should be noted Gilles Villeneuve reportedly recorded a lap of 1.15,3 = 202.0 km/h during tyre tests in 1979. The quickest rider around the course was Jack Middelburg with a time of 1.37,8 = 155.6 km/h (April 1979).

Less than a week before the Dutch Grand Prix of 29 August 1979, a new chicane was built between Scheivlak and Tunnel Oost, although this was not so much a real chicane, but rather a very weird reprofiling of the existing righthand kink at that spot. It had been requested by the drivers as speeds in that particular section of the track were becoming hazardous. Informally called the Scheckter-Chicane, it was very poorly designed and did little to fulfil its purpose. While the circuit length was not affected, this 1979-only layout has its own records: 1.15,461 = 201.61 km/h by René Arnoux (qualifying) and 1.19,438 = 191.52 km/h by Gilles Villeneuve (race).

In 1980, the Sheckter-Chicane was replaced by the new and much more effective Marlboro-Chicane. I believe the new layout, with a length of 4.252 km per lap, was first used for a motorcycle race on 23 March. The records for this version of the Zandvoort circuit were both established in 1985: 1.11,074 = 215.4 km/h by Nelson Piquet (qualifying) and 1.16,538 = 200.0 km/h by Alain Prost (race). The last-ever race on this layout - and with that on the 'classic' Zandvoort - took place on 18 June 1989, although it should be noted that motorcycle racing at Zandvoort had already ceased by then, the last event being held in August 1988. Two-wheel racing did not return to Zandvoort until 1995.

Incidentally, there were also events titled *Crazy Races* in the 1980s, using a very short layout of approximately 1.1 km that linked the Hugenholtzbocht directly with start-finish, through the so-called *Bibendumbocht*.

As of 23 July 1989, racing at Zandvoort continued on the so-called interim-circuit, which had a length of 2.519 km (or 2.526 km according to some sources). It was active until October 1998 and had an unofficial lap record of 0.51,684 = 174.1 km/h, as clocked by Jos Verstappen during a demonstration run with his Arrows Formula 1 car on 4 August 1996.

Motorcycle racing then returned to Zandvoort after an absence of several years in April and September 1995. Two further meetings took place in March and August 1996, but these were the as-yet last championship motorcycle races at the circuit: since then two-wheel racing has been restricted to the Zomer Avond Competitie (ZAC) for amateur riders. However, top-level motorcycle racing finally returned to Zandvoort in September 2015 with the *Superbikes at Sea* event.

The current Zandvoort circuit was inaugurated on 25 April 1999 and has been in use ever since. The main layout measures 4.307 km (although it has also been reported as 4.300 km on occasion), while an optional chicane at the Rob Slotemakerbocht increases the length by twenty metres, to 4.320 km. This chicane is currently only in use for open track days and motorcycle races. Shorter layouts of 2.911 km and 1.405 km are also possible - although these have rarely been used, if at all - while the 1989-built 2.5 km course is still available as well.

Circuit Park Zandvoort received an FIA Grade 2 license on 19 April 1999, meaning it was approved for all racing except Formula 1. A T1 license was issued later that year, on 21 June, which meant the circuit was also approved for F1 test sessions, and it would appear this license is still valid today. Luca Badoer established the as-yet unbroken (unofficial) outright lap record during a demo run with a Formula 1 Ferrari in 2002, with a 1.19,880 = 193.8 km/h. Today, the main classes racing at Zandvoort are Formula 3, DTM, ADAC GT Masters, and the GT4 European Series, which is the successor of the Dutch GT Championship (in turn founded as Dutch GT4 in 2009). Other major series that have visited the circuit in recent years include A1GP (2006-2008), WTCC (2007), the FIA GT3 European Championship (2011) and FIA GT Series (2013), and the Blancpain Sprint Series (2014-2015).

't Zandt-Zeerijp - Groningen / ZZ-Circuit / 1946-1947 (2) / motorcycles (KNMV)

Location: 53°21'14.82"N / 6°46'19.82"E

A rural and relatively remote area of Groningen, in the far north of the country, was the setting for a pair of motorcycle meets titled *ZZ-Races* just after the war, in August 1946 and September 1947. The circuit was a 5.718 km, dead flat but picturesque course through some typically Dutch scenery near the villages 't Zandt and Zeerijp - hence the race title. Roughly rectangular in shape, it ran past farms, crop fields and even a wooden windmill over some lovely country roads, which were traversed quickest by the two finest Dutch riders of the era: Piet Knijnenburg - who clocked the lap record of 107.77 km/h on his BMW in 1946 - and Velocetterider Lous van Rijswijk, whose 3.13,0 = 106.7 km/h of the following year was only slightly slower. Unfortunately, the meetings were not financially viable and so no more than two took place.

Luckily, the *ZZ-Races* were not forgotten, for nowadays revival meetings for vintage motorcycles (regularity runs) are held on the old course once every three years. The first was held in September 2000, and following events in 2003, 2006 and 2009, the fifth revival took place in June 2012, with 95-year old Piet Knijnenburg as an honorary guest.

Total number of entries in the above section: 114

Cancelled Circuits

Below is a list of places that appeared on the NMB or KNMV schedules at some point, but where no race actually took place. In other words, these races were announced but did not go ahead.

- **Barchem** - 1967 - NMB
- **Barendrecht** - 1974 - KNMV
- **Berlicum** - 1973 - NMB / cancelled due to problems with circuit
- **Borculo** - 1967 - NMB
- **Den Haag** - 1948 - KNMV / circa 2.5 km circuit in the Zuiderpark / cancelled due to no permission
- **Eindhoven** - 1968 - NMB
- **Emmen** - 1953 - KNMV / Emmen did host a 50cc-only race in 1954, see section further below
- **Emmen** - early 1990s - KNMV / there were plans for races in the industrial area / circuit circa 2 km / it never happened
- **Emst** - 1975 - NMB
- **Engelen** - 1974 - NMB
- **Geulle** - 1974 - NMB
- **Halle** - 1977 - KNMV
- **Heinenoord** - 1973 - KNMV
- **Herkenbosch** - 1977 - NMB
- **Hoogeveen** - 1968 - NMB
- **Hulsberg** - 1950 - KNMV / circuit around nearby Schinnen
- **Hulsberg** - 1971 - NMB
- **Lith** - 1969 - NMB
- **Nieuwkuijk** - 1974 - NMB / cancelled due to problems with the circuit
- **Obbicht** - 1982 - NMB
- **Oosterhout** - 1971 - KNMV and NMB / appeared on the schedule of both KNMV and NMB / no race actually took place
- **Roosendaal** - 1976 - NMB / race to be held either in Roosendaal or Tilburg
- **Schagen** - 1972 - NMB / cancelled due to circuit being too short
- **Someren** - 1953 - KNMV / race for junior riders / circuit not approved / Someren later did host NMB races
- **Susteren** - 1975 - NMB
- **Terneuzen** - 1973 - NMB / 6-hour endurance race / cancelled due to problems with circuit / moved to Someren-Lierop
- **Uithuizen** - 1975 and 1976 - KNMV
- **Veldhoven** - 1970 - NMB
- **Waalwijk** - 1982 - NMB



Eersel 1978 / 2009



Voerendaal 1975 / 2008



Soerendonk 1969 / 2008



Liessel 1972 / 2008

Moped & 50cc Circuits

When mopeds became popular in the early 1950s, it was only a matter of time before people started racing their machines on small street circuits. The first documented races for mopeds - or 50cc motorcycles, at the time more or less the same - were held in the southern towns of Venlo and Maasbree in 1952. However, these races were unofficial as the KNMV was not yet involved.

Luckily, the KNMV soon realized these 'wild', unsanctioned races could be avoided by organising official meetings, the first of which took place in Oploo in 1953. This was followed by races in Vriezenveen and Venlo. The *bromfietsraces*, as they were known in the the Netherlands, soon became very popular, and in 1954 there were races in Breda-Oosterhout, Vriezenveen, Groningen, Emmen, and Venlo. Further meetings in Schiedam and Maastricht were cancelled after local authorities did not grant permission.

Unfortunately, the moped manufacturers and dealerships were against the races, fearing they would give their products the wrong image. The government objected as well, and in mid-1955 the KNMV was told no permits would be issued anymore, which put an end to official 50cc racing for now. However, a handful of unofficial races was subsequently held on the newly-built bicycle oval of Duinhorst, near Wassenaar.

In 1957, the KNMV decided to give the small machines another go at Zandvoort, and one year later the 50cc class appeared at the airfield in Beek, in Zandvoort and in Assen. By now the machines had developed from pristine mopeds to proper race motorbikes. The first Dutch championship for this class was then held in 1959, and that year also marked the return to public road courses with the race in Rockanje. Apparently, the earlier objections were no longer an issue, and of as the early 1960s the 50cc bikes raced alongside the bigger classes at many circuits all over the country. And, of course, the rest is history: after a successful dry run on European level, the FIM finally gave the 50cc class world championship status in 1962.

Breda-Oosterhout – Noord-Brabant / Circuit de Warande / April or May 1954 / 50cc-motorcycles (KNMV)

A circuit of 990 metres in length and 3.5 metres in width hosted a meeting for 50cc motorcycles in April or May 1954. The course was located in recreational park *De Warande* in between Breda and Oosterhout, but the exact layout is not known.

Emmen – Drenthe / Emmermeer / July 1954 / 50cc-motorcycles (KNMV)

A motorcycle race for junior riders of all classes was announced for August 1953, but this was cancelled. However, the following year there was a 50cc-only race in July, on a circuit in the Emmermeer neighbourhood. Unfortunately no further details are known. Incidentally, there were plans for motorcycle races in the industrial area of Emmen much later, in the early 1990s. The circuit would have measured around 2 km, but although the city council apparently backed the plans, no race was ever held.

Groningen – Groningen / Stadspark / June 1954 / 50cc-motorcycles (KNMV)

The city park of Groningen was the scene of a 50cc-motorcycle race in June 1954. Future Grand Prix-racer Cees van Dongen won the race, and also clocked the fastest lap at some 64 km/h average speed. The event remained a one-off.

Maasbree – Limburg / August 1952 / possibly also September 1954 / 50cc-motorcycles (unsanctioned)

Location: 51°21'22.39"N / 6°2'54.73"E

The first race for 50cc motorcycles was held in Maasbree in August 1952. This was a so-called 'wild' meeting, meaning it was not sanctioned by the KNMV. The venue was a street circuit 1.7 km in length, which is rather long for this type of racing. It is unknown if there was a race the following year, but a further meeting on the same course was announced for September 1954, although it has not yet been determined whether this indeed took place.

Maastricht (Heer) – Limburg / October 1954 / the race was cancelled / 50cc-motorcycles (KNMV)

A motor club from Heer, a small village near Maastricht later annexed by the city, announced a road race for 50cc-motorcycles for October 1954. However, the meeting was actually cancelled at short notice due to the authorities withholding permission.

Oploo – Noord-Brabant / May 1953 / 50cc-motorcycles (KNMV)

Location: 51°36'20.34"N / 5°52'14.32"E

Although there had already been 50cc-only races in Venlo and Maasbree the previous year, the May 1953 race in Oploo was the very first official such race - that is, the first sanctioned by the KNMV. The meeting was titled *Grote Prijs van het Zuiden* and held on a circuit of approximately 880 metres, which included two hairpins and one other tight corner. The Oploo race was not repeated.

Schiedam – Zuid-Holland / August 1954 / the race was cancelled / 50cc-motorcycles (KNMV)

The 50cc-only race scheduled for Schiedam in August 1954 was cancelled, reportedly the day before the race, as local authorities did not grant permission.

Venlo – Limburg / Vogelenbuurt / 1952-1954 / 50cc-motorcycles (unsanctioned / KNMV)

Location: 51°21'15.33"N / 6°11'5.49"E

Venlo is one of the few places where more than one 50cc-only race was held. The first meeting, not yet run under KNMV-sanction, took place in June 1952, and is in fact the earliest documented race for 50cc-motorcycles in the Netherlands. Further races were held in October 1953 and August 1954. The 850-metre circuit was located in the Vogelenbuurt neighbourhood, with start-finish at the Merelweg. A contemporary newspaper report gives the fastest lap of the 1954 event as 0.54 = 56.7 km/h. Incidentally, there were moped races and regularity runs for vintage motorcycles in Venlo much later, on a circuit in industrial area Trade Port West, see further below.

Vriezenveen – Overijssel / May 1953 / possibly also May 1954 / 50cc-motorcycles (KNMV)

There was a 50cc-only race in Vriezenveen in May 1953. One lap around the circuit was approximately 890 metres long and took 1.04 = 50.1 km/h for the fastest rider. A further race was announced for May 1954, but it is not known if it took place or not.

Wassenaar – Zuid-Holland / Duinhorst / circa 1956-1958 / 50cc-motorcycles (unsanctioned)

Location: 52°6'38.72 / 4°20'50.43

Due to objections from manufacturers, dealerships and the authorities, the KNMV did not sanction any official 50cc-only races for several years in the mid-1950s. However, this did not stop people from organising their own meetings. It is known that there were unofficial motorcycle races for 50cc machines at the Duinhorst bicycle oval between The Hague and Wassenaar circa 1956-1958. This was a paved oval about 465 metres in length with flat corners, opened in 1956. In the early 1960s it also hosted kart races.

Woudrichem – Noord-Brabant / 1963-1972 / 50cc-motorcycles (unsanctioned / NMB)

Location: 51°48'56.10"N / 4°59'47.19"E

Motorcycle racing in Woudrichem began with 50cc-only races from 1963-1972. These were unsanctioned meetings, not run under the auspices of either of the two Dutch motorcycle associations - the KNMV and NMB - except for 1972 when the organising club had joined the NMB. The simple, four-turn circuit measured approximately 860 metres and was located in a then-new neighbourhood. In order to allow motorcycles over 50cc to start as well, a new and much bigger circuit was introduced in 1973, and this is listed in the main section for the Netherlands further above.

*Right: 50cc-motorcycles racing in Woudrichem in 1966
Photo courtesy of Wim Kiewiet*



The moped races of the modern age began in 1988, when the KNMV first organised an experimental race on the Lindenholt bicycle track in Nijmegen. This was a great success, and so the number of races grew rapidly over the next couple of years. In the early 1990s the organisation of moped races was taken over by the newly-founded SOBW (*Stichting Organisatie Brommer Wegraces*). Since 1988, races have been held on a range of venues, including bicycle circuits, kart tracks and street courses, and occasionally also on bigger permanent circuits, such as those of Assen and Zandvoort as well as Zolder (Belgium) and Croix-En-Ternois (France). Below is a complete list of all venues used for the KNMV/SOBW moped races, sorted by category.

Bicycle circuits:

- **Amsterdam-Sloten** - located in Sloten next to the A4 motorway / some chicanes were added / September 1989
- **Arkel** - located just south-west of town at sports complex de Zes Molens / 1997-2009
- **Brakel** - located south of town / 1992 - present
- **Eibergen** - located north of town towards Neede / 1992
- **Naaldwijk** - located east of town / Wielierbaan de Wollebrand / 1996-2002
- **Nijmegen** - located in the Lindenholt area west of city centre / 1988-2000 and 2002 / abandoned after fatal accident
- **Tilburg** - located in the Bijstervelden area / Wielercircuit Jan Pijnenveld / 1992-1993
- **Valkenswaard** - located next to the Eurocircuit rallycross track / 1992-2007
- **Zestienhoven** (Rotterdam) - located next to Rotterdam-The Hague Airport / 1992-1995

Kart tracks:

- **Amsterdam** - located at the Theemsweg / 2004-2005 / perhaps also 2006
- **Berghem** - Circuit Nieuw Zevenbergen / 1989-1994 and 2001 - present
- **Lelystad** - Midland-circuit / 1994-2011
- **Nieuw Weerdinge** (Emmen) - Circuit Pottendijk / 1994 - present
- **Oldenzaal** - Kartbaan Oldenzaal / 1990-1994
- **Spa-Francorchamps** (Belgium) - Circuit Sokafran / 2010s
- **Strijen** - Kartbaan Strijen / 1990-1991 and 2000-2001
- **Veldhoven** (Eindhoven) - Circuit de Landsard / 1989-1995 and circa 2000s - present

Street circuits:

- **Almere** - Circuit de Vaart / September 1990 / supporting the KNMV motorcycle races / length 2.16 km
- **Blokzijl** - at the Kanaalweg industrial park south-west of town / 2010 - present / length 1.1 km
- **Hellegatsplein** - next to the motorway intersection near Willemstad / September 1991
- **Staphorst** - north of town / de Tippe / 1994 - present / original length circa 0.9 km / later lengthened to 1.385 km
- **Venlo** - north-west of town / industrial area Trade Port West / 2004-2005 / length 1.75 km
- **Wemeldinge** - along the canal / 1995-2007 / subsequently used for vintage motorcycle events / length 1.73 km
- **Winschoten** - in an industrial area / 1996
- **Winschoten** - different location / 1998-1999
- **Zwolle** - industrial area de Marslanden / April 1990
- **Zwolle** - Circuit Wijthemerplas / in the parking lot of a recreational area / 1991 - present / lengthened in 1992

Other venues:

- **Assen** - TT Junior Track / practice facility / opened adjacent to the TT Circuit in April 2012 / first race: August 2012
- **Drachten** - at the Verkeers Educatie Centrum (VEC) facility / Sept 2007 / cancelled 2008 and 2009 / length 0.6 km
- **Lelystad** - at the Rijksdienst voor Wegverkeer (RDW) test track / June 1991

A further organisation, with the cumbersome name *Stichting Scooterrace en Brommersprint Organisatie*, has organised races and sprints for scooters and mopeds under sanction of the MON (Motorsport Organisatie Nederland) since 2006. However, unlike the SOBW this organisation uses only kart tracks and no bicycle courses or street circuits.

One interesting footnote: in February 1984 there was an event titled *Auto- & Motorsportgala* in the Frieslandhal in Leeuwarden, the predecessor of today's WTC Expo. This included various races on a tiny make-shift indoor oval. While this was fine for karts or motorcross bikes, there was also a bizarre Formula Ford exhibition race...! An indoor-race for 80cc motorcycles had also been schemed, but reportedly fell victim to financial issues.

Opposite are two photos that illustrate Dutch moped racing.

The left image shows a scene from the 1991 race at the RDW test track near Lelystad, Flevoland (photo courtesy of forum-user LVS at www.kreidler.nl).

The photo on the right is from a recent SOBW meeting in Staphorst, Overijssel. Image courtesy of www.sobw.nl.



Kart Tracks

Karts were invented in the United States in the mid-1950s, when someone decided to equip a 'soap box car' with a small engine. Initially called *go-karts*, the little machines soon became hugely popular in America, and by the late 1950s they crossed the Atlantic to take western-Europe by storm as well, including the Netherlands. For some reason, karts were initially called *skelters* in this country. The first such machine was built by Jan and Henk Deken in Amsterdam in 1958. They tried their ATAF on the concrete velodrome in the Olympic Stadium in June 1959.

The first kart races were then held at the DAF-proving grounds in Eindhoven in July and on a roller skating course in Helmond in August. These were races for children with very primitive *skelters* equipped with 50cc engines, held under auspices of a club called Eerste Nederlandse Automobiel Jeugdclub. The Dutch autosport federation KNAC soon recognized the potential of the new race machines and in early 1960 began establishing a set of regulations. The first kart meeting subsequently took place at Zandvoort on 20 April, but this was still only an exhibition event. The first actual race was organised on the cinder track of the Emma Stadium in Hoensbroek on 30 April. After that an unprecedented skelter-mania broke loose.

Many karting clubs were founded and began organising races on short street circuits under auspices of the KNAC-recognized SKN (Stichting Karting Nederland), which was more or less succeeded by the NKf (Nederlandse Kart Federatie) in 1964. The very first purpose-built kart track opened merely months after the first races, in September 1960 - more details further below.

Listed here are non-permanent circuits used for kart- and skelter races (mostly street courses), but this list is far from complete. In many cases the years are merely a rough guideline - only confirmed years are mentioned.

- **Abbekerk** - July 1981
- **Alkmaar** - circa late 1970s - late 1980s
- **Almere** - circa 1986-1988 / on Circuit de Vaart / supporting the motorcycle races / superkarts
- **Almkerk** - 1962 / behind the Altena concrete factory on the Provincialeweg-Zuid
- **Almkerk** - 1965 / different location
- **Alphen aan den Rijn** - circa late 1990s / also on Queens Day 1979
- **Amersfoort** - 1961 / Industriekwartier / circuit of circa 800 metres / to be held under SKN auspices / cancelled
- **Amersfoort** - 1976 / Euterpeplein / circuit of 500 metres
- **Amstelveen** - April 1962 / Queen's Day / circuit laid out on Plein 1960
- **Amsterdam** - 1960 / Middenmeer sports park at the Kruislaan / on the cinder track / this is now the Jaap Eden ice rink
- **Amsterdam** - circa 1971 - 1982 / on the concrete velodrome in the Olympic Stadium / mostly exhibition races only
- **Amsterdam (Sloten)** - 1980-1981 / on the bicycle course / supporting the NMB motorcycle races / also superkarts
- **Assen** - 1973 / night before the TT / circuit was lit / at De Brink in the city centre
- **Assen** - 1976 / night before the TT / Weierstraat
- **Assen** - 1983 / night before the TT / somewhere in the city centre
- **Assen** - 1990s / in a parking lot
- **Beek** - May 1961 / at the airfield
- **Beltrum** - June 1982 / superkarts demo race
- **Bergen op Zoom** - May 1987 / in the city centre
- **Beverwijk** - 1981 / at the bicycle circuit in Adrichem sports park / included superkarts
- **Biddinghuizen** - 1982 / around the pond of the Flevohof recreational park / supporting a motorcycle sprint meeting
- **Blaricum** - 1963 / on a school yard either at the Verbindingsweg or the Eemnesserweg
- **Blaricum** - early 1970s / circuit via Schapendrift - Oude Renbaan - Draverspad - Hazeleger
- **Bruinisse** - 1965 / at or near the harbour
- **Delft** - 1979 / at the Makro grounds
- **Den Bosch** - November 1960 / at the Vreemarkt
- **Den Bosch** - mid-1970s / Soetelieve industrial area
- **Den Burg** - 1964 / industrial area Wezenland / the race inspired the construction of a purpose-built track, see below
- **Den Haag** - 1961-1962 / at the Duinhorst bicycle oval near Wassenaar / several chicanes were set up
- **Den Haag** - 1963 / Zuiderpark
- **Den Haag** - 1975 / in a parking lot near the Malieveld
- **Den Helder** - May 1960 / Julianaplein / one of the first official kart races in the Netherlands / also July 1979
- **Dokkum** - May 1969 / in the sports park at the Harddraversdijk
- **Drachten** - October 1960 / circuit via De Meent - De Groene Zoom - De Drift - De Wier / first kart race in Friesland
- **Drachten** - May 1961 / Grote Prijs van het Noorden / Oude Nering - Lange West - Oudeweg - Markt / 650 metres
- **Ede** - October 1966 / at the Johan Willem Friskazerne
- **Eelde** - 1980s / June 1989 but also in other years
- **Eemshaven** - 1982 and 1986 / perhaps in later years as well / supporting the motorcycle races / superkarts
- **Eext** - 1990s / street races in the town centre
- **Eindhoven** - 1959 / at the DAF-proving grounds / races for children / likely the very first kart race in the Netherlands
- **Ermelo** - 1960 / location unknown but somewhere in the woods / a permanent track opened the following year
- **Gorinchem** - 1964 / Buiten de Waterpoort
- **Gorinchem** - 1965 / on a roller skating course at the Kalkhaven
- **Gorinchem** - 1972 / at the Groenmarkt / first kart race in Gorinchem in seven years
- **Gorredijk** - 1962 / at the market square / circuit of 70 metres !
- **Groningen** - 1974 / around the Grote Markt / in later years at a different location
- **Groningen** - August 1987 / Westerhaven / circuit circa 550 metres / held through early 1990s

- **Gulpen** - August 1961 / at bottom of Gulpenerberg / event was stopped after an accident / circuit 630 metres
- **Haamstede** - July 1970 / at the airfield / cancelled at the very last minute / circuit not approved
- **Hardinxveld** - 1963 / Kuijperstraat in De Peulen neighbourhood / circuit of circa 100 metres
- **Hazerswoude-Dorp** - 1961 / Lindelaan and Ds. D.A. v.d. Boschstraat / also June 1962
- **Hedel** (Gelderland) - 1970s / at least 1972 and 1974
- **Heerlen** - April 1962 / Raadhuisplein / under auspices of the SKN
- **Heerlen** - 1982-1984 / on Circuit de Beitel / superkarts / supporting the motorcycle road races
- **Helmond** - 1959 / on a former roller skating course / the karts were equipped with 50cc moped engines
- **Helmond** - circa 1971 / on the LTS school yard at the Keizerin Marialaan
- **Helmond** - 1980 / circuit around the Adelaarplein
- **Hoensbroek** - April 1960 / Emma Stadium / on the cinder track / this was the first official kart race in the Netherlands
- **Hoogeveen** - June 1960
- **Hoorn** - June 1960
- **IJmuiden** - October 1986 / circuit 1500 metres / superkarts
- **Kapelle** - Oct 1977 / in the parking lot of an under-construction sports hall / replacement for cancelled motorbike race
- **Katwijk Aan Zee** - 1964 / Zuid-Boulevard / circuit of 400 metres with two hairpins
- **Landsmeer** - August 1962 / circuit was paved with bricks and very bumpy
- **Laren** - 1968 / circuit via Slangenweg - Schuilkerk - 't Tuintje - De Kwartel - Steffenshein
- **Laren** - early 1970s / circuit via Akkerweg - Schoolpad - Jagersweg - Jagerspad
- **Leeuwarden** - 1961 / Wilhelminaplein
- **Leeuwarden** - early 1960s / behind the auction mart on the Huizumerlaan
- **Leiden** - October 1961 / Vrijheidsplein / also 1965 / Bevrijdingsplein
- **Leiden** - 1969 / Groenordhal
- **Maastricht** (Heer) - October 1960
- **Maastricht** - 1961 / De Griend / demo only
- **Makkum** - 1967 / on the town square
- **Mijdrecht** - September 1982 / probably also in later years
- **Neede** - 1990s / first race was in August 1991 on 450-metre course in residential area / later in an industrial estate
- **Numansdorp** - early 1960s
- **Oegstgeest** - November 1960 / at the grounds of the flower auction / Flora-circuit
- **Oud-Beijerland** - early 1960s
- **Raalte** - 1987 / Luttenbergring / supporting the motorcycle races / superkarts / also scheduled in 1989 but cancelled
- **Reuver** - May 1961 / SKN
- **Rijssen** - 1990s
- **Rijswijk** - July 1968 / Burgermeester Elsenlaan
- **Roden** - 1976 / circuit via Molenweg - Zuidenveld - Nieuweweg
- **Rotterdam** - 1960 / Veilingweg
- **Rotterdam** - 1970 / Afrikaanderplein
- **Rotterdam** - 1980s / near metro station Kralingse Zoom / the circuit contained a jump
- **Rotterdam** - June 1994 / near Chinese restaurant Ocean Paradise
- **Scheveningen** - 1976 / Keizerstraat / the race was titled Noordzeecup
- **Schiedam** - 1960 / Burgemeester van Haarenlaan
- **Schijndel** - circa 1985-1987
- **Tegelen** - early 1960s / first race was in mid-October 1960 near city hall / repeated in May 1961 / KNAC
- **Ter Apel** - April and September 1983 / on the oval autospeedway / chicanes were added for safety
- **Terborg** - May 1966 / circuit of 500 meters
- **Tolbert** - September 1961 / Grote Prijs van Groningen
- **Tolbert** - circa 1983-1999 / supporting the motorcycle races / superkarts
- **Utrecht** - May 1961 / on the concrete velodrome in the Galgenwaard stadium / demo runs only
- **Utrecht** - August 1962 / Jaarbeurs area at the Croeselaan / billed as the Grote Prijs van Nederland
- **Utrecht** - August 1963 / at the Ina Boudier Bakkerlaan
- **Utrecht** - September 1963 / in the Jaarbeurs hall / reportedly the first indoor kart race in the Netherlands
- **Utrecht** - June 1971 / near the Jaarbeurs and Veemarkt area / European championship / circuit 900 metres
- **Veldhoven** - late April 1961 / also in the 1970s
- **Venray** - 1961 / on a school yard
- **Venray** - 1966-1972 / in the parking lot of the swimming pool at the Hoopweg near the hospital
- **Venray** (Veltum) - September 1973 / street circuit in Veltum near Venray via Hoebertweg and Langstraat
- **Venray** (Leunen) - October 1974 / street circuit in Leunen near Venray via the Sint Catharinastraat
- **Weert** - 1960-1961 / Graafschap Hornelaan / circuit 490 metres / paddock located in the Herenstraat / KNAC
- **Werkendam** - 1970 / Groene Kruisplein
- **Woudrichem** - 1967 / on a square in front of the Wylax factory in the Burgemeester van Lelystraat
- **Woudrichem** - 1968 / near the Fort-Montagebouw company at the Hoge Maasdijk / circuit was shortened due to rain
- **Zandvoort** - early 1960s / used shortened 700-metre version of the racing circuit
- **Zandvoort** - 1980s / used the full-length racing circuit / superkarts
- **Zierikzee** - April 1963 / first kart race in Zeeland / also 1967 / at a harbour named De Val
- **Zuidlaren** - December 1977 / indoor race in the Prins Bernhard Hoeve complex
- **Zuidlaren** - July 1990 / June 1991 / street races
- **Zwolle** - April 1963 / sports park at the Ceintuurbaan

Some clubs not affiliated with the SKN also held races, most notably the ISBL (Internationale Skelter Bond Limburg) in the southern province of Limburg. The ISBL was founded in Sittard on 5 June 1962 and organised many street races, much to the dismay of the SKN and later NKF. Tension reached a zenith after a fatal accident at a 1964 street race in Schinnen organised by the ISBL.

The NKF claimed ISBL safety measures were inadequate. For example, the circuit in Schinnen had contained a 12% steep incline whereas international regulations allowed a maximum of 3% only. The impact of the accident was such that the NKF considered banning all street races, although it seems it did not get that far. Of course the ISBL disagreed, arguing the accident could have happened anywhere. Later that decade the ISBL and NKF began cooperating, and at some point the ISBL became a member of the kart section of the Dutch autosport federation KNAF, but in 1998 it joined the rivaling NAB (Nederlandse Autosport Bond).

This is a list of places where the ISBL organised races, most of them in the province of Limburg but some also in neighbouring Noord-Brabant. Note this list is incomplete, and the years are mostly just a rough guideline - only confirmed years are mentioned.

- **Baexem** - 1974-1985 / Raadhuisplein and Ridderstraat / final year in Sint Jansstraat
- **Berg en Terblijt** - 1962 / Dokter Goossensstraat - Langen Akker - Schoolstraat - Valkenburgerstraat
- **Born** (Holtum) - 1970s-1980s
- **Brunssum** - 1962
- **Buchten** - 1960s / near Born
- **Budel** - 1963 / Treurenburg / circuit via Rozenstraat - Leliestraat - Anjerstraat - Deken van Baarstraat
- **Budel** - 1979 - circa 1981
- **Bunde** - 1962 / Ingenopestraat - Papenweg - Dorpsstraat - Sint Agnesstraat
- **Echt** - 1970s
- **Elsloo** - 1960s
- **Eys** - 1970s
- **Geleen** - 1960s-1970s / multiple locations
- **Grevenbicht** - 1960s-1970s
- **Gronsveld** - late 1960s - early 1970s
- **Gulpen** - 1962
- **Hoensbroek** - 1969-1978 / Auvermoercircuit / around a school
- **Hoensbroek** - 1979-1993 / Circuit Terveurdt / at the swimming pool / there was also a one-off demo in 2010
- **Horn** - 1963
- **Hulsberg** - 1960s-1970s
- **Kelpen-Oler** - 1980-1981 / Limburgstraat - Wessemerven - Kerkstraat - Groeneweg - Graafschap Hornestr - Beneluxstr
- **Kerkrade** - 1964 / Old Hickoryplein / cancelled / no permission following accident in Schinnen (see below)
- **Klimmen** - 1964 / Hagerweg - Houtstraat - Grubbenstraat - Hoofdbank / first race after accident in Schinnen
- **Klimmen** - circa mid-1970s
- **Landgraaf** (Nieuwenhagen) - 1962 / Raadhuisstraat - Markt - Heideveldstraat - Burgemeester Gijssenstraat - Irenestraat
- **Landgraaf** (Ubach over Worms) - 1960s / Europaweg-Zuid - Churchillstraat
- **Landgraaf** (Ubach over Worms) - 1970s / multiple locations
- **Linne** - 1962 / circuit via Tramweg and Montforterweg / perhaps also races in 1970s
- **Maasniel** - 1963 / was the season-opener that year
- **Maastricht** (Heer) - 1965-1967
- **Maastricht** - 1970s / Geusselt parking lot
- **Margraten** - 1962 / location unknown
- **Margraten** - 1970s / Bernhardlaan - Julianalaan - Trichterweg
- **Margraten** - 1994-2003 / industrial area Aan de Fremme / last kart street race in the Netherlands
- **Meerssen** - 1962 / Proosdijveld
- **Montfort** - 1980-1982 / circuit ran via Tombac - Kerktiend - Vinkesteege - Brummeberg in 1980
- **Neer** - 1965 / Baand - Visseberg / the first ISBL race here was in September 1965
- **Roermond** - 1962 / hosted the season finale said year
- **Panningen** - 1982 / Kennedylaan
- **Posterholt** - 1963-1964
- **Schinnen** - 1963-1964 / Moutheuvellaan / circuit of 600 metres / there was a serious accident at the 1964 races
- **Schinveld** - 1960s
- **Simpelveld** - 1962 / Romeinenstraat - Houbierstraat - Van Werschstraat - Sint Remigiusstraat / also in 1980s
- **Sittard** - 1960s / the first race was in 1963 / multiple locations
- **Spaubeek** - 1970s
- **Stein** - 1965
- **Susteren** - 1962-1964 / around the Groene Kruis building / there was an accident at some point
- **Swalmen** - 1962
- **Tegelen** - early 1960s
- **Veldhoven** - 1970-1973 / possibly also 1974
- **Venlo** - 1970s / Lambertusplein in Blerick in 1971 / later in an industrial area
- **Voerendaal** - 1962 / circuit via Kunostraat - Pyrostraat - Bongerd - Van Merodestraat / the very first ISBL race
- **Voerendaal** - 1989 and 1995-1998 / in industrial estate Lindelauffer Gewande
- **Wessem** - 1977-1981 / circuit via Bienberg / lengthened in 1979
- **Weert** - 1962 and 1964 / circuit went via Maaslandlaan and Limburglaan in 1964
- **Weert** (Boshoven) - 1980-1983 / Sint Luciastraat - Sint Odastraat - Hogenakkerstraat - Sint Appolloniastraat
- **Wijlre** - 1970s

The *skelters* became so popular so quickly that it did not take long before the first purpose-built circuits appeared. The first four such courses that opened in the Netherlands were:

- **Bodegraven** - 8 Sept 1960 / De Kuil / soon obsolete and renovated / reopened 23 Sept 1961 / torn down 1969-70
- **Driebergen** - 29 April 1961 / Circuit de Woerd / also hosted auto slalom events in the 1970s / still active
- **Ermelo** - 11 May 1961 / located south of town at the Paul Krugerweg / gone by early 1970s
- **Eefde** - 9 July 1961 (official opening) / some training runs had already been held in June / still active

Sixteen further circuits followed over the next few years, and these are listed below. I have placed the circuits in order of opening, but the order may not be fully correct as the exact date of opening is missing for two circuits:

- **Dongen** - 9 June 1962 (official opening) / first races were held two days later / Karting Centrum Dongen / short lived
- **Vaals** - 8 July 1962 / located on the northern edge of town against the border with Germany / still active
- **Uitgeest** - 21 July 1962 / located just south of town near Assum / closed in 2007 / the site is now a residential area
- **Oldenzaal** - 22 July 1962 / indeed two courses opened in one weekend / located just west of town / still active
- **Baarlo** - 21 April 1963 / located at sports park De Berckt / operated through 1971 but then torn down
- **Leidschendam** - 14 July 1963 / Kartodrome / located at the Broekweg / defunct by late 1960s / now gone
- **Rotterdam** - 4 April 1964 / at the Ommoordseweg in Terbregge / closed due to noise complaints circa 1968
- **Valkenburg** - 28 April 1964 (official opening) / already opened in 1963 / located at sports park Cauberg / now gone
- **Westkapelle** - 10 June 1964 / located just north of town / Circuit 't Vroon / closed circa 1983 / torn down circa 1996
- **Den Burg** - 5 June 1965 / located in the Akenbuurt neighbourhood just west of town / still active
- **Ulrum** - 18 September 1965 / located on the north-east edge of town / still active
- **Strijen** - 28 May 1966 (official opening) / the first test race had already been held in October 1965 / still active
- **Zwolle** - 1966 / first actual races were held Nov 1967 / Karba-Circuit / south-east of town near Wijthmen / still active
- **Emmercompascuum** - 17 June 1967 / now long gone / this was a different track than Nieuw Weerdinge (see below)
- **Drieborg** - 19 September 1970 / De Punt / closed in May 1981 / the site is now a residential area
- **Harderwijk** - unknown / roughly around early 1970s / used for recreational karting only / at the Veluwestrand
- **Best** - unknown / active at least from 1973-1984 / was located between Eindhoven and Best / now gone

The second-generation outdoor courses are listed in alphabetical order:

- **Amsterdam** - at the Theemsweg / 8 April 1984 (official opening) / closed in 2007 / torn down in 2008
- **Berghem** - Circuit Nieuw Zevenbergen / opened 30 April 1988 / located south of town near the motorways / still active
- **Lelystad** - Midland circuit / the oval opened circa 1982 / the infield kart track was a 1990s addition but is now inactive
- **Lelystad** - Kartcentrum Lelystad / reportedly opened 1994 as Alnone circuit / adjacent to Midland circuit / still active
- **Nieuw Weerdinge** (Emmen) - Circuit Pottendijk / reportedly opened 16 July 1989 / south of town / still active
- **Slagharen** - Bonte Wever / active by 1994 / closed circa 2001 / now defunct
- **Veldhoven** (Eindhoven) - Circuit de Landsard / 30 April 1987 (first races) / 20 May 1988 (official opening) / still active
- **Venray** (Ysselsteyn) - Circuit de Peel / active circa 1996 - 2007 / now gone / see note below
- **Vledderveen** (Stadskanaal) - Kartbaan Stadskanaal / reportedly opened 28 May 1998 / lengthened 2010 / still active
- **Zandvoort** - small course behind the paddock of Circuit Park Zandvoort / active in the 1990s / now gone

It should be noted that not all of the above tracks saw actual racing - a few were used only for recreational karting.

Circuit de Peel near Ysselsteyn started as a motorcross track in 1978, and it was expanded with a stock car oval in 1990. The first kart races seem to have been held in 1996, which implies the kart track, which used the oval and an infield section, was in place by then. The facility was later named Raceway Venray but closed in 2007. A new circuit with the same name tentatively opened nearby in 2009, but construction of the main oval, an American-style ½-mile paved banked track, was not finished until 2011. The old facility across the road has since been torn down.

Indoor circuits are a later phenomenon, from around the mid-1990s. The first such course may have opened in Mijdrecht in 1993. Many indoor circuits are still active in the Netherlands, while countless others have come and gone. These venues are of much less interest to me and I will therefore not try to list them.

Velodrome Racing

In the Netherlands, the earliest known motorcycle races were held on velodromes in the early 1900s. At the time, it was common to combine races for solo bicycles, motor-paced bicycles and motorcycles into a single meeting. Tracks in Breda, Bergen op Zoom and Amsterdam are known to have hosted such meetings, but the emphasis was usually on bicycles.

After the First World War, some tracks began having stand-alone meetings for motorcycles, although their significance remained limited, especially compared to Germany where velodrome racing attracted much more attention. In the Netherlands, the dominant form of pre-war motorcycle sports was grass track racing, and as such the number of races on velodromes was limited. Most of the time, motorcycles were simply added to bicycle meetings to provide some additional thrills and frills for the audience. It would appear the KNMV's involvement was limited to a small number of bigger stand-alone events, for example at the so-called *Twembaan* in Tilburg. This opened in 1921, and as the name indicates - Twem is an acronym of Tilburgish Cycling and Motor Track - it was in part specially-built for motorbike racing.

One of the best known Dutch riders of the era was Hans Herkuleyns (Arnhem, 17 June 1888 - Amsterdam, 8 February 1948), a true specialist of velodrome racing who competed at home and abroad with great success. However, a horrible accident in Amsterdam in 1931 broke both of his legs and forced him to give up motorcycle racing, although he later switched to automobiles. Velodrome races in the Netherlands seem to have largely died out for the remainder of the 1930s after Herkuleyns's accident, but interestingly, there were actually a few of such races *during* the war, until the German military authorities prohibited races on bicycle tracks in July 1944. Shortly after the war in the Netherlands came to an end, velodrome racing resumed once more, albeit now only for the 125 and 175cc classes. Unfortunately, a race in Amsterdam on 1 July 1945 was marred by the fatal accident of well-known rider Joop Vleeschhouwer.

Photographs of velodrome races from this time prove that this type of racing was still popular - with well-filled grandstands - but in spite of this, the sport did not last long anymore: the KNMV last organised bicycle-track races in 1946 and after that gave up on velodrome racing. Perhaps this had something to do with a problem evident here and abroad: due to the high risks involved, races were sometimes fixed, meaning riders made agreements beforehand.

Although the KNMV never organised velodrome races again, the rivalling RKZNM - the later NMB - briefly attempted to revive this type of motorsport in 1952. While the first race in the Goffert Stadium in Nijmegen went well, the second ended with the worst-ever accident in Dutch motorsports history, when one rider and three children were killed. Unsurprisingly, this marked the definitive end of velodrome racing in the Netherlands.

Cars raced on velodromes only sporadically in this country, with a handful of races known to have been held in Bergen op Zoom, Amsterdam and Tilburg. However, karts ran on the concrete track of Amsterdam's Olympic Stadium in the 1970s, and even as late as 1982 (although for the most part these were non-competitive exhibition races or demos).

Most of the velodromes used for motorcycle racing in the Netherlands are listed below. For more information about velodrome racing in general, see the German chapter further down this document.

Amsterdam – Noord-Holland / Wielerbaan Zeeburgerdijk / 1900s / motorcycles

Location: 52°21'55.76"N / 4°56'27.05"E

A narrow wooden velodrome opened in the Amsterdam *Willemspark* in the 1890s. The track was later dismantled and moved to a new location at the *Zeeburgerdijk*, where it reopened in July 1901. It hosted countless bicycle meetings over the next years, and some of these also included races for daredevils on motorcycles, as was popular at that time. The track operated until 1915, and today the site is a residential area.

Amsterdam – Noord-Holland / Het Stadion / Stadionbaan / 1910s-1920s / motorcycles

Location: 52°20'40.69"N / 4°51'36.96"E

The *Amsterdamse Stadion* was built in 1913, and a 400-metre wooden - possibly temporary - velodrome was added in 1919, which was also occasionally used for motorcycle races. When the new Olympic Stadium was built a stone's throw down the road, the old stadium became obsolete and so it was torn down in 1929, but the wooden velodrome was sold to Groningen instead - see below.

Amsterdam – Noord-Holland / Olympisch Stadion / 1928 - circa 1931 and 1940s / motorcycles + cars + karts

Location: 52°20'36.39"N / 4°51'14.83"E

The large Amsterdam Olympic Stadium was built for and opened with the July 1928 Olympic Games. There were motorcycle races on its 400-metre concrete bicycle oval through 1931, but Hans Herkuleyns's big accident at a meeting in August of that year *seems* to have largely ended velodrome racing here - and elsewhere in the country - for many years. Further races, however, took place in September 1941 (as part of an SS-sports event) and July 1945 (as part of liberation celebrations), of which the latter was sadly marred by the fatal accident of rider Joop Vleeschhouwer.

Interestingly, a race for Formula 3 single-seaters to be held on the stadium's concrete oval was announced for September 1949, with Stirling Moss among the entrants, but this was cancelled. Karts, however, did race on the oval throughout the 1970s, although these were more or less just exhibition races or show events, held to support dirt-track speedway races for motorcycles on the infield. While the Olympic Stadium still exists today, the velodrome was torn down in the mid-1990s in favour of a running track.

Bergen op Zoom – Noord-Brabant / Wielerbaan de Raayberg / 1900-1920s and 1940s / motorcycles + cars

Location: 51°28'56.79"N / 4°18'0.51"E

The concrete Raayberg velodrome was located at the corner of the Antwerpsestraatweg and Beukenlaan. It opened in May 1904 and reportedly existed until 1959. In the early years of the track, many bicycle meetings also included motorcycle numbers, as was customary at the time. Later, there were also some stand-alone motorcycle races here, until the late 1920s or so, but even in 1944, in the midst of the war, two races took place at the Raayberg, shortly before velodrome racing with motorcycles was prohibited by the German authorities.

On 15 July 1917, the Raayberg velodrome was the scene of the very first automobile race on a closed course in the Netherlands, but this novelty did not prove very interesting. The match races were furthermore unofficial, that is, not sanctioned by the KNAC. As a result, the two contestants, Hans Herkuleyns (Bédélia) and a driver named Grijseels (Real), as well as the management of the Raayberg track, were duly suspended.

Breda – Noord-Brabant / Bredasche Wielerbaan / 1902-1903 / motorcycles

Location: 51°34'8.56"N / 4°46'40.49"E

Breda had a very short-lived wooden velodrome at the so-called Boulevard, a street later renamed Baronielaan. The track opened in 1902 and hosted the earliest known Dutch motorcycle races, in conjunction with bicycle events - again, such mixed meets, which combined solo bicycles, motor-paced bicycles and motorbikes, were common in those days. Sadly, the velodrome went bankrupt in late 1904, and the grandstand burned down shortly afterwards.

Groningen – Groningen / Groninger Wieler- en Motorstadion / Velodrome / 1920s-1930s / motorcycles

Location: 53°12'0.18"N / 6°33'42.74"E

When the Amsterdam Olympic Stadium with its large concrete oval opened in 1928 (see above), the wooden oval in the nearby old stadium became obsolete. It was sold to Groningen and rebuilt there in 1929. Motorcycles raced here at least through 1931, but the velodrome was not a success and the property was sold in June 1936. It was located at what is now the Canadalaan, along the canal, and allowed average speeds up to about 104 km/h.

Nijmegen – Gelderland / Goffertstadion / 1940s-1950s / motorcycles

Location: 51°49'20.81"N / 5°50'14.02"E

There were motorcycle races on the concrete velodrome in Nijmegen's Goffertstadion in 1944, 1946 and 1952, and perhaps also in 1945. The 1952 races were an ill-fated attempt of the RKZNM - which later became the NMB - to revive velodrome racing, which had been last organised in the Netherlands six years earlier. Sadly, four people were killed when a rider lost control over his bike, the worst accident in Dutch motorsports history. The accident definitively ended velodrome racing in the Netherlands. As for the Goffertstadion, this opened in 1939, but the concrete oval was demolished during a major renovation in 1999. Incidentally, the stadium has also been used for autospeedway, motorspeedway and motorcross events.

Roermond (Herten) – Limburg / Limburg's Stadion / July 1923 / motorcycles

Location: 51°11'2.87"N / 5°58'32.04"E

A sports park called Limburg's Stadion was built in Herten, just south of Roermond, in 1921. It was used for horse racing, athletics and other sports. A 400-metre near-circular clay oval for bicycle racing was later added, and this hosted two motorcycle races in July 1923. Unfortunately, the stadium went bankrupt in early 1925, and although a local cycling club announced it would take over the exploitation of the bicycle oval by leasing it for six years, it would appear this never happened and all assets were sold at a public auction. A new 200-metre wooden velodrome called *Roermondsche Wielerbaan* opened in nearby Maasniel in 1933 but this was never used for motorcycle races.

Rijswijk – Zuid-Holland / Rijswijksche Wielerbaan / 1920s / motorcycles

Location: 52°2'50.14"N / 4°20'50.62"E

The velodrome at the Delftweg in Rijswijk hosted motorcycle races in the 1920s - I found meetings for the years 1921-1922, 1925 and 1928-1929, but there were probably many more. As an aside, there were events for vintage motorcycles (regularity runs) on a different, non-oval bicycle circuit at the Lange Kleiweg in Rijswijk in the 1990s and 2000s - by which time the old velodrome was of course long gone.

Rotterdam – Zuid-Holland / Rotterdamsche Wielerbaan / 1920s-1930s / motorcycles

Location: 51°55'43.50"N / 4°32'8.33"E

Rotterdam had a 250-metre wooden velodrome at the Kralingseweg from 1923-1934. Motorcycles appear to have raced here on occasion in the 1920s and 1930s. The oval allowed average speeds around 85 km/h. One small footnote: there was an exhibition run on a temporary 200-metre wooden velodrome at the Ahoy-arena in 1976, with six 50cc-machines of the NGK motor racing team.

Tilburg (Goirle) – Noord-Brabant / Twem-Baan / 1921-1929 / motorcycles + cars

Location: 51°31'49.61"N / 5°3'54.58"E

The Twem-Baan - an acronym for *Tilburgse Wieler- en Motorbaan* - opened at the Tilburgseweg in Goirle, just south of Tilburg, in 1921. As its name suggests, the 400-metre concrete oval was built specifically for both bicycle- and motorcycle races. However, the turns were so steep the course was actually not very suitable for bicycles! Motorbikes raced here frequently from 1921-1929, mostly in conjunction with bicycle races, and it was probably the most significant venue for velodrome racing in the Netherlands, as well as the fastest. During a 1921 race for the *Silver Dunlop-Cup*, one of the riders registered a lap of 0.11,8 = 122.0 km/h, while Hans Herkuleyns recorded 0.11,0 = 130.9 km/h in 1928. Interestingly, there was also a car-vs-motorcycle race on the oval at a meet in 1925, between Herkuleyns (car) and Luijken (motorbike), which was easily won by the latter. Unfortunately, the Twem-baan ran into financial troubles, and by the late 1920s the track was in a poor condition. It was therefore abandoned, although an amateur motorcycle club was allowed to use the oval for practice runs in 1935. The Twem-baan was finally torn down in 1937.

Utrecht – Utrecht / Galgenwaard / Stadion Wielerbaan / 1940s / motorcycles

Location: 52°4'42.10"N / 5°8'45.03"E

The Galgenwaard Stadium in Utrecht - opened in 1936 - originally had a concrete velodrome, which ran motorbikes twice in 1944. Two further meetings were announced for 1946 - the last KNMV-sanctioned velodrome races - although whether these indeed took place is questionable. The stadium's concrete oval lasted until 1981, when the entire facility was completely demolished and then rebuilt from scratch, now without a velodrome encircling the football pitch.

Hillclimbs

Simpelveld – Limburg / 1967-1968 (2) / cars

For a long time I thought the Vaals hillclimb (see below) was the only stand-alone hillclimb for cars ever held in the Netherlands. However, as it turns out there was another climb for automobiles, first organised near the village of Simpelveld in June 1967 by a club called Limburgse Auto Rensport, which organised events for amateur racers under KNAC-sanction. A contemporary newspaper article gives the course length as 1.550 km and the winning time as 0.28,37 - but considering this adds up to an average speed of 196 km/h, the former is likely incorrect. The second edition of the climb took place in June 1968 and was won by Man Bergsteijn in 0.29,66.

Vaals (Camerig) – Limburg / 1953-1971 (19) / cars

Location: 50°46'5.66"N / 5°56'10.74"E

The KNAC organised an annual hillclimb for automobiles near Vaals from 1953-1971. The climb was originally open to sports- and touring cars, but other classes including Formula Junior and Formula Ford later joined as well. It was also a national meeting at first, but became an international event run over two days as of 1956. In 1963, Carel Godin de Beaufort took his Formula 1 Porsche up the hill, and his time of 0.50,8 was the fastest recorded up to that point. The course record was ultimately established in 1969 by Ed Swart (Abarth 2000 SP) in 0.47,22 = 91.5 km/h.

The 1.2 km long climb had a maximum incline of 8% and around 50-60 metres of elevation change. Not exactly Pikes Peak, but an entertaining bit of road, with three hairpins, an S-curve and one fast bend. In 1961, the course was lengthened by some 200 metres, but this appears to have been a one-off change. Here are the overall winners of the Vaals hillclimb:

- 04.07.1953: Mathieu Hezemans (Porsche) (1.12,3)
- 19.06.1954: H.J. Coumans (Jaguar Mk7) (1.16,1) (1)
- 23.07.1955: Wim Poll (Poll Special) (1.02,4)
- 14-15.09.1956: Wim Poll (Poll Special) (1.01,2)
- 20-21.09.1957: Wim Poll (Poll Special) (0.58,0)
- 19-20.09.1958: Wim Poll (Poll Special) (0.56,4)
- 18-19.09.1959: Wim Poll (Poll Special) (0.56,0)
- 16-17.09.1960: Herbert Schander (Porsche 356 S) (0.59,2)
- 15-16.09.1961: Robert Crevits (Lotus-Ford) (1.03,4) (2)
- 14-15.09.1962: Pierre Marx (Porsche 718 RS) (0.54,6)
- 13-14.09.1963: Carel Godin de Beaufort (Porsche 718-2) (0.50,8)
- 11-12.09.1964: Nicolas Koob (ENB-Maserati) (0.49,5)
- 10-11.09.1965: Ben Pon (Porsche 904) (0.50,8)
- 09-10.09.1966: Ronnie Ton (Gemini-Ford) (0.55,0)
- 08-09.09.1967: Huug de Kruyff (Elva) (0.50,26)
- 30-31.08.1968: Jan van Straaten (Lotus-Ford) (0.50,08)
- 05-06.09.1969: Ed Swart (Abarth 2000) (0.47,22)
- 04-05.09.1970: Jan van Straaten (Lotus-Ford) (0.49,00)
- 10-11.09.1971: Freek Dudok van Heel (Formula Ford) (1.37,81) (3)
- 01-02.09.1972: cancelled

Note 1: The Formula 3 class participated outside of competition in 1954. H.J. Coumans (Beels 500) was quickest here as well with a time of 1.12,1.

Note 2: The course was lengthened from 1.2 km to approximately 1.4 km in 1961, seemingly a one-off change.

Note 3: The 1971 hillclimb was decided by two runs instead of one. The quickest run was clocked by overall winner Dudok van Heel in 0.48,12.

Although Vaals and Simpelveld were seemingly the only stand-alone hillclimbs for automobiles in the Netherlands, a number of other climbs was held as part of a larger event. For example, the *KNAC-Heuvelrit* regularity run included a climb on the Gulpenerberg in Gulpen in 1950, while the contestants of the 1954 *Fakkel-Rally* climbed up the Cauberg in Valkenburg as a sort-of special stage.

Wijlre – Limburg / April 1971 (1) / motorcycles (NMB)

Location: 50°49'51.15"N / 5°54'4.73"E

The sole stand-alone hillclimb for motorcycles ever staged in the Netherlands was organised under NMB-sanction near Wijlre in April 1971. The 1.0 km course had a maximum incline of 10% and included almost no sharp bends. The fastest timed run was Hans Hutten's 0.43,1 = 83.5 km/h. This interesting event was never repeated, perhaps mostly because its main initiator, a local business man and motorsport enthusiast, turned his attention elsewhere.

While this was the only stand-alone hillclimb for motorcycles ever organised in the Netherlands, as with cars, a number of further climbs was contested as part of larger events. One example is the *KNMV-Kampioensrit* of 1929 which included a hillclimb as a special stage. Interestingly, a club called Wegracegroep '65 announced plans to start organising hillclimbs under KNMV-sanction in 1970, but for some reason nothing ever came of this initiative.

Motorcycle Sprint Venues

Sprint racing with motorcycles became popular in the Netherlands in the mid-1960s. The first meeting took place at Zandvoort in October 1965, but due to lack of a permanent sprint strip, the meetings were mostly held on closed bits of public road. Sprints were initially always held over a ¼-mile (402 metres). Each rider started individually and simply had complete that distance as fast as possible. Top speeds of over 280 km/h could be reached. Later there were ⅛-mile (201 metres) sprints as well, and this distance in fact became prevalent as the years progressed. In some cases, the road was wide enough to allow drag races, meaning two riders competed against each other: the loser was eliminated while the winner moved on to the next round.

This is a list of places where sprint races with motorcycles were held (cars also ran at a few of these venues). It should be fairly complete (note it does not include venues for mopeds and scooters). I have indicated the location of the sprint strip where known.

- **Alkmaar** - location unknown / scheduled in 1979 but cancelled
- **Almere-Haven** - exact location unknown but on a dyke / 1996
- **Amsterdam** - Australiëhavenweg / later at the Aziëweg / there was a demo with cars in 1973 / they hit over 300 km/h
- **Anna Paulowna** - location unknown / perhaps the same as Den Oever
- **Baarle-Nassau** - location unknown / scheduled in 1970 but cancelled
- **Biddinghuizen** - in the Flevohof recreational park
- **Borssele** - Belgiëweg & Europaweg-Zuid / the first official ⅛-mile sprint in the Netherlands was held here in 1980
- **Brummen** - location unknown / announced for Queen's Day 1987 / seemingly cancelled
- **Delfzijl** - location unknown / announced for June 1978 / possibly cancelled
- **Den Oever** - location unknown / circa 1978 - circa 1983 and again 1994-1996
- **Doetichem** - Liemersweg / 1980s
- **Drachten** - Airstrip Drachten / aka Phil-Air Strip / probably the main venue for sprint- and drag racing / cars as well
- **Dronten** - location unknown
- **Dwingeloo** - near Lhee and Lheebroek / 1994
- **Echt** - Annendaalderweg near Maria Hoop / 1972 / there was a fatal accident / a one-off
- **Eindhoven** - at or near the airport / Sliffersestraat ? / 1980s / also cars
- **Enschede** - Windmolenweg
- **Harlingen** - Westerzeedijk / circa 1995-2001
- **Hoogeveen** - Trekpatenweg
- **Hulshorst** - Bredeweg / 1969 / most likely a one-off
- **Joure** - location unknown - circa 1999-2001
- **Kollum** - Lauwersmeerweg / 1977 / a one-off
- **Leek** - location unknown
- **Lelystad** - Vaartweg & Larserringweg / latter location in 1990s-2000s / last held circa 2001 / called off in 2002 (rain)
- **Noord-Scharwoude** - location unknown / 1975
- **Oss** - Maaskade / circa 1981-1988
- **Raalte** - location unknown / September 1988
- **Ridderkerk** - location unknown / scheduled in 1970 but cancelled
- **Rotterdam** - Alexanderpolder / 1970 / a one-off
- **Rotterdam** - location unknown / 1996 / dragraces over 150 meter
- **Soesterberg** - at the airfield
- **Steenwijk** - along the canal to Giethoorn / first sprint held in 1981 / I believe cars ran here as well
- **Ter Apel** - location unknown / circa 1970
- **Tilburg** - Meierijbaan / November 1987
- **Tolbert** - Auwemalaan / 1974 / a one-off
- **Twello** - Withagenweg / 1980
- **Tubbergen** - location unknown / scheduled in 1986 but cancelled / also on 1987 calendar but again called-off ?
- **Uden** - Industrielaan / 1969 - circa late 1980s / one of the longest-used venues / hosted international meetings
- **Valkenswaard** - location unknown / 1972
- **Varsseveld** - location unknown / 1980s
- **Vlissingen** - Sloehaven / almost certainly the same as Borssele, see above
- **Waalwijk** - Industrieweg / 1980s
- **Wehl** - Broekhuizerstraat / 1978-1980
- **Wezep** - location unknown / scheduled in 1971 but cancelled
- **Wolvega** - actually in the nearby village of Vinkega
- **'t Zand** (Noord-Holland) - location unknown
- **Zandvoort** - on the main straight of the permanent racing circuit
- **Zeewolde** - Zeewolderdijk / the second meeting was in 1979
- **Zwolle** - location unknown

Incidentally, the earliest autosport events in the Netherlands were sprint meetings in Scheveningen, a seaside district of The Hague. These sprints formed part of a larger event celebrating the automobile, first held in August 1902, and repeated from 1906-1908 and again from 1922-1924. The action took place on the boulevard in front of the so-called Kurhaus.

A further early sprint meeting, this time for both cars and motorcycles, took place at the Grindweg in Bussum on the occasion of the KNAC's 25th jubilee in July 1923. Later, there were automobile sprint meetings at Zandvoort from the 1950s onwards.

Classic Circuits

Listed here are places where classic events for motorcycles have been held. Unlike in Belgium such events are not proper races, but rather regularity trials or sometimes simply demo runs. Classic events are very common in the Netherlands and have been organised by the Historische Motorrijders Vereniging (HMV) since 1988-1989, the Classic Race-Demo Team (CRT) since 1993, and by the Rijdend Motorsport Museum (RMM) since 2007. In the 1980s, there was also a club called Veteranen Motorsport Vereniging (VMV), which was later turned into the Classic Motor Racing Club Holland (CMRCH). This organised races for vintage motorbikes in conjunction with the regular KNMV road races.

The circuits can be divided into three categories: fairly bland courses on industrial estates, bicycle tracks, and finally 'true' road circuits on small country roads, which are the most interesting as they resemble the 'real' circuits of the past and thus provide a more natural habitat for the classic motorcycles.

Speaking of 'real' circuits: Amsterdam-Sloten, Moergestel, Rockanje, Oldebroek, Vlagtwedde, and 't Zandt-Zeerijp have all been used for classic events.

Below is a list of places where the CRT, HMV and RMM have held events, but it is certainly not complete.

- **Aalsmeer**
- **Alphen aan de Rijn** (Circuit Molenwetering)
- **Ameide**
- **Anjum**
- **Arkel**
- **Barneveld** (Circuit Harselaar)
- **Basse**
- **Blokzijl** (now used for moped races)
- **Boekel** (Circuit de Burgt)
- **Boskoop**
- **Brakel**
- **Den Helder** (Circuit Kooypunt)
- **De Wijk**
- **Dordrecht** (unconfirmed)
- **Eenrum**
- **Ext** (Circuit Ossening)
- **Emmen**
- **Enter**
- **Gouda**
- **Gramsbergen**
- **Grijskerk**
- **Groot Ammers**
- **Heerenveen**
- **Hengelo** (Gld) (Circuit Bij De Welkoop)
- **Holten** (Circuit Beusebergring)
- **Hoogezand**
- **Kamerik**
- **Kolham**
- **Leeuwarden**
- **Lelystad**
- **Lisse**
- **Mill** (not the old circuit / around Aldendriel castle)
- **Nieuwe Pekela**
- **Nieuwerkerk aan den IJssel**
- **Nieuw-Vennep**
- **Nijmegen**
- **Oldenzaal**
- **Purmerend**
- **Rhenen**
- **Rijswijk**
- **Rotterdam** (Circuit Spaanse Polder)
- **Saasveld**
- **Schagen** (Circuit Witte Paal)
- **Spaarnwoude**
- **Staphorst**
- **Stiens**
- **Stokkum**
- **Ter Apelkanaal**
- **Tubbergen** (Circuit Filart-Ring)
- **Twello** (Circuit Engelenburg)
- **Uden**
- **Varsseveld** (Circuit Hofskampring)
- **Veendam**
- **Veendendaal**
- **Venlo** (Circuit Trade Port West, also moped races)
- **Weesp**
- **Wemeldinge** (previously used for moped races)
- **Wijster**
- **Winkel**
- **Winschoten**
- **Woerden**
- **Wolvegaster** (Circuit Om Den Noord)
- **Zuidbroek** (Circuit de Gouden Driehoek)
- **Zwolle** (Circuit Wijthemerplas, also moped races)

Miscellaneous Circuits

Alkmaar – Noord-Holland / Gemeentelijk Sportpark / 1921 - circa mid-1950s / motorcycles

Location: 52°37'16.32"N / 4°43'50.38"E

Grass track racing is one of the oldest forms of Dutch motorcycle racing, dating back to approximately 1916. Of all the early tracks, that of Alkmaar was probably the most significant. It was located in a sports park - opened on 13 May 1920 - and measured about 640 metres. Motorcycles raced here from 1921 onwards, until at least the mid-1950s, although by then the grass surface had been replaced by cinders - this was done in 1947. Some of the other pre-war grass tracks in the Netherlands could be found in places like Amersfoort (at Birkhoven), Beek, Den Haag (Houtrust and Duindigt), Dordrecht, Geleen (see below), Groningen, Heerenveen, Hilversum, Rotterdam (Woudestein), Sappemeer, Utrecht and Veendam.

Baarlo – Limburg / Circuit de Berckt / 1937-1998 / motorcycles + cars

Location: 51°20'42.52"N / 6°6'10.96"E

The sports park of Baarlo, named De Berckt, opened in May 1936, and included a 700-metre horse race track which was soon used for motorcycle racing as well. After the war, the NMB staged grass track races here in the early 1960s, and as of 1964, the course was also used for autospeedway events. The now 800-metre (½-mile) oval was paved in April 1977, and auto racing continued until the last meeting in September 1998. After that, the former speedway was used as a storage-site for many years and neglected, but following a major overhaul in 2009, the oval is now used by a local bicycle club named TWC Olympia. Note there was also a small kart track at De Berckt in the 1960s - more details about this can be found in the appropriate section above.

Incidentally, other Dutch ovals used for auto racing in past and present include Gendt (Gannita Circuit), Posterholt (JaBa Circuit), Heerlen (Circuit de Beitel), Dongen (Vaartcircuit), Venray (Circuit de Peel), Lelystad (Midland Circuit), Ter Apel (Circuit de Polderputten), Sint Maarten, Blauwhuis and Blijham.

Dordrecht – Zuid-Holland / Biesbosch-Circuit / 1930-1932 / motorcycles

Around 1930, there were serious plans for motorcycle races on a new circuit in the Biesbosch area near Dordrecht. These races were meant to give Dutch riders a chance to practice for the TT at Assen, at the time the only race held every year. The proposed circuit was variously reported as being 9.7 and 15.7 km long. As a test, three regularity runs were organised here in the years 1930-1932. These concluded with a sort-of individual time trial, where the contestants had to maintain a certain average speed. However, it was apparent the course was not suitable for racing as it was. Substantial improvements would have to be made if any races were to take place here - needless to say, it never got that far. However, a similar plan at Ell-Hunsel later that decade was more successful, see the main section further above.

Enschede – Overijssel / Vliegbasis Twenthe (sic) / Enschede Airport Twente / June 1994 & 1997 (2) / cars + motorcycles

A club called Historische Auto Ren Club (HARC) organised meetings titled *Rolling Oldies* for vintage racing cars on the airfield north of Enschede, which at that time was still a military facility, in June 1994 and 1997. The first event also included classic motorcycles. Note there was no actual racing, but only demonstration runs with prizes based on regularity. The circuit reportedly measured about 3.4 km (1994) and 4 km (1997).

Geleen – Limburg / R.E.M.A. Baan / Sportpark Geleen / Burgemeester Damenpark / 1932-1978 / motorcycles + cars

Location: 50°57'57.67"N / 5°50'5.34"E

Geleen's sports park opened in May 1932, and was originally known as the R.E.M.A. Baan, but later named after mayor Damen. The facility included a 600-metre grass track for horse and motorcycle racing, but numerous meetings were rained out. This prompted the organisers to replace the grass with cinders just after the war. Motorcycle racing resumed in 1947, and continued somewhat intermittently until 1978. Auto racing debuted in Geleen with two meetings for small single seater racing cars, in September 1953 and April 1954, and the oval later became a popular autospeedway venue. Noise complaints and several crashes ultimately led to its demise, however, and the very last meeting, in August 1978, was actually marred by a severe accident which injured twelve people. Incidentally, the Burgemeester Damenpark, which still exists today, is also known for hosting the Pinkpop festival from 1970-1986. Numerous world-famous acts played here, including Dire Straits, Fleadwood Mac, Status Quo, The Kinks, The Police, Van Halen, U2 and ZZ Top, among others.

Roermond – Limburg / Circuit van Roermond / 1927-1928 / cars

Location: 51°12'37.74"N / 5°51'45.14"E

An 18 km course near Roermond was the scene of 24-hour regularity runs for automobiles in September 1927 and 1928. The course ran via Grathem - Baexem - Kelpen - Grathem, with start-finish located just before the corner near Horn. The third edition of the event was announced for 1929, but this was either relocated to Belgium or cancelled altogether.

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- | | |
|-------------------------|---------------------------|
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Racing Circuits

Belgium

Aalter – Oost-Vlaanderen / Circuit van Aalter / 1993-1994 (2) / motorcycles

Location: 51°6'16.09"N / 3°26'56.59"E

The first motorcycle race in Aalter was organised by a club called Motor Vrienden Olympia in June 1993. The circuit ran through an industrial area and measured 3.7 km per lap. However, some riders considered the bumpy course too dangerous - despite four speed-reducing chicanes - and refused to start. The circuit was therefore reversed to clockwise direction and shortened to 3.337 km for the second race, in July 1994. Patrick Orban (Yamaha) was the fastest rider over one lap that year, with a 1.35,61 = 125.6 km/h.

Alseberg – Vlaams-Brabant / June 1963 (1) / motorcycles

Alseberg first appeared on the 1962 road racing schedule, but the race was cancelled. The following year, however, a meeting titled *Eerste Prijs Georges Fourcroy* was held on a 1.850 km circuit in the Ingendael area in June. Raymond Bogaerd (Bultaco) set the fastest lap in 1.13 = 91.2 km/h. The second edition of the event was announced for May 1964, but this was also cancelled.

Antwerpen (Anvers) – Antwerpen / Antwerpen-Westoever / 1938-1939 (2) / cars + motorcycles

Location: 51°13'24.07"N / 4°21'48.76"E

Motorcycle races in the city of Antwerp were announced for August 1925 and April 1929, but both were almost certainly cancelled. In May 1938 and 1939, however, there were sports car races titled *Grote Prijs van Antwerpen*, on a simple, 6.005 km circuit that consisted of long straights and four sharp turns. It was located on the western side of the Scheldt river, between Linkeroever and Zwijndrecht. The 1939 meeting also included a support race for 350cc motorbikes.

Incidentally, there were 24-hour regularity runs for motorbikes with start-finish in Antwerpen from the late 1920s until at least the mid-1940s. As an example: the course used in 1929 - probably the first year as the 1932 edition was the fourth - had to be lapped five times at an average of 45 km/h and ran via Antwerpen - Wavre - Gembloux - Jemeppe-sur-Sambre - Waterloo - Antwerpen. Along with the similar *24 Heures de Schaerbeek* and *Circuit des Crêtes*, this was one of the most significant motorcycle regularity runs in Belgium.

Antwerpen (Anvers) – Antwerpen / Sint Annastrand / September 1950 (1) and May 1954 (1) / motorcycles & cars

The second circuit in Antwerp hosted a motorcycle race in September 1950. The 3 km circuit was situated at the Sint Annastrand, on the western-bank of the Scheldt river - as such it was close to the older sports car course listed above. Riders Delsing (Triumph) and Ergé (Norton) shared the fastest lap of 1.23 = 130.1 km/h.

The same area was also the scene of an officially-sanctioned Formula 3 race organised by the Association Belges des Racers, or ABR, in May 1954. A 2 km circuit that ran via the Thonetlaan and Jachthavenweg was used on that occasion, for three twelve-lap heats and a fifteen-lap finale. Drivers Borremans and Pilette seem to have shared the fastest lap of 1.27 = 82.8 km/h. For a list of other Belgian circuits used for Formula 3 races, see the separate section further below.

Arlon (Aarlen) – Luxembourg / Circuit des Ardennes / June 1903 (1) / cars + motorcycles

A 136 km circuit via Arlon – Attert – Bastogne – Tenneville – Champlon – Saint Hubert – Libramont – Recogne – Neufchâteau – Légglise – Habay-la-Neuve – Etalle – Vance – Arlon was used on day two of the 1903 *Circuit des Ardennes*. Both the voiturettes (small automobiles) and motorcycles had to complete two laps of this giant course.

Arlon (Aarlen) – Luxembourg / Circuit des Ardennes / 1904-1905 (2) / cars + motorcycles

Location: 49°41'7.04"N / 5°48'36.72"E

The 1904 *Circuit des Ardennes* was held over two days, with the voiturettes and motorcycles racing five laps on a 48 km circuit via Arlon – Attert – Heinstert – Habay-la-Neuve – Hachy – Stockem – Arlon on day one. Racing then moved to Bastogne for the auto race on day two, see further below. A slightly different 40.24 km version of the course, which ran via Heinsch instead of Hachy, was subsequently used on the first day of the 1905 meeting, again for the races of the voiturettes and motorcycles.

Aubange – Luxembourg / zoning industriel / 1992-1993 / cars (2CV)

The industrial area of Aubange, a town almost at the southernmost tip of Belgium, near the borders with France and Luxembourg, was the scene of 6-hour endurance races with Citroen 2CVs in the early 1990s. These low-key, low-budget amateur races counted towards the regional ('interprovincial') ASAF championship, and took place on a circuit approximately 1.45 km in length. Similar street races took place on industrial areas elsewhere in the French-speaking part of Belgium, for example in Bastogne and Hannut, although the annual highlight for the 2CV racers is the 24-hour race at Spa-Francorchamps, which has been held since 1985.

As (Asch) – Limburg / Omloop van Asch / 1949-1950 (2) / motorcycles

Location: 51°0'13.15"N / 5°34'56.25"E

The *Snelheidsprijs van Limburg* motorcycle race was held in Genk from 1946-1948, before it moved to nearby As for the 1949 and 1950 races. At the time the town's name was spelled Asch. The 3.316 km street circuit had a nice variety of bends, and was lapped quickest by Auguste Goffin (Triumph) in 1949, in 1.49,8 = 108.7 km/h.

Bastogne (Bastenaken) – Luxembourg / Circuit des Ardennes / 1902-1903 and 1906-1907 (4) / cars + motorcycles

Location: 50°0'2.78"N / 5°42'53.26"E

The first *Circuit des Ardennes*, a historically significant event as it was the first international closed-course race, was held in July 1902, on a 85.4 km circuit that ran via Bastogne – Longlier – Léglise – Habay-la-Neuve – Heinstert – Martelange – Bastogne. The automobiles started in the morning and had six laps to complete, while the motorbikes raced over two laps in the afternoon. This exact same circuit was also used on the first day of the 1903 *Circuit des Ardennes*, now for a six-lap automobile race only. The early bird catches the worm, as the race began at three in the morning...! Racing then moved to a 136 km long course at Arlon for the second day, see above. A very slightly modified 85.75 km version of the Bastogne course subsequently staged the automobile races of the 1906 *Circuit des Ardennes* (the motorcycles raced on a different circuit based around Neufchâteau a month later), as well as all races of the 1907 edition, the last of this famous event.

Bastogne (Bastenaken) – Luxembourg / Circuit des Ardennes / July 1904 and August 1905 (2) / cars

Location: 50°0'2.78"N / 5°42'53.26"E

On day two of the 1904 *Circuit des Ardennes*, the automobile racers faced five laps of a circuit via Bastogne – Ortheuville – Saint Hubert – Recogne – Neufchâteau – Léglise – Habay-la-Neuve – Heinstert – Martelange – Bastogne. The circuit measured 118 km per lap, but a 120 km version, with a slightly different route at Neufchâteau, was used on day two of the 1905 meeting.

Bastogne (Bastenaken) – Luxembourg / Circuit Pierre de Crawhez / July 1934 / possibly also earlier / motorcycles

Location: 49°59'39.03"N / 5°43'17.66"E

A 2 km circuit named after Pierre de Crawhez - one of the early motorsport pioneers in Belgium and the man behind the famous *Circuit des Ardennes* mentioned above - hosted a motorcycle race in July 1934. The quickest lap was recorded at 84.825 km/h average speed. The simple, triangular course may have already hosted some regional events in earlier years, but this is not entirely clear.

Bastogne (Bastenaken) – Luxembourg / zoning industriel / circa 1989 - 1997 / cars (2CV)

Location: 49°59'14.96"N / 5°42'23.39"E

The *Bastogne Trophy* for Citroen 2CVs took place in the industrial area south of Bastogne from the late 1980s through 1997. The event included two 6-hour races for these cheap racing cars, which formed a popular class of the regional amateur championship. Races often took place on all sorts of unlikely street circuits. In Bastogne, the streets of the industrial area ran past lamp posts, parked lorries, roundabouts and other obstacles, with very little protection for the drivers. The circuit layout is known for 1992, when the course measured approximately 2.4 km, but it would appear it was modified slightly at some point, and also used in both clockwise and anti-clockwise directions.

Bertrix – Luxembourg / 1979-1980 / cancelled both years / motorcycles

Motorcycle races on the airfield of Bertrix were announced for July 1979 and 1980, but neither of these took place. Bertrix later hosted a race for the so-called cyclo class in July 1990, but it is unknown where this was held. Note there was also an unsanctioned Formula 3 race in Bertrix in July 1952, on an unknown 830-metre circuit.

Beveren-Waas (Beveren) – Oost-Vlaanderen / 1956-1965 and 1967 (11) / motorcycles

Location: 51°13'6.38"N / 4°15'23.51"E

Motorcycle races titled *Prijs van Vlaanderen* were held in Beveren from 1956-1965 and in 1967. The circuit initially measured 2.5 km, but was shortened to 1.7 km as of 1960. While the first meetings were national affairs for production motorbikes, later events counted towards the Belgian championship and also included international races. Sidecar ace Florian Camathias was among the winners here. Racing ceased in 1966, but there was one final meeting - apparently under sanction of the Dutch NMB - in August 1967. Known fastest laps for the original 2.5 km circuit are: 1.38 = 91.8 km/h (1956 and 1957) and 1.24 = 107.1 km/h (1959), while the shorter layout was lapped in 1.16 = 80.5 km/h (1960) and 1.07 = 91.3 km/h (1962 and 1963).

Bierset – Liège / Luchthaven Luik-Bierset / Liège Airport / 1987 and 1996-1998 (4) / cars

Location: 50°38'39.96"N / 5°26'54.78"E

The Belgian production touring car championship (group N) tried several new circuits in the late 1980s, to avoid a schedule made up entirely of races at Spa-Francorchamps and Zolder. One of these was an approximately 3.46 km circuit laid out at the airfield of Bierset near Liège, which hosted the one-off *Fly and Race Festival* in May 1987. Later, there were 6-hour endurance races for Volkswagen Beetle cars (VW Cox or Coccinelle in French) on a 2.3 km layout, from 1996-1998.

Biesmes – Namur / Circuit des Chapelles / Circuit de Biesmes / Circuit des Chateaux / 1929-1931 (3) / motorcycles

The Auto Moto Club de Biesmes organised motorcycle races from 1929-1931, initially on a 2.8 km circuit known as the Circuit des Chapelles. Then in 1930, a new circuit called Circuit de Biesmes hosted a regional race without much importance. The course was 5 km in length and included six curves and two straight sections of two kilometres each. The third and final event was titled *Grand Prix National de Biesmes* and held on the Circuit des Chateaux. Whether this was just a different name for the previous year's course is unknown, but the circuit was severely criticized beforehand, as apparently half of it was not in good condition. Although another circuit race was planned for 1932, this was turned into a sprint meeting at the very last minute. Unfortunately, it is not clear to what location the name Biesmes refers, as there is no such place in Belgium. It is known that the organising Auto Motor Club de Biesmes was from the province of Namur, however, and there is a town named Biesme there, not far from Mettet.

Bilzen – Limburg / Omloop van Bilzen / Circuit van de Demer / 1987-1989 (3) / motorcycles

Location: 50°51'26.12"N / 5°31'16.69"E

The *Snelheidsprijs van de Stad Bilzen* motorcycle races were held each October from 1987-1989. The distinctive, snake-shaped circuit, traced on the motorway south of town, originally measured 4.182 km per lap and included two chicanes, a hairpin, and one series of curves, before being shortened to 2.741 km for 1989. Prior to the first race, a local newspaper anticipated average speeds around 175 km/h, but in the event they were quite a bit slower, with fastest laps of 1.57,54 by Patrick Orban (1987), 1.49,68 = 137.3 km/h by Bernard Depierreux (1988) and 1.09,71 = 141.6 km/h by Eric Gijssel (1989). The event announced for September 1990 was subsequently cancelled.

Brasschaat (Brasschaet) – Antwerpen / August 1929 / unconfirmed / motorcycles

There were bicycle races in Brasschaat in August 1929, possibly in conjunction with a motorcycle race on a 4 km circuit, but I have not been able to confirm this as the event does not appear on the FMB schedule for that year - perhaps it was an unsanctioned or local-only event. However, an unrecognized club later organised an unofficial Formula 3 race in Brasschaat, in June 1952.

Bree – Limburg / Circuit van Bree / May 1926 / May 1994 / both cancelled / cars + motorcycles

A combined car- and motorcycle meeting organised by the Royal Motor Club from Antwerp was scheduled for May 1926. The races would be over eight laps of a 13.3 km circuit via Bree - Wijshagen - Meeuwen - Bree. The meeting was postponed, however, due to bad weather, but apparently only a regularity run on a slightly different course was actually held on the later date. Bree later appeared on the 1994 motorcycle road racing schedule, but this race also did not take place.

Bruxelles (Brussel) – Bruxelles / Parc de Laeken / Park van Laken / September 1929 (1) / motorcycles

The Belgian capital of Brussels may well be the city with the most circuits worldwide, of which the oldest dates back to the 1920s. At that time, the Auto Motor Club de Bruxelles organised motorcycle races titled *Grand Prix de Bruxelles* in Woluwe-Saint-Lambert, see below. However, when the circuit there was not available anymore, racing moved to a 2.3 km course in the Parc de Laeken in Brussels in 1929. The sole meeting held there is notable for two reasons: first, famous rider Erik Haps - better known under his pseudonym Noir - made his racing debut here, and second, because of the fatal accident of Irma De Maere, the first fatal crash of a female motorcycle racer on record.

When no permission was granted for further races in Laeken, the Auto Moto Club de Bruxelles found themselves without a circuit for their race. The 1930 *Grand Prix de Bruxelles* was therefore held as a 586-km regularity run, but luckily, a new venue was found for 1931, see below.

Bruxelles (Brussel) – Bruxelles & Vlaams-Brabant / Val-Au-Bois / September 1931 (1) / motorcycles

A new circuit at Val-Au-Bois in Kraainem, east of Brussels, staged the 1931 *Grand Prix de Bruxelles*. The 4 km course ran over the Avenue Albert d'Huart, a street that nowadays lies just outside the Brussels-Capital Region in the province of Vlaams-Brabant, but unfortunately the layout is not known. As the race at Val-Au-Bois was not very successful, the *Grand Prix de Bruxelles* moved to the more proven circuits of Floreffe (1932) and Mettet (1933) the following years, before the 1934 event - announced on the road racing schedule without a venue - was cancelled.

Bruxelles (Brussel) – Bruxelles / Boulevard Mettewie / 1939, 1946, 1948, 1950 and 1953 (5) / motorcycles + cars

Much like the Auto Motor Club de Bruxelles, the Union Motoriste de Bruxelles - another club from the Belgian capital - organised motorcycle races in Woluwe-Saint-Lambert in the 1920s, more details of which can be found in the appropriate entry further below. Then in May 1939, the club organised a meeting called *Grand Prix de Bruxelles* on the then-recently built Boulevard Mettewie, but this had nothing to do with the earlier races of the same name of the Auto Motor Club de Bruxelles.

When the war came no racing was possible for several years, but once peace had been restored, the Union organised a second *Grand Prix de Bruxelles* at the Boulevard Mettewie in May 1946. The circuit measured 2.8 km that year and ran up and down the boulevard, with a hairpin on at least one end. The race was held in very wet conditions, and so the fastest lap of 1.49,9 = 92.0 km/h by a rider named Meunier (FN) is not indicative of how quick the circuit really was.

The Union Motoriste de Bruxelles did not organise any further meetings on the Boulevard Mettewie, instead trying a new circuit at the Parc du Centenaire (see below). However, the Auto Motor Club de Bruxelles did use the street for races in September 1948 and June 1950, while the May 1951 race was likely cancelled. One lap was 2.4 km for these events, lapped by Triumph-rider David Whitworth in 1.22,0 = 105.4 km/h in 1948.

The very last time the Boulevard Mettewie saw racing was in June 1953, when there was an unofficial race - not sanctioned or even recognized by the Royal Automobile Club de Belgique (RACB) - for Formula 3 racing cars, titled *Grote Automobielprijs van Brussel*.

Bruxelles (Brussel) – Bruxelles / Circuit de la Cambre / 1945-1952 (10) / motorcycles + cars

Location: 50°48'29.16"N / 4°22'54.39"E

The first post-war motorcycle race in Belgium was the *Grand Prix de la Cambre* in September 1945. This was organised by the Union Motoriste de Uccloises on a 3.7 km course in the Bois de la Cambre park, with start-finish on the Avenue Franklin Roosevelt, formerly the Avenue des Nations. The same circuit also hosted the *Grand Prix Automobile de Belgique* for sports cars in June 1946, but there were no further auto races on the circuit, apparently due to objections from nearby residents.

Motorcycle racing, however, continued on a different, 2.590 km layout, which included a section of the bigger circuit but avoided the Avenue F. Roosevelt and the houses there. The circuit was thus located entirely within the park, so that presumably, noise was less of a problem. As such, there were races titled *Grand Prix de la Cambre* (1946) and *Circuit de la Cambre* (1947-1952). Fastest laps were as follows: 1.14,4 (1946), 1.12,0 (1947), 1.27 (1948), 1.11,8 (1949), 1.11,4 = 130.6 km/h by Fergus Anderson on Moto Guzzi (1950), 1.13,4 (1951) and finally 1.14,0 (1952) - but note the latter time is for the 350cc class as the 1952 race report does not give a fastest lap for the 500cc race. In 1948, the FMB ordered two chicanes be added to the course, which explains why that year's best lap was so much slower than the others. Given the lap times for subsequent years, the chicanes presumably were a one-off.

The 2.5 km Bois de la Cambre circuit also hosted a separate, officially-sanctioned race for Formula 3 racing cars in May 1952, with the title *Grand Prix Automobile de Bruxelles*. This was won by Ken Carter (Cooper) and saw fastest laps up to 126 km/h, but is best remembered for the ten-car pile-up in the second heat.

Bruxelles (Brussel) – Bruxelles / Circuit de la Basilique / August 1947 (1) / motorcycles

The Auto Motor Club de Bruxelles organised a motorcycle race titled *Circuit de Vitesse de la Basilique* in August 1947. The 2.3 km circuit consisted of two parallel straightaways, with a simple corner at one end and a large curve at the other, which ran around the art-deco National Basilica of the Sacred Heart in Koekelberg, one of the largest churches in the world, hence the title. A second race at the circuit was announced for August 1948, but this was cancelled and replaced by a race at the Boulevard Mettwie in September, see above.

Bruxelles (Brussel) – Bruxelles / Parc du Centenaire / Heysel / May 1948 (1) / motorcycles

Location: 50°53'45.67"N / 4°20'43.04"E

A 2.2 km circuit at the Parc du Centenaire, in front of the Grand Palais Centenaire, was the scene of a one-off motorcycle race of the Union Motoriste de Bruxelles in May 1948. Auguste Goffin (Triumph) proved the fastest rider over one lap, with his time of 1.10,27 = 112.7 km/h. The meeting also served as a sort-of dry run for the *Grand Prix de Belgique Automobile* for racing cars, scheduled to be held here a month later. However, that race was cancelled after it became apparent the course was not suitable for cars. A second circuit at this exact location was later used for the *Brussels Trophy* touring car races, see below.

Bruxelles (Brussel) – Bruxelles / Avenue Léopold III / May 1949 and August 1952 (2) / cars

Location: 50°52'5.40"N / 4°24'11.88"E

The *Grand Prix de Vitesse de Bruxelles Automobile* for Formula 2 and 3 racing cars took place at the Avenue - now Boulevard - Léopold III in Evere in May 1949. The snake-shaped 4.69 km circuit simply ran up and down the street, with hairpins at both ends and two gentle curves on the straights. While Luigi Villorosi claimed pole position for the Formula 2 race with 1.57 = 144.3 km/h, Franco Cortese seems to have set the fastest race lap at 149.7 km/h. The Avenue Léopold III later also hosted the *Grand Prix de la Capitale*, an unsanctioned Formula 3 race, in August 1952, on a circuit circa 2.5 to 2.6 km in length, presumably a shorter version of the earlier course.

Bruxelles (Brussel) – Vlaams-Brabant / Circuit du Heysel / 1960-1962 (6) / cars + motorcycles

Location: 50°54'39.06"N / 4°20'32.92"E

From 1960-1962, the *Grand Prix de Bruxelles* was held on a 4.552 km circuit at the Heysel plateau north of the city. This was a Formula 2 event in 1960 and a non-championship Formula 1 race the other two years. The course had almost no fast corners and was much slower than expected, Stirling Moss setting the lap record at 2.00,0 = 136.6 km/h. It should be noted that, contrary to what other websites claim, the circuit layout was always the same, apart from the relocation of start-finish in 1962. However, the 1963 *Grand Prix de Bruxelles* was to be held on a slightly modified layout of 4.950 km in April before the race was cancelled.

Apart from the Grands Prix, there were also separate GT and touring car events titled *Coupes de Bruxelles* in 1961 and 1962, as well as a one-off motorcycle meet titled *Prix de Bruxelles* in September 1961. This also used the 4.552 km layout and included the FIM *Coupe d'Europe* for 50cc motorbikes, and an international sidecar race won by Camathias/Winter (BMW), who shared the fastest lap of the meeting, a 2.28 = 110.7 km/h, with Vincent/Winter (BSA). Incidentally, a car race as part of the *Tour de France Automobile* was held the following day. Although I originally believed much of the Heysel circuit had changed beyond recognition - partly due to inaccurate maps - further examination revealed large portions of the course are in fact still there. Also, while this is probably the best-known of all circuits in Brussels, it is nowadays actually located just outside the Brussels Capital Region, in the province of Vlaams-Brabant.

In September 2011, there was a revival meeting to commemorate the 50th anniversary of the first Formula 1 race in Brussels, held in 1961. The meeting included demonstration runs with vintage race cars on a course around the Atomium.

Bruxelles (Brussel) – Bruxelles / October 1987 (1) / cars

Location: 50°51'37.43"N / 4°21'26.68"E

To avoid racing solely at Spa-Francorchamps and Zolder, the Belgian production touring car championship briefly turned to other venues in the late 1980s and early 1990s, such as airfield circuits in Bierset and Koksijde, but also two street circuits in Brussels. The first was an approximately 1.8 km clockwise course laid out in the financial district, near the Bruxelles-Nord train station, with start-finish in front of World Trade Center Tower One (aka Tour de Paris et des Pays-Bas) at the Boulevard Roi Albert II. This course hosted the *President Trophy* in October 1987, before racing moved to a new location for the next two years, see below.

Bruxelles (Brussel) – Bruxelles / Heysel / 1988-1989 (2) / cars

Location: 50°53'42.50"N / 4°20'46.48"E

The *Brussels Trophy* was held in October 1988 and 1989, on a crude but fascinating street circuit around the Atomium, probably the most famous landmark of the Belgian capital. The circuit was lined by concrete barriers and initially measured 2.2 km, before it was shortened to 1.9 km by omitting a hairpin for the second year. As a result, fastest laps were down to just below one minute at about 116 km/h average speed. The *Brussels Trophy* announced for 1990 was cancelled due to financial problems and replaced by a new street race in Ciney, see below. However, there were 24-hour kart races on a smaller course at the Atomium after that, from 1992-1994.

Interestingly, large parts of the *Brussels Trophy* circuit overlapped with the earlier Parc du Centenaire course (see above), as both largely used the same streets. One final note: other websites refer to this course as the Expo-circuit, but that is incorrect as apart from its location, the circuit was completely unrelated to the World Expo which was held at the site from April to October 1958.

Chimay – Hainaut / Circuit de Chimay / 1926-1939, 1945-1963, 1965-1994 (also vintage races 2008) / cars + motorcycles

Location: 50°3'37.00"N / 4°17'1.45"E / www.circuit.be

The classic high-speed circuit of Chimay was used almost without interruption from 1926 to 1994. Only during the war years and in 1964 was there no racing. Local motorsport enthusiast Jules Buisseret is credited with discovering the fast circuit near the French border. His 10.87 km course was first used on 9 May 1926. Although improvements were made over the following years - such as the widening of the Thierissart railway bridge in 1935 - it took until 1960 until more thorough modifications brought the circuit length down to 10.45 km.

Chimay's annual event was the *Grand Prix des Frontières*, which up to 1966 was a combined meeting for various classes of racing cars and motorcycles. However, the two-wheelers were absent for several years after that, when a new management decided to include cars only. When the riders finally returned to Chimay in 1972 there were separate meetings for both categories, with the exception of 1973 - that year's *Grand Prix des Frontières* was the last to include both cars and motorcycles, and also the last time auto races were held at Chimay until the mid-1980s.

Belgian driver Ivo Grauls had set the lap record for automobiles one year earlier, at 3.12,6 = 195.3 km/h, shortly before he was killed in a high-speed crash. However, it should be noted the outright record was actually set during a demo run with a Formula 2 car at the same event: Claude Bourgoignie drove a lap in 3.03,7 = 204.790 km/h on that occasion.

Motorbikes continued to race on the long circuit until 1974, with Philippe Coulon bringing the official lap record to 3.07,2 = 201.2 km/h that year. However, as of 1975 - and *not* 1985 as other websites will have you believe - the course was shortened to 9.5 km through a new link that cut off the Bouchère hairpin in the town of Chimay. This new link also became the location of start-finish as of 1980. The new layout - which at this point was used only for motorcycle races - made the circuit even quicker: Barry Sheene recorded the lap record in 1978 at 2.38,0 = 216.456 km/h - yet that still made Chimay only the third-fastest motorcycle circuit in Belgium, after Spa-Francorchamps and Mettet...!

Despite the circuit being completely resurfaced in 1979, Sheene's lap record was never improved, although other riders came close on several occasions in the 1980s, particularly Jack Middelburg with a 2.39,6 (1982) and Michel Siméon with a 2.39,41 (1989). As of 1990, however, the riders had to negotiate three chicanes, probably as a result of the fatal accident the year before. Average speeds now dropped considerably, to just over 190 km/h.

Meanwhile, auto racing had returned to Chimay in September 1985 after more than a decade of absence. That year's race was not a stand-alone event but a part of the *Bianchi Rally*, but as of the following year Chimay became a round of the Belgian production touring car championship (aka Groupe N but renamed Procar in 1990), with the *Coupes Benelux* (1986) and the return of the *Grand Prix des Frontières* (1987-1992). At this point, two temporary tyre-stack chicanes were used for the automobile races - the first after Spikins, the second before Beauchamps - unlike for the motorcycle events: the 214 km/h Siméon clocked on his Suzuki in 1989, for example, was considerably faster than the circa 182 km/h the quickest cars managed that year. I believe a third chicane was added in 1990 - probably at Vidal - and as the two-wheel racers now also had to negotiate these chicanes, lap times were comparable: the fastest touring car lap of 1991 - a 2.59,92 = 190.1 km/h by Wolfgang Haugg (Opel Omega) - was nearly identical to what the quickest motorbike rider achieved.

However, it is difficult to see why the RACB still approved Chimay for auto racing at this stage, chicanes or not. The old circuit was extremely fast and absurdly dangerous, and the 1992 races were marred by two shocking fatal accidents. Although the Procar series did not return after that, the regional ASAF series for touring cars raced at Chimay in May 1993 and September 1994. The latter meeting also included motorcycles and was the last on the high-speed 9.5 km circuit. Earlier in 1994, at a motorcycle-only meeting in May, Alain Kempener (Ducati) had recorded a new lap record for the layout with chicanes, in 2.51,72 = 195.7 km/h.

Chimay – Hainaut / Circuit de Chimay / 1995-2005, 2007 and 2010 - present (excluding classic racing) / cars + motorcycles
 Location: 50°3'39.25"N / 4°17'48.14"E / www.circuit.be

After time had finally caught up on the old 9.5 km circuit of Chimay, a new layout of 4.5195 km was inaugurated on 25 June 1995. This cut off about 75% of the old circuit and included four newly-built permanent chicanes (although one of these may have been a later addition). The fastest lap of the inaugural meeting was a 1.50,69 = 147.0 km/h. Motorcycles continued racing in Chimay for many years after that, but races with contemporary machinery ceased after 2005. A fatal accident the year before, coupled with the ever-increasing safety demands of sanctioning body FMB, prompted the local organisers to thereafter focus entirely on their annual *Trophée de Motos Classic*, an event for vintage motorcycles first held in the mid-1990s.

In 2008, the *Trophée de Motos Classic* celebrated its 15th anniversary, and for that reason, the old 9.5 km circuit - which had not been used since 1994 - was exceptionally revived for one time only. Unlike in the Netherlands, where vintage meetings are held in the form of regularity runs, such meetings are proper races in Belgium. As such, the fastest lap was recorded at a respectable 3.03,533 = 186.3 km/h, with only one chicane - before Beauchamps - to slow down the riders. The vintage races have been held on the shorter 'new' circuit annually since then.

Modern motorbikes finally returned to Chimay - after a five-year absence - with the *Open Trophy* in July 2010, which included the Belgian championship and the new-for-2010 International Road Racing Championship (IRRC), the successor of the 3-Landen-Cup series which ran on the circuits of Hengelo (NL), Oostende (B) and Frohburg (D) from 2003-2009. Both series have visited Chimay annually since then. The outright lap record - using all four chicanes - is held by Didier Grams, who recorded a 1.44,995 = 155.0 km/h in 2013. However, at the 2015 and 2016 road races the first chicane was left out, and as a result the lap record was now down to a 1.36,904 = 164.2 km/h, clocked by Vincent Lonbois the latter year.

One final note: touring cars raced at the 'new' Chimay from 1996-1998 and 2001-2003. Vintage races titled *HistoryCar* continued to be held after that, until the circuit briefly lost its license to host car races in 2006. The event was back for its final edition in 2007, and the VW Fun Cup also made its final appearance at Chimay that year, with the *Trophée des Trappistes* in September. Since then, financial issues have prevented any more auto races, but sprint meetings, i.e. individual time trials with standing start, are still held on an approximately 2.65 km part of the circuit, which runs from the start until just after the third chicane.

Ciney – Namur / Circuit de Ciney / 1990-1991 (2) / cars

When the 1990 *Brussels Trophy* of the Belgian production touring car championship was cancelled (see above), it was replaced by a new race in Ciney, where a circuit of approximately 1.9 to 2.0 km was laid out in the parking lot of the local cattle market. The *Trophée Belga* was held there in October 1990, but for the second race in June 1991, the course was reversed and seemingly also shortened to circa 1.55 km. Jean-Michel Martin (BMW M3) put in the fastest lap of 0.53,03 = circa 105.2 km/h that year. The crude and tight Ciney circuit was not very popular, however, and so it was dropped in favour of the permanent facility of Colmar-Berg in Luxembourg after just two years.

Ciplet – Liège / 1959-1962 (4) / motorcycles

There were motorcycle races titled *Prix de Hesbaye* in Ciplet from 1959-1962. The 1963 and 1964 races were then both cancelled, the former year due to the poor condition of the roads. The original circuit as used in May 1959 was either 1.2 or 1.37 km long, depending on what source to believe, but it was lengthened to 3.5 km the following year. One race report describes the new layout as having four turns, two hairpins, and three straights of about 700 metres each. The course may have been located in between Ciplet and Avin. Known fastest laps are: 2.01 (1960) and 1.58 = 106.8 km/h by Raymond Bogaerd (1961).

Dendermonde – Oost-Vlaanderen / 1994 and 1999 / both races cancelled / motorcycles

Motorcycle races in Dendermonde were announced for 1994 and 1999, but cancelled both times.

Devant-Les-Bois – Namur / 1927-1928 (2) / motorcycles

The *Motor Club de l'Entre Sambre et Meuse* - which later became the *Royal Union Motor de l'Entre (...)* - organised motorcycle road races on a 4 km circuit in Devant-Les-Bois in October 1927 and September 1928. These races are obscure to say the least, and would probably have been forgotten altogether had the club not found a new, much more successful circuit in nearby Mettet.

Dinant – Namur / August 1905 (1) / cars

The *Coupe de Liedekerke* for automobiles was held over four laps of a 102.740 km circuit near Dinant in August 1905. The event was subsequently held in Bastogne as part of the *Circuit des Ardennes* (1906-1907) and later in Oostende (1909-1911 and 1913).

Dinant-Anseremme – Namur / Circuit d'Anseremme-Dinant / July 1912 (1) / cars

The *Grand Prix du RACB* took place on a 48 km circuit in the southern-Belgian Ardennes in July 1912. A lap began at what is now the Place Baudouin 1er in Anseremme, in front of the local church. Shortly after the start, the course crossed the bridge where the Lesse and Meuse rivers meet, before making a large clockwise loop via Celles, Vignée, Beauraing and Falmignoul to return to Anseremme. Note that the event, for teams rather than individual drivers, was actually more of a regularity trial than a race. The second edition was originally scheduled for July 1913, but ultimately moved to August and a circuit near Spa instead, where it took place as the first *Grand Prix de Belgique* - see further below.

Dinant-Feschaux – Namur / Circuit de Dinant / Circuit de Feschaux / July 1923 (1) / motorcycles

This 14.2 km circuit was located between Feschaux, Beauraing and Petit Caporal, about twelve kilometres south of Dinant. Its sole claim-to-fame is the *Grand Prix de Belgique* for motorcycles of July 1923. This is the only event at this circuit that I am aware of, although a second event - the *Grand Prix du RACB* for cycle cars and touring cars, scheduled for August of said year - was called off. The course must have been situated literally just down the road from the slightly later circuit of Falmignoul, see below.

Eeklo – Oost-Vlaanderen / Omloop van Eeklo / July 1987 (1) / motorcycles

Location: 51°10'49.75"N / 3°32'32.95"E

A club called Motor Vrienden Sint Joris organised a motorcycle race on a 2.3 km more or less rectangular circuit in an industrial area in Eeklo in July 1987. Unfortunately, no lap time data was released at the time, but the best race average was 125.015 km/h, so the quickest individual laps were slightly faster than that. A second race here was scheduled but cancelled the following year.

Erpe-Mere – Oost-Vlaanderen / 1994-1998 and 2000-2006 (12) / motorcycles

Location: 50°55'55.8"N / 3°57'35.89"E

Erpe-Mere was a fixture on the Belgian road racing calendar between 1994 and 2006, although the 1999 meeting was cancelled. The races were titled *Grote Prijs (Gemeente) Erpe-Mere* and took place on a tiny circuit in an industrial estate. The original layout measured a mere 1.298 km and comprised five bends, one of which may have been tightened at some point, for the length was 1.302 km at least as of 2004. Yamaha-rider Tom Vanlandschoot was quickest over one lap that year, in 0.43,735 = 107.2 km/h.

Ertvelde – Oost-Vlaanderen / May 1960 (1) / motorcycles

Location: 51°10'41.33"N / 3°44'27.07"E

The one-off *Prijs van Ertvelde* was held on a 2.2 km street circuit in May 1960. No less than four riders - Bayle, Bogaerd, Baix and Hanset, all riding Norton - shared the fastest lap of 1.29 = 89.0 km/h.

Evergem – Oost-Vlaanderen / Circuit Durmakkerpark / August 1993 (1) / motorcycles

There were races for 50cc-motorcycles only in Evergem in the 1970s, but the first meeting that included the bigger classes as well was held in August 1993. The 1.622 km circuit was located in industrial estate Durmakkerpark. Although Evergem initially also appeared on the 1994 calendar, racing actually moved to Erpe-Mere instead, and so it took several years until further races were staged, see below.

Evergem – Oost-Vlaanderen / Circuit de Nest / 2002-2006 (5) / motorcycles

Location: 51°8'2.17"N / 3°44'24.82"E

Motorcycle races titled *Grote Prijs Evergem* were staged in an industrial estate called de Nest, just north of town, from 2002-2006. The original circuit was a simple rectangle just over 2 km in length, with five left-hand turns and one artificial chicane. The sole known fastest lap is a 0.55,541 clocked by Davy Maes (Yamaha) in 2003. The course was then lengthened for the final two years, which brought the length to approximately 2.51 km. Start-finish consequently also moved to a new location. The fastest laps on this layout were 1.13,843 by Didier Jadoul (2005) and 1.17,188 by Christian Rouxhet (2006). Note that the race programmes and official result sheets inexplicably give different and obviously incorrect lengths for both layouts, of 1.9 and 2.35 km.

Falmignoul – Namur / Circuit Maurice Defoin / 1925-1926 and 1931-1936 (8) / motorcycles

Location: 50°10'50.28"N / 4°53'13.94"E

This 13.5 km circuit was conceived by Pierre de Crawhez, the driving force behind the pioneering *Circuit des Ardennes*, in 1925. It hosted a motorcycle race titled *Grand Prix d'Automne* that year, and the *Grand Prix du Printemps* in 1926. However, this event subsequently moved to Sorinnes (see below) for several years, and during that time it was renamed *Grand Prix Maurice Defoin*, after the co-founder of the Union Motor Dinant and talented motorcycle racer, who lived from 1894-1927.

The Defoin memorial Grand Prix was then organised at Falmignoul once more from 1931-1936. A rider named Collette (FN) set the lap record at 6.01 = 134.6 km/h the final year. The circuit was originally traversed anti-clockwise, but the direction was reversed to clockwise as of 1933 - apparently this was compulsory after a decision by the FMB.

Apart from the motorcycle races, the circuit was also used for a special stage of the *Dumonceau-Cup*, a regularity run for cars and motorbikes through Belgium and Luxembourg, organised by a motorsport club from The Hague. A speed test was held at the circuit in the years 1933-1936. The event moved away from Falmignoul after that due to the poor state of the course, which may also explain why the *Grand Prix Maurice Defoin* was not held anymore either.

Note a part of the Falmignoul circuit had already been used for racing in July 1912 - see the entry for Dinant-Anseremme above.

Floreffe – Namur / Circuit de Floreffe / Circuit de la Marlagne / 1925, 1928-1938, 1947-1951 and 1953-1956 / motorcycles
 Location: 50°24'26.17"N / 4°45'59.92"E

The 13.5 km course between Floreffe, Sart-Saint-Laurent, Bois-de-Villers and Buzet was first used in June 1925. That year's meeting carried the interesting title *Grand Prix de Belgique de l'Association Motor Unioniste Belgique-Luxembourg*. The next event was a hillclimb held on the road from Floreffe to Sart-Saint-Laurent in September 1927. Racing returned with the *Grand Prix du Motor Union Namurois* in July 1928 - a track map reveals the circuit was traversed anti-clockwise, and shows that start-finish was located about halfway down the aforementioned hillclimb course. Oddly, a race preview suggests otherwise, namely that the grandstands and time keeping were actually located at Six-Bras in the woods of Marlagne, close to Bois-de-Villers, which is without question where they were in later years.

In 1929, a different 7.1 km layout was used, which ran directly to Buzet from Sart-Saint-Laurent, rather than taking the longer route via Bois-de-Villers. That year's fastest lap was a 5.15 = 81.1 km/h by Saroléa-rider Renier. The *Grand Prix de Floreffe* then returned to the full-length 13.5 km circuit as of 1930, but in 1932 it carried the title *Records de l'Heure* instead, and the circuit was also reversed to clockwise on that occasion. It seems this direction was kept for all subsequent years.

Perhaps the best known meeting in Floreffe was the 1936 Belgian Grand Prix for motorcycles, the only time the event was held here. Jimmy Guthrie (Norton) reportedly managed an astoundingly quick lap of 5.49 = 139.3 km/h on his way to winning the 500cc race. By comparison, the quickest lap at that year's *Grand Prix de Floreffe* was a 6.11, shared by FN-riders Milhoux and Charlier.

Although the circuit did not actually change, its length was reported as 13.6 km when racing resumed in 1947. The lap record was ultimately recorded by Fergus Anderson (BMW) in 5.09 = 158.4 km/h, on lap five of the 500cc race in May 1956. Sadly, the British rider was killed in a crash in Buzet later that same race, which was won by John Surtees (MV Agusta). The accident put an end to the traditional Floreffe road races.

From 1988-1991, motorcycles returned to Floreffe for the *Mémorial Anderson* hillclimbs (the 1993 edition was seemingly cancelled). These were held on a 2.073 km section of the old course running through Buzet village, where a small memorial plaque for Fergus Anderson was unveiled in May 1996.

Florennes – Namur / Aérodrome de Florennes / September 1947 (1) / motorcycles

The airfield of Florennes hosted a one-off motorcycle meeting, catered mostly to junior riders, in September 1947. The circuit was 5.0 km long and reportedly 25 metres wide. Auguste Goffin's 2.28 = 121.6 km/h was the fastest lap clocked that day.

Gedinne – Namur / Circuit de Gedinne-Gribelle / 1947-1949, 1951-1955 and 1979-1986 / motorcycles
 Location: 49°59'7.42"N / 4°57'27.04"E

Gedinne initially hosted motorbike races between August 1947 and July 1955, although the 1950 race was cancelled. A further race was announced for July 1956, but it seems this did not go ahead either. The beautiful circuit, undulating and winding through the Ardennes landscape and passing through the village of Gedinne itself, was initially believed to be 7.760 km long, but the length was later given as 7.527 km, presumably after the course had been remeasured. Known fastest laps are: 4.04 (1947), 3.51 (1948), 3.41 (1949), 3.42 (1951), 3.23 (1953) and 3.22 (1955) - note the 1949 time is for the 350cc class, as that year's race report for some reason omitted the best lap of the 500cc race.

Surprisingly, the circuit's history did not stop there: racing resumed on the old course from 1979-1986 - more than twenty years after the last race had been held! The circuit was the same as before, except for a new location of start-finish and the change from clockwise to anti-clockwise direction. Its length was now again given as 7.760 km, with a best lap of 2.46,8 = 167.5 km/h in 1979.

Gedinne – Namur / Circuit de Gedinne / 1987-2006 (excluding classic racing) / motorcycles + cars (2CV)
 Location: 49°59'29.54"N / 4°57'19.78"E

A new layout of 5.050 km was introduced in August 1987. This was very similar to the older course and in fact included a section of it, but avoided contact with Gedinne itself. Two chicanes were later added to slow down the motorcycles on the very fast downhill section at start-finish: the first circa 1989, the second somewhere in the 1990s. This brought the length to 5.063 km. The last road races in Gedinne with contemporary motorcycles took place in August 2006, but since then the circuit has been used for races titled *Belgian Classic TT*, with vintage machinery only. Known fastest laps include: 2.07,16 by Michel Siméon (1988), 2.05,42 by Alain Kempener (2000), 2.05,351 = 145.033 km/h by Louis Wuyts (2002) and 2.13,557 by Didier Jadoel (2005).

Remarkably, the Gedinne motorcycle circuit was also used for 24-hour (!) auto races for Citroen 2CVs around the late 1980s and early 1990s. These counted towards the 2CV class of the ASAF regional ('interprovincial') amateur championship, which used all sorts of unlikely street circuits in the French-speaking part of Belgium. Details are only available for the June 1991 *24 Heures de Gedinne*, which appears to have been the last, when the winning team completed 441 laps and a driver named José Close recorded a new lap record for the 2CVs, in 2.53,95 = 104.5 km/h.

Genk – Limburg / 1946-1949 (4) / motorcycles

The *Snelheidsprijs van Limburg* was a motorcycle race held on a 6.05 km circuit in Genk from 1946-1948, before a new circuit in nearby As (see above) took over. Triumph-riders David Whitworth and Piet Knijnenburg shared the lap record, both recording a lap of 2.43,0 = 133.6 km/h in 1948. Although the *Snelheidsprijs* moved to a new course in As after that, there was one last race in Genk, for junior riders only, in May 1949. A rider named Rouselle was quickest on that occasion with a 2.57 lap.

Genk-Boxbergheide – Limburg / August 1958 (1) / motorcycles

There was a race for production motorcycles in Boxbergheide, near Genk, in August 1958, but no details of this meeting are known. The second edition of the event was cancelled the following year due to road works.

Gent (Gand) – Oost-Vlaanderen / Circuit Zuidpark / Circuit Parc du Sud / 1946-1947 (2) / motorcycles

Motorcycles raced on a street circuit in Gent in July 1946 and 1947. The course was located near the Zuidpark - today also known as the Koning Albert Park - and initially measured 2.35 km, but was slightly modified to 2.315 km for the second year. It included a haybale-chicane at the spot where the riders had to cross the tram tracks, and was reminiscent of many German city circuits of the same period. The fastest laps were: 1.30,6 = 93.4 km/h by Serge (1946) and 1.18 = 106.9 km/h by Lous van Rijswijk (1947). A further race was announced for July 1948 but this was cancelled.

Interestingly, a race for mopeds and motorcycles up to 125cc was to be held on a 2 km circuit at the Zuidpark in 1955, but this was also cancelled. Then in 1959, a race for production motorcycles on a circuit near the Watersportbaan also did not take place, but that same location was later used for races with 50cc motorbikes in the early 1970s - see the appropriate section further below.

Gistel – West-Vlaanderen / Omloop 't Konijnenbos / 1980-1984 (5) / motorcycles

Location: 51°8'54.33"N / 2°56'51.73"E

After being held in Lombardsijde and Klemserke-De-Haan, the *Snelheidsprijs van de Noordzee* motorcycle races came to Gistel in June 1980. A small 1.8 km circuit in the Konijnenbos industrial estate hosted the event for the next several years. Lap times on this course were around 55 seconds at about 117.8 km/h average speed. The *Snelheidsprijs* subsequently moved to Oostende, where it was held from 1985 onwards (see below), as the asphalt in Gistel was deteriorating, and because it became ever harder to accommodate the spectators around the small circuit.

Hannut (Hannuit) – Liège / zoning industriel / June 1993 (1) / cars (2CV)

A circuit some 3.4 km in length hosted a 12-hour endurance race for Citroen 2CV cars in June 1993. This seemingly one-off event was part of the ASAF championship for amateur drivers, a regional series which often raced on rather unlikely street circuits in the 1980s and 1990s. Similar circuits traced in industrial areas were used in places like Aubange, Bastogne and Petit-Rechain.

Herstal – Liège / 1925-1926 and 1928 (3) / motorcycles + cars

The Herstal Auto Motor Club organised a motorcycle race titled *Grand Prix de Herstal* in the 1920s, but not much is known of this event. It appears to have been a sort-of club meeting without much significance - often conflicting with more important meetings elsewhere - with separate prizes for outright speed and regularity. The first edition in 1925 apparently also included automobiles, while the 1927 event was cancelled. Details about the circuit are missing except for 1928, when a 3 km circuit was used on the Île Monsin, an island in the Meuse river between Herstal and Liège.

Herstal – Liège / Circuit des Hauts-Sarts / 1983-1985 (3) / motorcycles

Location: 50°41'48.20"N / 5°37'6.82"E

There were also motorcycle races in Herstal from 1983-1985. These were titled *Mémorial Christian Vidal* and held on a 2.986 km circuit in the Hauts-Sarts industrial area. The course was abandoned after a serious accident at the May 1985 meeting. The best race laps were recorded in 1.20,2 (1983), 1.19,3 (1984) and 1.16,2 = 141.1 km/h by Honda-rider Alain Delhotellerie (1985). Much later, an endurance race for Citroen 2CV cars was announced for May 1998. This was most likely to take place on a street circuit in the Hauts-Sarts industrial zone, but the race was cancelled and therefore did not take place.

Heverlee – Vlaams-Brabant / September 1959 (1) / motorcycles

Location: 50°51'19.43"N / 4°42'37.37"E

An extremely sinuous circuit over military terrain hosted the one-off *Snelheidsprijs van Heverlee* in 1959 - like many road races in Flanders the event was rather short-lived. Raymond Bogaerd's fastest lap of 2.02 = 94.427 km/h gives a calculated length of 3.2 km, which is also what was reported, but I believe the course was actually about 2.9 km long. While the 1959 *Snelheidsprijs* was a one-off, a further motorcycle race in Heverlee was announced for August 1973, but this was cancelled because the surface of the unknown course was deemed unsafe.

Huy (Hoei) – Liège / Circuit de la Piscine / 1987-1999 / motorcycles + cars (2CV)

Location: 50°31'24.66"N / 5°14'29.65"E

The *Circuit de la Piscine* was a short street circuit in the centre of Huy, with start-finish on the banks of the Meuse river. It was used for the *Short Races* for motorcycles from 1987-1999, but also for separate 6-hour endurance races for Citroen 2CV cars, which seem to have ceased two years earlier. The very aptly-named *Short Races* included races over just ten laps of the 1.301 km course, and with lap times around 52-56 seconds for the fastest classes (meaning average speeds did not exceed 90 km/h) this made for an interesting and unique concept. The circuit was particularly treacherous in the wet due to the paint markings on the road, which may have been the reason why two curves were seemingly tightened at some point, while a chicane later appeared before start-finish.

Ieper (Ypres) – West-Vlaanderen / Industriezone Ieper / 1979-1980 / possibly also in 1981 / motorcycles

Location: 50°51'52.05"N / 2°53'26.50"E

The *Targa Florio* motorcycle races held in Ieper in May 1979 and September 1980 were jointly organised by the clubs MC Menen and AC Targa Florio Ieper - which explains why they carried the same title as the famous Italian road race. Note there may also have been a race in April 1981, but it is not clear if this indeed took place or not. The circuit was a 2.87 km course that ran through an industrial area - in that sense it had little in common with the *real* Targa Florio...!

Ieper (Ypres) – West-Vlaanderen / September 1990 (1) / motorcycles

Location: 50°51'54.32"N / 2°52'57.21"E

A further motorcycle race, titled *Snelheidswedstrijd van de Westhoek*, was held in Ieper in September 1990. The second edition was announced the following year but cancelled. The 3.5 km course had some sections in common with older Targa Florio circuit listed above, but it also included a weird artificial section on a parking lot, and the longest straight ran adjacent to a canal, where divers were stationed... just in case !

Jehonville (Bertrix-Jehonville) – Luxembourg / Circuit de Jehonville / for years see below / motorcycles + cars (2CV)

Location: 49°54'2.38"N / 5°12'9.27"E

Jehonville (also often spelled Jéhonville, with acute accent), a tiny village deep in the southern-Belgian Ardennes, has a remarkably long history of motorcycle road racing. The 2.75 km triangular course ran over narrow country roads just south of town, and like several other circuits used in the French-speaking part of Belgium would never even have been considered for racing in neighbouring countries. Despite this, Jehonville hosted races every year from 1982 through 1986, before the 1987 and 1988 events were then cancelled. Known fastest laps include: 1.13,5 by Honda-rider Patrick Orban (1982), 1.13,406 by Marc Michot (1983), 1.11,7 also by Orban but now riding Laverda (1984), and 1.08,39 = 144.8 km/h by Michel Siméon on Suzuki (1986).

While that put an end to contemporary road racing, races with pre-1972 classic motorcycles were apparently not a problem, and so the *Historic Grand Prix Ardennais* (later renamed *Historic Motos Ardennais*) was held annually from 1987 onwards. Modern machines briefly returned as well in August 1993, when a sprint meeting took place on a 2.41 km section of the course. Orban was again the fastest rider on that occasion, with a time of 1.07,24 = 129.0 km/h.

Meanwhile, the vintage races continued through 2003, but when that year's event was marred by a fatal accident, the following editions took place at Gedinne (2004) and the airfield of St-Hubert (2005-2006) instead. Inexplicably, racing returned to Jehonville from 2007-2009, but two more fatal accidents made it clear once more the notoriously dangerous triangle was not suitable for racing, and it has since been abandoned definitively for that purpose.

Amazingly, Jehonville also has a history of automobile racing. The *Association Sportive Automobile Francophone* or ASAF is a body that promotes and sanctions amateur motorsport events. In the 1980s and 1990s, it organised a regional ('interprovincial') circuit racing championship, which included a class for Citroen 2CVs. These cheap racing cars used some utterly unlikely street courses for their events, including the circuit of Jehonville, which began hosting 9-hour races for the 2CVs in the late 1980s. The endurance races continued annually through 1997, but the 1998 meeting was then called off due to the local authorities's refusal to grant permission, and that ended Jehonville's bizarre history of auto racing.

Jemeppe-sur-Sambre – Namur / Circuit de la Basse-Sambre / 1981-1983 (3) / motorcycles

Location: 50°27'35.78"N / 4°39'33.74"E

Jemeppe-sur-Sambre was the scene of the *Circuit de la Basse-Sambre* motorcycle races from 1981-1983, while the planned 1984 and 1985 meetings were cancelled. The circuit was initially variously reported as measuring 2.41 or 2.48 km, but it was shortened to 2.3 km as of 1982. Start-finish was situated at the Route de la Basse-Sambre (N90), on the southern side of town. The circuit then looped anti-clockwise via the Rue François Hittélet, Route d'Eghezée and Chaussée de Charleroi. The two known fastest laps are 1.01,4 = 134.9 km/h by Patrick Orban (1982) and 1.02,1 by Marc Michot (1983).

Keerbergen – Vlaams-Brabant / September 1938 (1) / motorcycles

Location: 51°0'16.83"N / 4°39'46.38"E

The *Grote Prijs van Keerbergen* was a one-year-only race held on a 12.6 km circuit in September 1938. Rider Grizzly (Saroléa) was quickest over one lap in 5.45 = 131.5 km/h.

Klemskerke-De-Haan – West-Vlaanderen / 1978-1979 (2) / motorcycles

Location: 51°14'56.95"N / 3°1'9.19"E

An approximately 3.86 km circuit between Klemskerke and De Haan, largely paved with concrete, hosted the *Snelheidsprijs van de Noordzee* motorcycle races in June 1978 and 1979. The event subsequently moved to Gistel and later Oostende, see those entries.

Knokke-Het-Zoute (Knokke-Le-Zoute) – West-Vlaanderen / July 1946 (1) / motorcycles

An international motorcycle race was staged on a circuit of about 3.0 to 3.1 km in Knokke-Het-Zoute in July 1946. A race report described the course as dangerous, as it was only five metres wide, sinuous, rife with potholes and lined by trees. Indeed, the meeting was marred by two fatal accidents. Maurice Cann (Moto Guzzi) recorded the fastest lap in 1.50 = 98.2 km/h.

Koksijde (Coxyde) – West-Vlaanderen / Vliegbasis Koksijde / Koksijde Air Base / 1967-1969 and 1986-1988 (6) / cars
 Location: 51°5'39.04"N / 2°38'54.09"E

Racing at Koksijde airfield, in the south-west corner of Belgium not far from the French border and North Sea coast, started with national events titled *Trofee van de Noordzee* in 1967 and 1968, which included races for Formula Vee and historic racing cars, and presumably touring cars and GTs as well. Much better known is the August 1969 meeting, which included an international Formula 5000 race. The circuit measured 4.7 km on that occasion, and Andrea de Ademich (Surtees-Chevrolet) took pole position for that race with a time of 1.29,9 = 188.2 km/h. The event subsequently moved to the permanent circuit of Zolder for 1970-1971.

A different circuit of about 2.6 km was later laid out at the same airfield for races of the Belgian production touring car series, each August from 1986-1988. These meetings also carried the title *Trofee van de Noordzee* (or perhaps *Noordzee Trophy*), but the 1989 edition was cancelled. A further race of the championship - by now called Procar - was announced for August 1996, but this also did not go ahead.

Laneffe-Fraire – Namur / May 1925 / motorcycles

The Motor Union du Hainaut from Charleroi announced a race titled *Grand Prix Motocycliste du Hainaut* for May 1925, to be held on a 3.8 km circuit near Laneffe and Fraire, two villages south of Charleroi. It is not entirely clear if the meeting took place, but if it did than it probably was not of much importance.

Liège (Luik) – Liège / Circuit de Wandre / Circuit de Monsin / August 1939 (1) / races were cancelled after practice / cars
 Location: 50°39'32.03"N / 5°38'51.91"E

A sports car race with the rather cumbersome title *Grand Prix de l'Exposition Internationale de l'Eau de Liège* was scheduled for late August 1939. The circuit was a 6.223 km course up-and-down a motorway north-east of Liège (at the time spelled Liège). Frankly, it may well have been one of the least imaginative and utterly boring circuits in Belgium... However, in the event only three practice sessions took place, as the race was cancelled due to the imminent threat of war. The fastest lap of those sessions seems to have been a 2.27,4 = 152.0 km/h by a driver named Raph (Delahaye).

Liège (Luik) (Chênée-Embourg) – Liège / Aux Portes de Liège / Circuit Georges Truffaut / September 1947 (1) / motorcycles

There was a motorcycle race titled *Circuit Georges Truffaut* in September 1947, on a 6 km circuit in Chênée-Embourg, just south of Liège itself. David Whitworth (Triumph) recorded the fastest race lap in 2.59 = 120.7 km/h. Incidentally, a club from Liège had announced a meeting titled *Grand Prix de Wallonie* for September 1946, but this was called off, much like the 1947 *Grand Prix de Liège* for autos. Note that until 1949, the city's name was spelled Liège rather than Liège.

Liège (Luik) (Coronmeuse) – Liège / Circuit du Canal Albert / May 1953 (1) / motorcycles

Another motorcycle race took place in May 1953, this time on a 4.6 km circuit in Coronmeuse on the banks of the Meuse river. The meeting was titled *Circuit Albert I* and was never repeated.

Liège (Luik) – Liège / Trophée de Liège / September 1989 / the race was cancelled / cars

The Belgian production touring car championship tried several new circuits in the late 1980s, to avoid racing solely at the circuits of Spa-Francorchamps and Zolder. A new street race in Liège titled *Trophée de Liège* was announced for September 1989, but for unknown reasons it was first moved to Spa-Francorchamps, and then seemingly cancelled altogether. The idea seems to have been to postpone the Liège street race until 1990, but in the event it never actually happened.

Lombardsijde – West-Vlaanderen / Omloop Militair Kamp Westende / 1973-1976 (4) / motorcycles

The *Snelheidsprijs van de Noordzee*, one of Belgium's most traditional motorcycle races, was first organised in August 1973, on a circuit in a military camp right behind the beach, near Lombardsijde and Westende. The course initially measured 3 km per lap and included a small but steep hill where big jumps were possible. Its length was later reported as 2.3 km, which may have been the result of changes to the layout in 1975. In any case, the course over concrete roads never allowed averages much higher than about 85 km/h, and was not very suitable for heavier motorcycles. In 1977, permission to race at military terrain ceased and so that year's *Snelheidsprijs* had to be cancelled. The event, known in English as the *North Sea Trophy*, then moved to a new circuit at Klemskerke-De-Haan, and later to Gistel and Oostende, see those entries.

Maldegem – Oost-Vlaanderen / 1946-1947 (2) / motorcycles

The airfield of Maldegem hosted international motorcycle races in October 1946 (titled *Grote Prijs van Maldegem*) and September 1947 (titled *Prijs van Maldegem*, aka *Circuit de Bruges* in French). Riders David Whitworth and Fergus Anderson, both regulars at Belgian races of this period, were among the winners. The fastest lap at both meetings was a 1.42 = 85.8 km/h.

Mettet – Namur / Circuit de Mettet / Circuit de Saint Donat / Circuit Jules Tacheny / see below for years / motorcycles + cars
Location: 50°18'14.17"N / 4°39'23.77"E / www.circuit-mettet.be

The famous high-speed road course of Mettet hosted motorcycle races in the years 1927-37, 1946-62, 1964, 1966-67 and 1969-2006 (the races were cancelled in 1938-1939, 1963, 1965 and 1968). After 2006, the old circuit continued to be used for vintage races through 2011, while modern motorbikes returned in 2010 after a completely new permanent circuit was built; this is detailed in a separate entry below. Mettet also has a long but much lesser-known history of automobile racing, which began with a pair of Formula 2 meetings in September 1950 and July 1951, both won by Robert Manzon. After that, there was a fairly obscure one-off Formula Junior race at the 1962 *Grand Trophy* for motorcycles, but this was sadly marred by a fatal crash. The next races were subsequently organised as part of the *Tour de Belgique*, a rally-like event organised between 1948 and 1974. The November 1970 edition was seemingly the first to include a race at Mettet, but details are as-yet missing. The ten-lap event of 1971, however, received much criticism because of the dangerous circuit, but despite this, two more races were held in 1972 and 1974 (the *Tour de Belgique* was cancelled in 1973). Finally, Mettet hosted a large number of regional races for amateur racing drivers in the 1980s and 1990s, mostly using a slightly modified layout of the triangular south loop. These enduro races included the *24 Heures de Mettet* (1983-1992) and *1000 km de Mettet* (1988-1992), while the very last was a 5-hour event in September 1996. The fastest lap on that occasion was clocked by race winners Sperlinga/Dever (Porsche 993) in 1.57,241 = 152.9 km/h.

The original circuit of Mettet was an anti-clockwise, 2.8 km course, first used in 1927. The following year marked the first edition of what was to become the circuit's most important event, the *Grand Prix de l'Entre-Sambre-et-Meuse*, about which I would like to point out two things. First, some sources claim the event was first held in 1929, but that is actually incorrect. An error in the numbering made shortly after World War Two is to blame for the confusion. Second, the event was renamed to *Grand Trophy de l'Entre-Sambre-et-Meuse* after the war, probably as a result of FIM regulations, which allowed only one GP in a country per year.

Going back to the circuit itself, the 2.8 km course was used from 1927-1931. After that, it was lengthened considerably by adding a southern loop - and that created the eight-shaped layout Mettet became famous for and its trademark corner, the *Double Virage* or *X de Mettet*. The new circuit, lapped clockwise unlike before, measured 8.500 km and had approximately 70 metres of elevation change.

Improvements were made the following years, for example in 1934, when the straight to Florennes was widened and the Double Virage was changed slightly as well. Further road works took place in 1936. The best laps at this point were just below the four-minute mark, for example Pol Demeuter's 3.56 (1934) or René Milhoux's 3.53 = 131.3 km/h (1935). In August 1936 and 1937, the original course - the anti-clockwise north loop - was then briefly revived for races specifically for rookie riders.

After the war, the organisers at Mettet put a lot of effort into improving their circuit. A permanent grandstand with room for some 1000-1200 people was completed at start-finish in 1949. The course itself was widened to seven metres, and most significantly, the curves at Cloquettes, Biesmerée, Florennes and Oret were completely renewed and banked. Although the official length was initially still given as 8.500 km (some sources give lengths of 8.368 and 8.495 km), this was corrected to 8.05 km as of 1957.

The famous *Double Virage* - the X-shaped intersection at Saint Donat, just beyond start-finish - was then completely rebuilt in time for the 1962 *Grand Trophy*, which included a Formula Junior race, the first auto race at Mettet since 1951. Sadly, the event was marred by the fatal accident of German driver Heinz Starke on the descent to Mettet village. It is interesting to compare the fastest laps of that year: 2.59,7 by Silvio Grassetti (motorcycles) versus 2.59,0 = 161.9 km/h by Russell Cowles (Formula Junior). The latter time obviously easily surpassed the previous lap record for automobiles, a 3.17 recorded by Alberto Ascari in 1950.

For 1963, the Belgian state was due to widen the roads of the circuit, remove a number of trees, and resurface the entire course. However, in the event only the intersection at Saint Donat had been finished, and bad weather brought the circuit in such a poor condition that the *Grand Trophy* had to be cancelled. Two years later, the event again did not take place, this time as it was deemed it would interfere with elections.

In 1968, the Royal Union Motor de l'Entre Sambre et Meuse (R.U.M.E.S.M) chose not to organise any races in order to finalize their ongoing programme of updates and improvements, although it is not clear what was done exactly, as the circuit length did not change until circa 1972, when one lap was suddenly considerably shorter, at 7.85 km. Perhaps this had something to do with the aforementioned four curves of the circuit, which may have been further eased and banked around this time (see page 67). In any case, Mettet rapidly became quicker as the years progressed: the lap record stood at 2.44 in 1970, but was down to a most impressive 2.08,5 = 219.9 km/h by 1976, courtesy of Giacomo Agostini. Johnny Cecotto had been ever quicker during qualifying for that year's meeting, with a 2.08,0 = 220.8 km/h. Mettet now ranked among the fastest motorcycle circuits in the world, and together with Spa-Francorchamps and Chimay formed an illustrious trio of high-speed Belgian road courses.

The main events during this time, apart from the *Grand Trophy*, were the Formula 750 race in 1975 and the 1000 km races held from 1972-1979. While these were held on the full-length circuit, at least one national meeting used only the northern loop, in July 1977. This was the first time in forty years that the north loop was used as a stand-alone circuit. While the intention was to run the course in anti-clockwise direction, much like it had been back in the day, the organisers ultimately settled on clockwise due to a lack of run-off in several curves. The fastest known lap of the meeting was a 1.01,5 = 158.0 km/h by Yamaha-rider Etienne Geeraerd, but the available race report does not give the best lap of what should have been the quickest class.

A new layout was introduced for the 1000 km race in September 1977: in order to decrease speeds at start-finish and the first turn, a new loop through the adjacent industrial estate was added, which upped the length to 8.288 km. However, the new section ran over a bumpy concrete road and was not well-received. It was ultimately replaced in 1985 by a newly-built bus stop-chicane just before start-finish, later named the Chicane Michaël Paquay. The full-length circuit now measured 7.760 km, and the fastest race lap of the 1985 *Grand Trophy*, so with the new corner, was Stéphane Mertens's 2.31,7 = 184.2 km/h.

Meanwhile, the southern loop of 5.538 km - later 4.98 km without the bit through the industrial-zone - had become the venue for national meetings since the early 1980s (the September 1986 event being noteworthy as it used the course in reverse, i.e. anti-clockwise direction). It soon became the preferred layout for the international *Grand Trophy* as well. The event was first held on the south-loop-only from 1987-1989, and then permanently from 1992 onwards.

The old eight-shaped full-length course was last used in April 1990 and 1991, albeit with two chicanes added: a temporary chicane at the Saint Donat intersection - before the long straight to Florennes - and a newly-built permanent chicane before the corner near Oret ('Chicane de la Baronne'). This brought the circuit length to 7.886 km, with the best laps of the 1990 and 1991 Grand Trophy meetings - the last to use the full-length layout - being clocked by Honda-riders René Delaby in 2.32,87 = 185.7 km/h (1990) and Robert Holden in 2.32,90 (1991). After that, the north loop was abandoned definitively, and all subsequent races used the triangular south loop only. Both permanent chicanes - before Oret and start/finish - remained in use. In 2003, a third chicane was built on the approach to Florennes, but in the event it was seemingly never actually used. In fact, the older and very similar 'bus-stop' at Oret was also abandoned as of that year (apparently it was not homologated anymore due to the deteriorating tarmac), reducing Mettet to just a simple, high-speed triangle.

The final modification to the circuit was made in 2005, when the exit of the Paquay-chicane - the only one left - was changed. It became considerably faster as a result, but the last 'proper' motorcycle races on Mettet's road course, for modern machinery, took place in May 2006. Sébastien Le Grelle (Honda) recorded that year's fastest lap in 1.28,637 = 202.263 km/h. After that, the old circuit continued to be used for vintage races titled *G.Old Trophy*, but the event was discontinued after 2011. However, modern racing had returned to a newly-built permanent circuit by then, see the separate entry below.

Mettet – Namur / Circuit Jules Tacheney / 2010 - present / motorcycles + cars

Location: 50°18'1.85"N / 4°39'6.91"E / www.circuit-mettet.be

Contemporary motorcycle racing returned to Mettet - for the first time since May 2006 - after a completely new permanent circuit was completed in 2010. This was officially inaugurated with a ceremony and demonstration laps on 12 March of that year. Thanks to the efforts of the Royal Union Motor de l'Entre Sambre et Meuse, Belgium has a third permanent racing circuit since that day, in addition to Spa-Francorchamps and Zolder.

The circuit comes in two layouts, measuring 2.31 km (autos) and 2.28 km (motorcycles), depending on whether the fast or slow version of the downhill 'corkscrew' turn is used. The first actual race meeting on the new course was the traditional *Grand Trophy* for motorcycles, which took place on 10-11 April 2010. Grégory Fastre (BMW) became the first owner of the lap record, with a time of 1.04,775. He improved this to 1.04,709 = 128.514 km/h the following month, and at the 2011 *Grand Trophy* Fastre went faster still, setting a new lap record in 1.03,660. However, for some reason the track length was now declared as 2.25 km, and so officially, Fastre's new benchmark corresponded to an average speed of only 127.238 km/h...! The first automobile race at the circuit was the VW Fun Cup's *New Season Trophy* on 17-18 April 2010. The TCR Benelux championship first raced here in October 2016.

Middelkerke (Oostende-Middelkerke) (Raversijde) – West-Vlaanderen / Omloop der Kust / 1947 and 1950 / see below

Location: 51°12'9.76"N / 2°52'16.15"E

The airfield in between Oostende and Middelkerke was used for racing twice, beginning with a motorcycle race in July 1947. This took place on a 2.75 km circuit of which the exact layout is known thanks to a circuit map. David Whitworth, a British rider who was very active in Belgium at the time, was fastest over one lap with a time of 1.22 = 120.7 km/h. A meeting announced for 1948 did not take place.

The second event at Middelkerke airfield was an officially-sanctioned Formula 3 race in August 1950. The circuit on this occasion apparently measured 2.85 km, but in this case the layout is unknown. Fastest lap: 1.19 = 129.9 km/h by Alf Bottoms (JBS-Norton). The airfield seems to have been renovated or rebuilt since, as the 1947 map does not match today's situation.

Moerbeke-Waas – Oost-Vlaanderen / July 1949 (1) / motorcycles

There was a one-off motorcycle race for junior riders on the former military airfield of Moerbeke-Waas in 1949. Although the circuit length was reported as 2.6 km, the fastest race lap - a 2.03 = 80.487 km/h shared by riders Delsing and Becquevort - results in a calculated length of 2.75 km. As far as I can tell, the Moerbeke-Waas airfield does not exist anymore today.

Mons (Bergen) – Hainaut / Circuit des Coteaux / Circuit de Mons / 1950-1951 (3) / cars + motorcycles

Location: 50°26'30.98"N / 3°59'46.60"E

This 7.626 km circuit is best known for hosting the *Grand Prix de Mons* Formula 2 race in May 1950. Winner Alberto Ascari (Ferrari) also recorded the fastest lap, in 3.08,0 = 146.0 km/h. Much lesser known are the two motorcycle races held on the same circuit, in May 1950 - a week before the F2 event - and June 1951. Further motorbike races were announced for 1952 and 1953, but these did not take place. Later, there were races for 50cc-motorcycles only on a circuit near the local cemetery - more details are in the appropriate section further below.

Montigny-Le-Tilleul – Hainaut / Aux Portes de Charleroi / 1931-1932 (2) / motorcycles

Location: 50°21'32.39"N / 4°22'11.95"E

The Wallonia Auto Motor Club organised a small regional motorcycle race in 1931, on an approximately 6.65 km circuit located between Montigny-Le-Tilleul and Gozée. That same course was also used for the bigger *Grand Prix du Hainaut* in June 1932, but no further races took place after that.

Mouscron (Moeskroen) – West-Vlaanderen / Circuit du Château des Comtes / 1937-1939 (3) / motorcycles

The city of Mouscron, nowadays tucked away in a corner of Wallonia near the French and Flemish borders, originally belonged to the Flemish province of West-Flanders, but was transferred to the Walloon province of Hainaut in 1963, due to the city's predominantly francophone population. Mouscron has had no less than three separate circuits, all active in different decades.

The first circuit was a 2 km course around the medieval Château des Comtes, used for motorcycle races for three years in the late 1930s. I suspect the circuit ran via the present-day streets Aalbekesteenweg - Koninklijke Laan - Koningin Astridlaan, although this is yet to be confirmed. Sadly, the May 1939 meeting was marred by a terrible accident which killed four spectators. After the war, a motorcycle race titled *Routes Pavées* was announced for June 1952, but this was cancelled. Strangely, that same title had been used in pre-war days for races in nearby Lille, France - perhaps this was an attempt to revive these in Mouscron?

Mouscron (Moeskroen) – West-Vlaanderen & Hainaut / Omloop van de Nieuwe Wereld / Omloop van Coquinie / motorcycles

Location: 50°45'24.70"N / 3°13'12.05"E

The next motorcycle races in Mouscron were held from 1959-1966 and 1968-1971, with road works preventing the organisation of further meetings in 1967 and 1972-1974. The venue for these races was a 1.95 km course over cobblestoned and concrete roads just north of the city centre, in the La Coquinie neighbourhood. Known fastest laps on the five-turn course are as follows: 0.58,6 (1959), 0.57 = 123.2 km/h (1960, 1961 and 1963) and 0.58 (1962) - obviously the timing was not always done very accurately!

Due to a strike, the 1967 road works were not entirely finished yet the following year. The circuit was therefore 'moved' a little further south, closer to the centre, to avoid the affected streets. But although the modified layout was reportedly some 200 metres longer than the old, the fastest lap - a 0.55 = 127.6 km/h shared by Yamaha-riders Andersson and Van Dongen - strangely still results in a calculated length of 1.95 km - the same as in previous as well as all subsequent years.

Mouscron (Moeskroen) – Hainaut / Circuit du Zoning Industriel de Mouscron / 1985-1990 and 1992 (7) / motorcycles

Location: 50°45'9.69"N / 3°14'38.64"E

Mouscron's third motorbike circuit was a 3.003 km course used for the *Memorial Edouard Flament* motorcycle races, named after the former president of the local motor club, from 1985-1990 and in 1992. The race scheduled for 1991 had to be cancelled due to road works in the industrial area where the circuit was located. Known fastest laps are: 1.23,42 by Michel Siméon (1986) and 1.22,51 = 131.0 km/h by Richard Hubin (1990).

Neeroeteren (Lanklaar) – Limburg / September 1995 (1) / motorcycles

A motorbike race in Neeroeteren was announced for September 1995, but while the organising club was from that town, the 2.179 km circuit was actually located in the industrial zone of Lanklaar, about eight kilometres further south. The race was not a success as many riders considered the course too dangerous and refused to start. A further race was announced for June 1996, to be held either at the same circuit or a new course in Dilsen, but this was cancelled.

Neufchâteau – Luxembourg / Circuit des Ardennes / September 1906 (1) / motorcycles

The motorcycle race of the 1906 *Circuit des Ardennes* was held at Neufchâteau in September, after the automobiles had raced at Bastogne the previous month. The 75 km course ran via Neufchâteau - Straimont - Florentville - Herbeumont - Bertix - Recogne - Neufchâteau.

Nivelles (Nijvel) – Brabant-Wallon / Complexe Européen de Nivelles-Baulers / Circuit de Nivelles / 1971-1981 / see below

Location: 50°37'11.15"N / 4°19'45.99"E

The circuit of Nivelles was conceived by Yvan Dauriac and Robert Benoit in 1968. Interestingly, a map dated March 1969 reveals the original design differed considerably from what was eventually built - a 3.724 km permanent racing circuit, the second in Belgium after Zolder, and at the time one of the most modern in the world. However, the Complexe Européen de Nivelles-Baulers, as it was officially called, had a very troubled history and ultimately lasted for merely eleven seasons.

Nivelles was inaugurated on 5 September 1971. The circuit hosted its first Formula 1 Grand Prix of Belgium the following year, but due to poor attendances ran into financial difficulties not much later. It was declared bankrupt in February 1974 and again in March of 1975. A curator decided to lease the circuit to Laurence and Hubert Gozlan, who subsequently exploited and maintained the facility. In the meantime, a second Formula 1 Grand Prix took place in 1974, where the lap records were established as follows: 1.09,82 = 192.0 km/h by Clay Regazzoni (qualifying) and 1.11,31 = 188.0 km/h by Denny Hulme (race).

Apart from the two Formula 1 races, the only international events of note held at Nivelles were F5000 in 1972, Formula 2 in 1973 and the Formula 750 motorcycle races in 1976 and 1978. The motorbike lap record was most likely the 1.23,5 = 160.6 km/h set by Barry Ditchburn (Kawasaki) during the 1976 event.

By 1978, the future of the circuit looked very dim indeed. It was eventually sold at a public auction to father and son Gozlan, who managed to outbid the Belgian state, thereby saving the circuit from becoming a recreational park. Unfortunately, the government was anything but supportive of the Nivelles circuit, instead preferring to back Spa-Francorchamps, which, after all, was not only the *Circuit National*, but also under renovation with government money.

Although they now owned the circuit, the Gozlags missed out on three major events for 1979 due to political obstructions: the Swiss F1 Grand Prix went to Dijon-Prenois (although in the event this did not take place), a third Formula 750 motorbike race had to be cancelled, and a large moped gathering was relocated. The 1980 season was likewise marred by a government ban to host any events before 1 July.

By the time the final auto race was held in November 1979, it was clear Nivelles had no future left. The circuit and its facilities deteriorated further and further, and it lost its license to organise auto races early the following year. With both the RACB and FMB unsupportive of the circuit, nearly all of the remaining events were motorbike races organised by the Dutch KNMV, for whom Nivelles was an excellent, very save alternative to the street circuits in the Netherlands. While the course was normally used clockwise, the KNMV also held races in anti-clockwise direction to provide a bit of variety for the riders.

The very last race was ultimately held on 21 June 1981. By then the circuit was completely neglected, with grass growing through the curbstones and trees conquering the grandstands. The circuit closed for good on 1 July and was subsequently abandoned for many years, until the site was finally turned into the modern Nivelles Business Park from the late-1990s to mid-2000s.

Oostende (Oostende) – West-Vlaanderen / 1904-1905 / cars

The *Circuit Touristique du Littoral*, a touring car race based on the slightly older *Circuit des Ardennes*, was held on a 60 km circuit that ran via Oostende - Blankenberge - Brugge - Sint Andries - Varsenare - Jabbeke - Roksem - Gistel - Stene - Oostende in 1904 (month unknown) and July 1905.

Oostende (Oostende) – West-Vlaanderen / 1909-1911 and 1913 / cars

A circuit measuring approximately 33.47 km and running via Oostende - Middelkerke - Westende - Lombardsijde - Nieuwpoort - Sneaskerke - Oostende was used for a variety of automobile races, including the *Coupe d'Oostende* and *Coupe de Liedekerke*, between 1909 and 1913.

Oostende (Oostende) – West-Vlaanderen / July 1936 (1) / motorcycles

The *Grand Prix Motocycliste d'Oostende* was a one-off motorcycle race held in July 1936. The 3 km circuit began on a dyke behind the Palace Hotel, then ran past the Hippodrome Wellington, through the Troonstraat and back to the finish again via the Namenstraat. The race was perhaps the first - and one of the very few - closed-course road races in Flanders before World War Two, with races being almost exclusively held in Wallonia. Incidentally, the Hippodrome Wellington, a horse race oval reportedly built in 1883, staged auto- and motorcycle races - some of the earliest closed-course races in Europe - in September 1900 and 1901, and possibly also in 1902.

Oostende (Oostende) – West-Vlaanderen / Noordzee Omloop / 1985-2010, 2013-present (classic racing 2011) / motorcycles

Location: 51°14'5.32"N / 2°56'7.22"E / www.oostendmotorsport.be

The *Snelheidsprijs van de Noordzee* motorcycle races were first held in Lombardsijde in 1973, and via circuits in Klemskerke-De-Haan and Gistel finally ended up in Oostende in 1985. The course traced through the city's industrial area and inner port proved to be the event's definitive home. The circuit initially measured 2.677 km, but it was later reported as 2.685 km. Also, after a fatal accident in 1989, three haybale-chicanes were added to the Oostende course the following year, but this was a temporary measure as the chicanes later disappeared again. Known fastest laps include: 1.18,3 by Michel Siméon (1987), 1.20,47 by Richard Hubin (1990 / with chicanes), 1.13,376 = 131.3 km/h by Stefan Demeulmeester (2002) and 1.13,774 by Grégory Fastre (2004).

As of 2009, the circuit was shortened to 2.425 km due to road works near the original first turn. The 37th *Snelheidsprijs van de Noordzee* in June 2010 was also held on this layout, but because of construction works in the area, the circuit was not available anymore subsequently. The organising club Ostend Motorsport did put on a meet for vintage motorbikes on an even shorter 1.88 km version of the course in June 2011, but after the works in the area were finished, proper racing returned in June 2013 with the 38th running of the *Snelheidsprijs van de Noordzee*. The best laps on the current incarnation of the circuit were: 1.08,099 by Didier Grams (2009), 1.07,949 by Fastre (2010), 1.08,794 by Grams (2013), 1.08,747 again by Grams (2014), and finally a 1.07,253 = 129.8 km/h by Vincent Lonbois (2015), which is also the lap record.

Oostmalle – Antwerpen / Omloop Jan Olieslagers / August 1951 (1) / motorcycles

The final Belgian road race of the 1951 season was the one-off *Omloop Jan Olieslagers* in August, held on a 9.77 km circuit between Oostmalle, Westmalle and Zoersel. Some time before the race, Dutch car racer Frits Koster tried the circuit with his Jaguar XK120 and achieved a lap time below four minutes, with a top speed of some 230 km/h. Piet Knijnenburg, also a Dutchman, set the best lap of the race itself at a slightly more modest 4.13 = 139.0 km/h, perhaps handicapped by the unfavourable weather.

A further meeting was announced for August 1952 but this was cancelled. In 2005, there were serious plans to organise motorcycle races at the Oostmalle airfield. A date was actually scheduled, but the race was first postponed and then cancelled altogether.

Overpelt – Limburg / Omloop van Overpelt / 1991, 1993 and 1995-1996 (4) / motorcycles

Location: 51°13'23.76"N / 5°23'3.59"E

Although only four motorcycle races were held in Overpelt, these took place on three different layouts, all traced in the industrial area. The first meeting in June 1991 used a 3.40 km circuit, which riders Simul and Hubin lapped in 1.43,40 = 118.4 km/h during the superbike race. A different layout of 4.3 km, which partially overlapped with the previous, hosted the next two events, in May 1993 and June 1995. The best race lap of the former year was a 1.58,90 = 134.1 km/h by Gerard van de Walle (Yamaha). Perhaps the most noteworthy feature of both circuits were the bends circling two roundabouts. Yet another different layout was then used for the final motorbike race in Overpelt, in May 1996. This measured 2.4 km and appears to have been a shortened version of the previous course, or a combination of the previous two. Yamaha-rider Michel Nickmans recorded that year's fastest lap in 1.08,95 = 125.3 km/h.

Péry-Trooz – Liège / Circuit de Péry / 1928-1929 and 1931 (3) / motorcycles

The Vesdre Motor Club organised motorcycle races titled *Circuit de Péry* in 1928, 1929 and 1931. Not much is known of these races, but the circuit was located roughly in between Trooz and Beaufays. It originally measured 4.641 km and reportedly included a very steep hill (17%) of one kilometre. In 1931, the course was shortened to 2.7 km via a new section of road, because apparently the Beaufays authorities withdrew permission to run over their land. The new course was rather slow: the quickest lap of 500cc winner Jules Tacheny was a 2.31 = 64.3 km/h.

Petit-Rechain – Liège / zoning industriel / 1990s / cars (2CV)

Petit-Rechain, a small community north-west of Verviers, hosted the *6 Heures de l'Aiglon* endurance races for Citroen 2CV cars a few times in the 1990s, on a circuit laid out in the industrial zone. Similar street circuits used for 2CV races could be found in places like Aubange, Bastogne and Hannut, but because these were regional events for amateurs, details are not easy to find.

Pontaury – Namur / July 1927 (1) / motorcycles

The *Motor Club de l'Entre Sambre et Meuse* organised its first motorcycle race in July 1927, on a circuit in Pontaury. Unfortunately, no details about the meeting are known, and it may well have been forgotten had the club not found a new circuit in Mettet later that year, which ultimately became one of the classic Belgian road courses - see above.

Ronse (Renaix) – Oost-Vlaanderen / Omloop Klein-Frankrijk / 1994-2001 (9) / motorcycles

Location: 50°44'58.26"N / 3°38'37.85"E

A small circuit of 1.59 km traced in the Ronse industrial zone was the scene of motorcycle races between April 1994 and May 2001. After that, the organising club AMC Renaix moved its races to a new circuit in Evergem, see above. The sole known fastest laps on the Ronse circuit are a 0.53,34 = 107.4 km/h by Alain Kempener (1997) and a 0.53,451 by Michel Nickmans (2001).

Seraing – Liège / Circuit de Seraing / 1952-1954 / possibly also 1955-1956 / motorcycles

Location: 50°33'39.64"N / 5°30'45.45"E

There were motorcycle races in Seraing from 1952-1954. Further races were announced for May 1955 and June 1956, but these probably did not take place. The circuit was located in the Forêt de la Vecquée south of town, with start-finish on the Avenue du Ban, and measured 9.41 km per lap. It included long straights and several fast curves. Known fastest laps are: 4.24 (1952), and 4.15 = 132.8 km/h by Norton-riders Goffin and Martin (1953).

Sint Joris ten Distel (Sint Joris) – West-Vlaanderen / 1974-1980 (7) / motorcycles

Location: 51°7'31.28"N / 3°21'53.2"E

Motorcycles raced in the streets of Sint Joris between September 1974 and August 1980, under auspices of the Dutch NMB (1974-1975), then of the NMB and FMB (1976-1979), and finally solely under FMB sanction (1980). The meetings were initially open only to Dutch and Belgian riders, but became major international events as of 1977, with numerous Grand Prix riders participating. As for the circuit, this was a 3.3 km street course, of which the back section cut right through the Sint Joris centre. The only change was the relocation of start-finish in either 1977 or 1978. Jack Middelburg recorded the lap record in 1980, in 1.12,1 = 164.8 km/h, but that year's meeting was marred by the death of three riders. As a result, the 1981 event was cancelled and the circuit was never used again. In addition, a national race on a different circuit in Sint Joris - named Vaart-Noord - had been announced for May 1980, but this did not go ahead.

Sint Truiden (Saint Trond) – Limburg / Omloop van Duras / 1962-1963 (2) / motorcycles

Location: 50°50'23.66"N / 5°9'15.47"E

A 4.3 km circuit around the castle of Duras, north-west of Sint Truiden, was used for motorcycle races in July 1962 and June 1963. None other than Jacky Ickx won the 50cc race of the first year, when he still raced motorcycles. The fastest laps of 2.03 = 137.4 km/h (1962) and 2.12 = 128.2 km/h (1963) give a calculated length of 4.7 km, but this is probably inaccurate.

Sombreffe – Namur / August 1931 (1) / motorcycles

The first *Grand Prix de Sombreffe* was held in 1930 as a *kilometer lancée* (flying kilometre). However, the following year the event was run as a road race instead, on a 2.4 km anti-clockwise street course partially paved with Belgian cobblestones. The circuit ran past the church at the Place de Mont before turning into the Rue Gustave Fiévet, and then turned left again onto the Chaussée de Nivelles. Velocette-rider Renier recorded the fastest lap of the meeting in 1.37 = 89.1 km/h. Racing did not return to Sombreffe until 1949, see below.

Sombreffe – Namur / Circuit de Sombreffe / 1949-1952 and 1954 / possibly also 1955 / motorcycles

Location: 50°31'51.85"N / 4°36'8.00"E

Further motorcycle races titled *Circuit de Sombreffe* took place from 1949-1952 and in 1954. Another race scheduled for May 1955 was most likely cancelled, but this is not certain. The 4 km circuit was almost completely different from the pre-war course, and ran from Sombreffe to Pont au Rieu and back again. This was a spectacular, sinuous course with numerous S-curves, but unfortunately it was also fairly dangerous. Fastest laps: 2.21 (1949), 2.23 (1950), 2.19 (1951) and Ray Amm's 2.15 = 106.7 km/h (1952).

Sorinnes – Namur / Circuit de Sorinnes / 1927-1931 (6) / motorcycles

Location: 50°15'44.01"N / 4°58'29.42"E

The Union Motor Dinant organised various motorcycle races on a 3.470 km circuit in Sorinnes from 1927-1931. These included the *Grand Prix d'Automne* and the *Grand Prix du Printemps*. This latter event was renamed *Grand Prix Maurice Defoin* in 1928, after the death of Defoin - co-founder of the Union and a talented motorcycle racer - one year earlier. The race moved to Falmignoul in 1931 (see above), but there was one final meeting in Sorinnes that year under the title *Grand Prix d'Été*, organised by the Union Motoriste de Bruxelles.

Spa – Liège / for years see below / motorcycles

The 1904 *Semaine de Spa* included what appears to have been a road race over five laps of a 20 km circuit via Spa - Malchamps - Sart - Warfaz - Spa. The fastest rider completed the distance at an average speed of about 44 km/h!

In July 1906, the Moto Club Liégeois staged the *Championnat de Moto Club Liégeois* on a course near Warsage (see below), but strangely, it organised another meeting with that title in Spa later that same month. This time, the riders had to complete two laps of a circuit via Spa - Francorchamps - Stavelot - Trois-Ponts - Coö - La Gleize - Stoumont - Desnié - Marteau - Spa, of which the section between Spa and Stavelot was neutralized. The same circuit was also used the following September for a joint meeting of the Automobile Club de Belgique and the Ligue Vélocipédique Belge.

Spa (Spa-Malchamps) – Liège / Circuit de Spa / August 1913 / cars

Location: 50°29'35.37"N / 5°55'39.76"E

The 1913 *Meeting Automobile de Spa* was a four-day event, which included, among other things, the first *Grand Prix de Belgique* for automobiles. This had originally been scheduled as a stand-alone meeting at the circuit of Dinant-Anseremme (see above) in July, but in the event it took place as part of the *Meeting Automobile de Spa* a month later. The course ran via Spa - Malchamps - Francorchamps - Cokaifagne - Sart-Les-Spa - Tiège - Spa and totalled 21.2 km per lap. Due to WWI it was not used again.

Spa-Balmoral – Liège / June 1927 (1) / motorcycles

The Royal Motor Club Liégeois organised a national motorcycle race titled *Grand Prix de Spa-Balmoral* in June 1927. The circuit measured 3.2 km, but no further details are known.

Spa-Francorchamps – Liège / Circuit National de Francorchamps / for years see below / cars + motorcycles

Location: 50°25'17.7"N / 5°58'13.85"E / www.spa-francorchamps.be

Spa-Francorchamps has been Belgium's premier circuit ever since the early 1920s. The old high-speed road course was active from 1921-1922, 1924-1939 and 1947-1978, before it was replaced by today's shorter circuit which is detailed separately below.

The original circuit was located in the triangle between Francorchamps, Malmédy and Stavelot and measured 15.082 km per lap (not 15.820 km as some sources erroneously state). A slightly different layout of 15.5 km, with the southern leg running via Hausta instead of Masta, had also been considered but this was never used. Start-finish was situated on a downhill slope towards a small bridge over the Eau Rouge stream. The circuit ran in between two houses here, one of which was a former customs office (*ancien bureau de douane*) at the old border (*ancienne frontière*) with German territory. This building still exists today behind the Uniroyal pits, the other was demolished around the mid- to late 1950s.

The first-ever race at Spa-Francorchamps was the *Grand Prix de Belgique* for motorcycles on Friday (!) 12 August 1921. Graham Walker was quickest during the practice sessions, held on Wednesday and Thursday, with a time of 9.35 = 94.4 km/h. The first auto race was held the following year, but there was no racing at the circuit in 1923, as the motorcycle Grand Prix relocated to Dinant-Feschoux (see above), a one-off experiment.

In 1925, the start-finish section was relocated over a length of 300 metres to a newly-built link that ran directly east of the two aforementioned houses, parallel to the old section. Proper pit garages and a wooden grandstand were also added, and the circuit was furthermore widened at several places. The new official length was 14.900 km. Note that at this point, the course was still at least partly unpaved, and it was not until 1928 that it was asphalted entirely.

The next significant change came in the summer of 1933, when the Courbe de Chefosse - a fast righthander also known as Virage Hollowell - and the curves at Malmédy were changed. The circuit thus measured 14.864 km as of the 1934 season - note that some sources give a length of 14.95 km but this is incorrect. Hermann Lang claimed the lap record on this layout in 1937 with his time of 5.04,7 = 175.6 km/h. He was reportedly measured at 310 km/h on the Masta straightaway that year. Incidentally, the S-curve at Masta was also known as Virage Charlier at that time, a name that has been forgotten since.

In 1939, the Virage de l'Ancienne Douane hairpin was bypassed by a new uphill sweeper named Raidillon. This made the circuit considerably faster and resulted in a new length of 14.500 km. The last race before the war was the motorcycle GP on 17 July, but soon the lights went out over Europe. The Francorchamps circuit was damaged in the war-years that followed, and it would not be ready again for racing until 1947, the first post-war race being the *Grand Prix d'Europe Automobile* on 29 June.

Small improvements were then made in 1949, but much more significant was the modification in 1950, when the Stavelot hairpin was replaced by a newly-built very quick banked turn. This brought the length of one lap to 14.120 km. Fagioli reportedly improved Lang's 1937 top speed record at Masta that year to an astounding 323 km/h!

The circuit's first bend, a slight lefthander over the Eau Rouge bridge, was then eased in 1951 or 1952 by adding a concrete strip on the inside that allowed the drivers to cut the bend a little. Several sections were also resurfaced and/or widened around this time, including the uphill climb later known as Kemmel in 1952.

Average speeds first surpassed the 200 km/h barrier in 1956, when Juan Manuel Fangio took pole position for the Formula 1 GP in 4.09,8 = 203.5 km/h. Stirling Moss's fastest race lap was a little slower at 4.14,7 = 199.576 km/h. The motorcycle record was not far off - with Geoff Duke bringing the benchmark on two wheels to 188.966 km/h that year - although it would take until 1963 for their official lap record to surpass the 200 km/h marker, courtesy of Mike Hailwood's 4.11,1 = 202.150 km/h.

In 1957, the length of the circuit diminished to 14.100 km due to the widening and improvement of thirteen bends. That year also saw the addition of the Engelbert tower at the start-finish section, which was also widened to twenty metres. Some smaller-scale improvements (including resurfacing) were then carried out in 1962, seemingly at Kemmel and Masta.

The last Formula 1 Grand Prix at the old Spa-Francorchamps took place in June 1970, and in a bid to reduce the extremely high speeds, a new chicane was introduced at Malmédy specifically for this race. Officially, it did not affect the track length, but the circuit was never measured very well, as evident from the lengths ending in one or two zeroes mentioned earlier. The new chicane was initially not used for other races, but following a fatal accident at the 1973 24-hour race, all auto races used the Malmédy chicane as of 1974. As a result, the outright fastest-ever laps around the circuit were recorded at the 1000 km race in May 1973, in 3.12,7 = 263.4 km/h by Jacky Ickx (qualifying) and 3.13,4 = 262.5 km/h by Henri Pescarolo (race).

Meanwhile, motorcycles continued racing without any speed-reducing measures. In 1976, the organisers of the motorcycle Grand Prix intended to introduce two chicanes, the first at Malmédy (presumably the same as used by cars), the second at Masta. The chicanes might have been tried during practice, but the riders were against them and so they were never actually used for the Grands Prix. However, the Malmédy-chicane was added to the circuit for the *24 Heures de Liège* later that year (it may have been used for this particular race as early as 1973).

The length of the circuit as used by motorcycles - without chicanes - reverted back to 14.120 km in 1977 due to a slight reprofiling of some bends. Some sceptics believe the new length was merely an attempt to make sure motorcycles would break the magic 220 km/h barrier. They did: Barry Sheene recorded 3.50,3 = 220.7 km/h at that year's Grand Prix. Johnny Cecotto went faster still during qualifying the following year with a 3.48,6 = 222.4 km/h. Riders now reached some 290-300 km/h at Masta.

The last events on the old circuit were the motorbike Grand Prix on 2 July 1978, and the 24-hour auto race on 22-23 July.

Spa-Francorchamps - Liège / Circuit de Spa-Francorchamps / 1979 - present / cars + motorcycles

Location: 50°26'17.23"N / 5°58'15.34"E / www.spa-francorchamps.be

Construction of a new, shorter and safer circuit began on 10 April 1978, and Jacky Ickx and sidecar pair Van Heerswinkel/Dumont completed the first try-out laps around the course in May 1979. The new Spa-Francorchamps circuit was then officially inaugurated on 29 June, just before its first race, the Belgian motorcycle Grand Prix on 1 July. However, this was anything but a success as the freshly-laid asphalt proved very slippery, and many riders refused to start.

While about half of the 6.947 km course was purpose-built, the other half was kept from the old circuit - with some changes - and still used as a public road - the circuit therefore remained temporary. The changes included the widening of the bridge over the small Eau Rouge stream, and most notably, the straightening of the section known as Kemmel, which ran towards the circuit's highest spot at Les Combes. This inaccessible and seldom photographed section used to be noticeably bend and lined by tall trees.

Interestingly, an early 1977 design of the new circuit had simply one quick righthander at Les Combes instead of a right-left-right combination, and omitted the Fagnes section altogether.

The first layout change came in April 1981, when a chicane later known as Busstop was added - official track maps simply called it La Chicane at the time. It increased the circuit length to either 6.976 or 6.972 km, depending on what source to believe. The soft shoulder on the inside of the righthander at Raidillon was then paved the following year, but the actual turn remained the same for now.

Further changes were necessary to bring back Formula 1 in 1983, for the first Grand Prix at Spa-Francorchamps since 1970. The climb up Raidillon was eased by widening the road on the inside - the circuit now ran over the bit that had been paved the previous year. The La Source hairpin furthermore moved a few metres southwards, which made it slightly less tight. The new length was either 6.942 or 6.949 km - sources again disagree - but this changed to 6.940 km in 1984, possibly as a result of a reprofiling of the Busstop-chicane's exit and/or additional minor works at Raidillon.

A new 24-hour race specifically for Citroen 2CVs debuted in 1985. Initially, this used an utterly bizarre circuit layout of 4.828 km, which ran from Les Combes to Stavelot and then back again over a service road behind the guard rails, so as to avoid having to close off the non-permanent part of the circuit for traffic. The fastest lap of the 1987 race was a 3.06,89 = 93.0 km/h. In 1989, the 2CV marathon race used an even crazier layout. This reportedly measured some 9.5 km (!), and although the exact layout is not known, photos show it included the old start-finish section down to Eau Rouge - using the left-hand lane of the track - before diving left to l'Ancienne Douane (a corner not used for racing since 1939), later coming down Raidillon (!) and back to the start via what would normally be the right-hand lane of the track - indeed, that part of the circuit was divided in two using plastic traffic barriers and used in both directions...! The 24 Heures 2CV finally switched to the regular, 6.940 km circuit as of 1990.

In 1987, the Belgian motorcycle Grand Prix was cancelled after modifications demanded by the FIM had not been carried out. These including the widening of Raidillon and changes to the fast lefthander before the chicane, at Blanchimont. The work was done later that year, so as not to lose the 24 Heures de Liège as well.

The circuit's length then changed to 6.974 km in 1992, reportedly due to further changes to the Busstop and Raidillon sections. The exit of La Source seems to have been widened by removing a curbstone the following year.

A chicane was added at Eau Rouge for the Formula 1 Grand Prix in 1994, in the wake of the tragic accidents earlier that year. This increased the length to 7.001 km, but the unpopular chicane served for one weekend only and so the circuit was back to 6.974 km for 1995. The Raidillon section was reworked that year by reducing the track width in favour of a larger gravel trap on the outside. Safety at this section was later improved further by moving away the righthand-armco barriers in 1999, and by increasing and paving the run-off area in 2001.

The construction of a new tunnel, and possibly the widening of the Formula 1 pit lane, then resulted in a new length of 6.968 km in 1996. In addition, the section from the Virage Martinfange - a seldom used name for the lefthander after the Busstop - up to and including the La Source hairpin was resurfaced.

A newly-built road finally allowed the Spa-Francorchamps circuit to be closed for traffic and become fully permanent in the year 2000. A further improvement was the relocation of the old pit lane's exit from the bottom of Raidillon to the top in 2001, and it was extended even further in 2002, almost to the beginning of Kemmel. As the exit of the Busstop was reprofiled that year, the length of the circuit changed to 6.963 km. This layout, active from 2002-2003, was the fastest-ever of the new Spa, with an unofficial lap record of 1.43,726 = 241.7 km/h, as recorded by Michael Schumacher (Ferrari) during qualifying for the 2002 Belgian GP.

The entry of the chicane was then reworked in 2004, bringing a lap to 6.973 km, a length that may have increased again by three metres in 2005. The as-yet final circuit change took place in 2007, when the section from the Busstop Chicane to La Source was rebuilt, along with the pit lane and its facilities. The course has measured 7003 metres and 95 cm - sic! - since then.

Tamines – Namur / August 1946 (1) / motorcycles

Tamines was the scene of the one-off *Grand Prix de la Sambre* in August 1946. This was a motorcycle race held on a street course with start-finish at the square in front of city hall (*Hôtel de Ville*). The circuit's length was reported as 3.6 and 3.7 km, but Fergus Anderson's fastest lap of 2.04 = 98.709 km/h gives a calculated length of 3.4 km.

Thuin – Hainaut / Circuit de Thuin / 1927-1929 (5) / cars + motorcycles

Location: 50°20'10.62"N / 4°16'29.17"E

There were auto races on a circuit in Thuin in June and September 1927, June 1928 and June 1929, as well as a motorcycle meet in September 1929. The course was reported as being 4.720 km at the time, but I believe it measured closer to about 4.55 km. The fastest laps on four wheels were around 3.03 at circa 89.5 km/h average speed.

Tournai (Doornik) – Hainaut / Zoning Tournai-Ouest / 1995-1998 (4) / motorcycles

Location: 50°37'15.03"N / 3°19'29.98"E

The industrial zone between Tournai and Blandain was the scene of motorcycle races between 1995 and 1998. These were held on a rectangular circuit that included two roundabouts. A lap was 2.234 km, although one source gives a length of 2.334 km, but that may not be correct. Alain Kempener (Ducati) clocked the fastest race lap in 1995 - in 1.05,68 - while Suzuki-rider Sebastien Le Grelle was quickest the final year, in 1.03,33 = 127.0 km/h.

Virton – Luxembourg / June 1932 / motorcycles

A regional motorcycle race titled *Grand Prix de la Gaume* was held on a 9 km circuit in Virton, in the deep south of Belgium, in June 1932. It is possible this was not the only edition of the event, but small, regional races like this are obviously not documented very well.

Visé (Wezet) – Liège / Circuit de Val Dieu / May 1925 and June 1929 (2) / motorcycles

The Auto-Moto Club Herve-Visé-Geer organised 24-hour endurance races for motorcycles in the years 1925-1926 and 1929-1933, as well as races over six (1928) and ten hours (1934). Only in 1927 was there no event. These races took place on no less than five different circuits.

The 1925 and 1929 editions of the *24 Heures de Visé* - also known as the *Bol d'Or Belge* - took place on a circuit near the Abbaye de Val Dieu, about eight kilometres south-east of Visé, on territory of Charnaux. Its length was reported as 4.7 km in 1925 and as 5 km in 1929 - this is probably not due to a layout change but rather because it was common practice to round off lengths at the time. Interestingly, the 1925 race was actually stopped after 21 hours due to a fire at the pits and the resulting panic among the spectators. By then the winning rider - contesting the event without relief (!) - had completed 253 laps. In 1929, the race was contested by teams of two riders per machine, and that year's winners covered 269 laps over the full 24-hour distance.

Visé (Wezet) – Liège / Haccourt / May 1926 (1) / motorcycles

Location: 50°43'4.38"N / 5°39'40.56"E

The 1926 *24 Heures de Visé* was held on a triangular circuit between Haccourt, Oupeye and Hermalle-Sous-Argenteau. Reported as 5 km, the circuit in reality measured almost 5.4 km and it included about seventy metres of elevation change.

Visé (Wezet) – Liège / Bois de Loë / May 1928 (1) / motorcycles

In 1928, the Auto-Moto Club Herve-Visé-Geer organised a shorter race, the *6 Heures de Visé*, which was held on a 4 km triangular circuit on territory of Warsage, Aubel and Saint-Jean-Sart, near a forest called Bois de Loë.

Visé (Wezet) – Liège & Limburg / Warsage / 1930-1933 (4) / motorcycles

Location: 50°44'36.75"N / 5°45'8.88"E

Yet another different circuit was used for the 1930-1933 editions of the *24 Heures de Visé*. This was located between Warsage, Fouron-Le-Compte ('s-Gravenvoeren) and Berneau, at what is today the border between the provinces of Liège and Limburg. Race reports variously gave its length as 7.342 and 7.6 km. The former figure is probably the most accurate, although it is also possible there was a slight layout change at some point. The known winning distances are 251 laps (1930) and 204 laps (1933).

Visé (Wezet) – Liège / Circuit Canal Albert / Lixhe / June 1934 (1) / motorcycles

In 1934, the Auto-Moto Club decided to organise a race over only ten hours due to the poor economical climate. The *10 Heures de Visé* was held on a 3 km circuit near Lixhe and the sluices of Haccourt, a stone's throw from the Dutch border.

Waremme (Borgworm) – Liège / Circuit de Hesbaye / Circuit de Waremme / 1950-1954 / possibly also 1956 / motorcycles

Location: 50°40'20.42"N / 5°14'31.91"E

Motorcycle races were held on a triangular course via Waremme - Faimes - Hollogne-sur-Geer - Waremme from 1950-1954, before the 1955 race was cancelled. A further race was announced for July 1956, but whether this took place is not clear. The circuit was reported as being 6.6 km long, although I think it was actually slightly shorter in reality. Improvements were made in 1952 by adding banking to the curves and removing trees from the side of the roads. This was a very fast circuit, with known quickest laps of 2.58 (1950), 2.50 (1951), 2.43 (1952) and 2.29 = 161.1 km/h by Derek Farrant (1953). Note there was also a road race for 50cc-motorcycles only in Waremme in August 1959, most likely on a different circuit, although details are missing.

Warsage (Weerst) – Liège / 1905-1906 / motorcycles

The Moto Club Liégeois announced a meeting titled *Championnat de Moto Club Liégeois* for October 1905. This was to be held on a circuit via Warsage - Aubel - La Minerie - Charneux - Battice - Julémont - Mortroux - Berneau - Warsage, but it is not known if the event actually took place. However, the club organised another *Championnat* in July 1906, which did take place with certainty. This time the riders had to complete two laps of a 33 km circuit via Warsage - Aubel - Battice - Berneau - Warsage. Strangely, the Moto Club Liégeois apparently staged a second club championship that same month, see the entry for Spa further above.

Warsage (Weerst) – Liège / Circuit de Winnerotte / 1950-1957 and 1960-1961 (10) / motorcycles

Location: 50°44'6.56"N / 5°47'17.77"E

Warsage was the scene of 24-hour endurance races from 1950-1957. The races then ceased due to a lack of interest from riders and manufacturers, but two further events were held in 1960 and 1961 following the creation of the FIM's *Coupe d'Endurance*.

The circuit was a difficult course with 32 bends, that began in front of the Place du Centenaire Flechet in the village centre. It then began to climb very steeply after about 1 km, through a series of challenging swerves. The circuit continued to climb gently until approximately the 5 km mark, and the rest of the lap was a fast, daunting descent past the Château de Winnerotte. Today, the roads that made up the circuit are in an incredibly poor state - with potholes and cracks everywhere. Although at the time a lap was said to be 8.314 km long, I measured the course with the odometer of a car as being exactly 8.0 km - the average speeds and winning distances given below may therefore be inaccurate as a result of this discrepancy.

Known fastest laps: 4.39 (1955), 4.40 (1956), 4.47 (1957) 4.28 (1960) and 4.27 = 112.1 km/h (1961 / lap record). The winning distances were: 216 laps = 1795.824 km (1950), 234 laps = 1945.476 km (1951), 239 laps = 1987.046 km (1952), 2216 km (1953), 2136.92 km (1954), 2202 km (1955), 259 laps = 2153 km (1956), 280 laps = 2327.92 km (1957), 1961.155 km (1960) and finally 2270 km (1961).

Wavre (Waver) – Brabant-Wallon / Circuit du Chenoy / August 1930 (1) / motorcycles

One of the most significant hillclimb meetings in Belgium of the 1920s and 1930s was that of Wavre, initially known as *Meeting de Wavre* and later as the *Grand Prix Robert de Broux*. However, in 1930 only, this was no hillclimb but rather a circuit race on a 10 km closed course between Chenoy and Court-Saint-Etienne. Fastest lap: 6.09 = 97.6 km/h by Grégoire (Saroléa).

Weelde – Antwerpen / May 1976 (1) / motorcycles

Weelde was one of seven airfield circuits used in Belgium - the others being Bierset, Florennes, Maldegem, Middelkerke, Moerbeke-Waas and Koksijde (not including the Saint Hubert airfield which hosted vintage motorcycle races only). The circuit in Weelde measured 3.2 km to the lap and had a straight of about 45 metres wide. The first and only motorcycle race here took place in May 1976, for the 1977 race was cancelled. Jean-Philippe Orban (Yamaha) recorded the fastest race lap at 138.128 km/h.

Wervik – West-Vlaanderen / Omloop van de Nieuwe Nijverheidsweg / Omloop van Wervik / 1977-1979 (3) / motorcycles

A circuit of unknown length in Wervik was used for motorcycle racing from 1977-1979. A further meeting was announced for July 1981, but this was cancelled. Apparently the circuit was not well-liked as the riders felt it was dangerous, but unfortunately nothing else is known.

Woluwe-Saint-Lambert (Sint-Lambrechts-Woluwe) – Bruxelles / Circuit du Park de Woluwe / 1924-29 / motorcycles

One of the most significant pre-war motorcycle circuits in Belgium was a 2.2 km course in the park of Woluwe-Saint-Lambert. This was used from 1924-1929 (there may have been a race in 1923 as well but this is unconfirmed) for various races, organised by two clubs from Brussels. The Union Motoriste de Bruxelles organised the *Grand Prix de l'Union Motoriste de Bruxelles* (1924-1925), *Grand Prix des Nations* (1926), *Grand Prix de la Woluwe* (1927-1929) and the *Grand Prix d'Automne* (1927). The Auto Motor Club de Bruxelles meanwhile ran the *Grand Prix de Bruxelles* here from 1925-1928. Both clubs turned to different venues when the Woluwe circuit was not available anymore, probably because permission from local authorities ceased - see the various entries for Bruxelles above.

Zolder – Limburg / Zolder-Centrum / 1958-1959 (2) / motorcycles

Although Zolder is of course best known for its permanent racing circuit, its motorsport history actually goes back to two earlier street circuits, of which the first was used for motorcycle races titled *Prijs van Zolder* in June 1958 and 1959. Unfortunately, little is known about the circuit itself, but it was located in the town centre and measured somewhere between 2.1 and 2.5 km.

Zolder – Limburg / Bolderberg-Viversel / Omloop van Terlaemen / 1960-1961 / motorcycles + karts

After two years, the Zolder street circuit was not deemed suitable anymore, and a new location was found in the woods between nearby Bolderberg and Viversel. A new race course was created here by asphaltting two paths through the woods and linking these with a newly-built road and existing streets. Unfortunately, sources disagree about its length, which was either 2.7 or 3.1 km. The new circuit staged motorcycle races in June and September 1960 and June and October 1961, as well as club days, test runs, and a world-record attempt with go-karts (see the Kart Tracks section further below). However, the tremendous ambition of the local organisers soon led to the construction of a proper, fully-permanent racing circuit.

Zolder – Limburg / Omloop van Terlaemen / Circuit Zolder / 1963 - present / cars + motorcycles + karts

Location: 50°59'25.68"N / 5°15'27.23"E / www.circuit-zolder.be

Belgium's first permanent racing circuit was largely built on the site of the earlier course listed above, just south-west of Zolder, from 1962-1963. In the nearly fifty years since then, the circuit has hosted countless races, and some of the most noteworthy series to race here include Formula 1 (1973, 1975-1982, 1984), Formula 2 (1964, 1966-1970, 1975, 1980, 1983), DTM (1984-1994 and 2002), Champ Car (2007) and WTCC (2010-2011). Among the most noteworthy motorcycle meetings are the international *Prijns van Zolder* and *Ereprijns van Zolder* races (1963-1968), the *24 Heures de Liège* (1971-1972) and the one-off Formula 750 (1977) and Belgian Grand Prix (1980) races.

The circuit was officially inaugurated on Wednesday 19 June 1963. Following bicycle races on 22 June, the first actual motorsports event on the new 4.181 km race course - penned by Dutch designer John Hugenholtz - was the international *Ereprijns van Zolder* for motorcycles on 14 July. Matchless-rider Gyula Marsovszky recorded the circuit's maiden lap record in 1.49,5 = 137.5 km/h. The first auto races were held on 25 August and comprised the *Grote Prijns van Zolder* for Formula Junior racing cars and the *Bekers van Terlaemen* for touring cars and GTs.

The 4.181 km original layout was ultimately used from 1963-1971, with Marsovszky's original lap record being lowered to 1.26,4 = 174.2 km/h by Jochen Rindt in 1970. The Austrian driver also claimed the practice record, with a time of 1.26,1 = 174.8 km/h. A new chicane just before the steep Sacramentsheuvel resulted in a slightly longer track length of 4.221 km as of 1972. Zolder hosted its first Formula One Grand Prix the following year.

In 1975, the quick left-right S-curve before start-finish was replaced by the slightly tighter Jacky-Ickx-Chicane, increasing one lap to 4.262 km. Michele Alboreto's pole position for the 1984 Belgian F1 Grand Prix - the last at the circuit - of 1.14,846 = 205.0 km/h is not only the outright lap record on this layout, but also the fastest-ever lap recorded at Zolder.

The next changes were made for the 1986 season, the most significant modification being the addition of the Villeneuve-Chicane, named after the Canadian driver who had been killed during qualifying for the Belgian Grand Prix four years earlier. In addition, the first lefthander and the Jacky-Ickx-Chicane were tightened, and the course was completely repaved. Zolder now measured 4.194 km, but that length decreased by ten metres to 4.184 km when a new tunnel to the paddock caused a part of the circuit to be slightly relocated in 1994.

Major work was then done in 2001, when the entire eastern section of the circuit between the Eerste Linkse and Bianchi-Bocht was rebuilt, bringing the length down to 3.997 km. In early 2006, the course was again repaved, while the Sacraments-Chicane was completely reprofiled. The FIA renewed the circuit's Grade 2 license in April, but at the World Series by Renault meeting later that year it turned out the chicane was faster than intended. Further works were therefore carried out in March 2007, in order to reduce speeds in that particular section of the track. This has been the as-yet last change to the circuit, but unfortunately there is some confusion concerning its exact length since then: official result sheets for the September 2007 Champ Car meeting declared this as 4.010 km (which seems to be spot on measuring the circuit in Google Earth), yet FIA WTCC documents gave the centreline length as 4.006 km (2010) and 4.000 km (2011).

The outright fastest lap on today's layout was recorded by Sébastien Bourdais during qualifying for the one-off Champ Car race at Zolder in September 2007, with a time of 1.12,821 = 198.240 km/h - again, a track length of 4.010 km was used on that occasion. The circuit celebrated its 50th anniversary in June 2013.

Zwevezele – West-Vlaanderen / 1958-1959 (2) / motorcycles

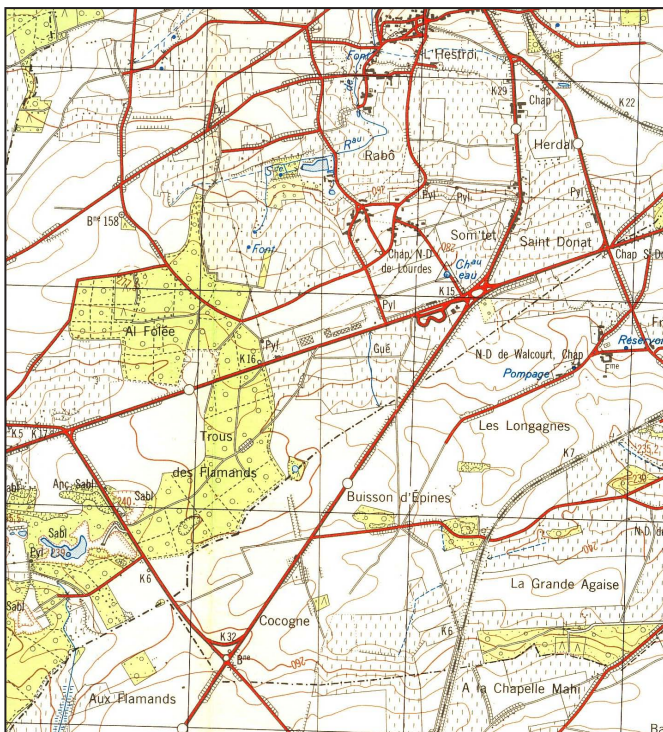
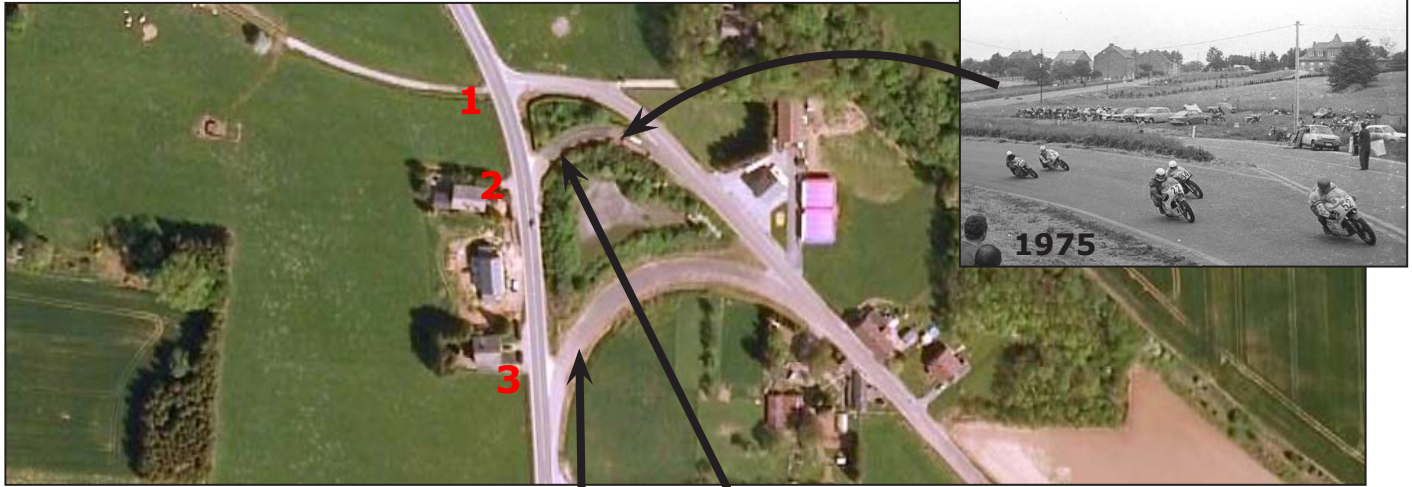
There were motorcycle races titled *Prijns van Zwevezele* in September 1958 and 1959, on a surprisingly long circuit of 6.275 km. Unfortunately, no further details are known, other than the fastest lap of the latter year, a 2.40 = 141.187 km/h shared between Raymond Bogaerdt (Norton) and Peter Ferbrache (Matchless).

Zwijnaarde – Oost-Vlaanderen / 1938-1939 (2) / motorcycles

Zwijnaarde was the scene of a pair of motorbike races before the war, the *Grote Prijns van de Schelde* in July 1938 and the *Grote Prijns van Zwijnaarde* in July 1939. The circuit was described as having a 1739-metre straight, a nearly-straight section of 1160 metres and a sinuous 2400-metre section containing three notable curves, for a total length of 5.3 km.

Total number of entries in the above section: 126

Mettet's Banked Corners



One notable feature of the old course of Mettet concerns its four right-hand corners, at Cloquettes, Biesmerée, Florennes and Oret. Each of these actually consists of three separate turns, one inside the other, of which the inner two are banked, as the photos above show for Mettet's northernmost turn, the Virage Cloquettes.

Said corners were reportedly first eased and banked in 1949, but it is not clear from when the more steeply banked inner-most turns date. The topographical map on the left was based on a 1967 aerial photo and still shows two turns at each corner instead of three. Strangely, photos from 1975 show that at the Virage Cloquettes, the large righthander (number 3 as indicated above) was used for the national races in April, while the tighter middle-righthander (number 2) was used at the Grand Trophy in June. The difference is also evident from the track length, which was 7.734 versus 7.850 km, respectively.

Finally, below is a photograph of the original, flat Virage Biesmerée, the easternmost corner of the circuit, taken at the 1947 *Grand Trophy de l'Entre-Sambre-et-Meuse*.

Photos: Moto Magazine (1947), Guy Thonus (1975), Rob Semmeling (2009-10)





Curbstones at Stavelot, Spa-Francorchamps, March 2007...



...and at the Chicane Neve at Chimay in August 2009.



The former Imperia test track (Piste d'Essai) in Nessonvaux, September 2009.



Above: The Fergus Anderson memorial in Buzet, a small village along the Floreffe road course, in August 2009. I believe the 1956 *Circuit de Floreffe* was actually the 21st rather than the 23rd as noted on the memorial.



Right: the Gilles Villeneuve Bocht at Zolder in July 2009.

Miscellaneous Circuits

Nessonvaux – Liège / Piste d'Essai / Autodrome d'Imperia / circa 1920s-1930s / test track only / cars

Location: 50°34'26.00"N / 5°44'42.61"E

Although this document does not include test tracks, this one is interesting enough to make an exception. From 1908-1958, Belgian car manufacturer Imperia was based in Nessonvaux, a small village roughly in between Liège and Verviers. The vehicles were originally tested on local public roads, but around 1928, Imperia built a short test circuit or *Piste d'Essai*. Inspired by Fiat's famous rooftop track in Turin, it partially ran over the roof of the factory. Some sources report the circuit was 1 km long, but I believe it was actually only about 600 metres or so. It included the very narrow rooftop section with two steeply banked turns, two ramps to get on and off the roof, and a long flat corner on the adjacent factory grounds. Most of the Nessonvaux test track - including the two banked turns - still exists today, as can be seen on the previous page.

Classic Circuits

Classic events for motorbikes are actual races in Belgium, rather than regularity runs as in the Netherlands. However, such races have mostly been restricted to a small number of major events at the circuits of Chimay (*Trophée de Motos Classique*), Mettet (*G.Old Trophy*), Gedinne (*Belgian Classic TT*), Jehonville (*Historic Motos Ardennais*), Spa-Francorchamps and Zolder.

I am aware of only five other venues used for vintage races:

- **Andenne** - a street circuit between Andenne and Bonneville / hosted the *Trophée de l'Amitié* in 1986
- **Eprave** - street circuit / September 1988 / likely a one-off
- **Libramont** - in an industrial area / 1990-1991 / the events were titled *Libramont Veteran Show*
- **Oostende** - on a shortened version of the Noordzee Omloop (see main section) / June 2011
- **Saint Hubert** - at the airfield / this was a replacement for Jehonville in 2005 and 2006

Kart Tracks

Fairly little is known about the early days of karting in Belgium. The first major event was reportedly held on 28 February 1960, at the Heysel Plateau in Brussels, and many street races would follow. On 12 November of that same year, a 24-hour record attempt took place at the Omloop van Terlaemen in Zolder, a road course also used for motorcycle races (see the entry in the main section for Belgium above). A 100cc go-kart set an unofficial world record by covering a distance of 1422 km on that occasion.

An endurance race titled *24 Heures de Kinépolis* was organised at the Heysel in Brussels from 1992-1994. The circuit measured 1.6 km and ran past the Atomium via the Boulevard du Centenaire, Avenue du Gros Tilleul and Avenue Bouchout. After three years the event moved to an indoor facility due to complaints about the noise.

Nowadays, the First Kart Inn in Machelen, north of Brussels, organises an annual 24-hour kart race, for which the normal 450-metre indoor course is lengthened with an additional outdoor section, thus creating a unique indoor/outdoor track of about 700 metres in length.

In addition to numerous indoor kart circuits, Belgium has seven active outdoor tracks as of October 2010, of which two in Flanders and five in Wallonia:

- **Amay** - Cobra Karting / length: 620 metres
- **Bouillon** - Karting Bouillon / length: 400 metres
- **Genk** - Karting Genk / aka Circuit Horensbergdam / opened June 1983 / lengthened 1986 / current length: 1.350 km
- **Marche-en-Famenne** - Karting de la Famenne / length: 700 metres
- **Mariembourg** - Karting des Fagnes / length: 1.388 km / opened 1987
- **Spa-Francorchamps** - Sokafran / at the racing circuit near Stavelot corner / length: 1.070 km / built in 1993
- **Wilrijk** (Antwerpen) - Antwerp Karting / length: 710 metres / reportedly opened in 1994

Known former outdoor kart tracks include:

- **Mettet** - behind the pit building of the road course / built circa 1961-1962 / length: circa 350 metres
- **Nivelles** - at the short-lived racing circuit / hosted the World Karting Championships in 1973 and 1980 / now gone
- **Poperinge** - opened January 2004 / closed in 2006 / length: 920 metres
- **Schilde** (Schoten) - located at the Koningshof / opened 1960 / first permanent kart track in Belgium / now long gone
- **Verviers** - was active in the early 1980s / nothing further is known

Motorcycle Hillclimbs

This is a list of Belgian hillclimb venues used by motorcycles. It should be complete for the period since 1945, but I'm sure a lot is missing for pre-war years. I have indicated when the hillclimb was active, but for the pre-war venues the years are more or less a rough guideline only - only confirmed years are mentioned.

Pre-war venues:

- **Amay-La-Rochette** - May 1927 / length: 1.25 km / hillclimb with flying start
- **Anseremme** - May 1937 / *Coupe Mathieu Dethise* / event later held in Dinant-Gemechenne, see below / length: 2 km
- **Arlon** (Côte de la Gaichel) - 1920s-1930s / the 1934 event was the 12th in total / reappeared after the war in 1947
- **Bertrix** (Côte des Maugires) - 1920s-1930s / at least in 1928 and 1932
- **Bomerée** - first organised in May 1934 as *Grand Prix du Hainaut* / course is named *M de Bomerée* / cars still run here
- **Bruxelles** (Tervuren) (Côte des Trois Couleurs) - August 1927 / *Coupe Milhoux* / length: circa 0.8 - 1.0 km
- **Chênée** (Thiers des Critchons) - 1905, circa 1920s
- **Dinant** - 1905 / on the road to Ciney / seemingly a one-off
- **Floreffe** - September 1927 / on the road from Floreffe to Sart-Saint-Laurent / length: circa 1000 metres
- **Forêt-Trooz** (Côte de la Belle-Vue) - April 1927 / 1st edition / length 2.5 km / likely same location as post-war climb
- **Grâce-Berleur** (Mons-Crotteux) - 1928-1929
- **Hestreux** - 1925-1926
- **Huy-Long-Thiers** (Huy-La-Sarthe) - 1902-1903, 1908, 1913, 1925 / cars ran here in 1913 and 1924-1925
- **Leuven** (Louvain) (Côte de Bruxelles) - 1927-1928 / length in 1927: 950 metres
- **Martelange** - early 1900s
- **Mont-Theux** - circa 1912-1930s / *Records de Mont-Theux* / hillclimb with flying start / cars first ran here in 1923
- **Mons** (Bergen) (Côte du Panisel) (Mont-Panisel) - May 1928 / length: 1.0 km
- **Namur** (Citadel) - first organised in 1901
- **Névremont** - circa 1930
- **Ninove** - 1929
- **Opbrakel** - June 1934 / probably a one-off / length: 1.0 km / the event also included cars
- **Ronse** (Renaix) (Mont de la Cruche) - 1920s / *Coupe de la Cruche* / 1927 event was fourth edition
- **Spa-Malchamps** - circa 1901-1930, 1937 / oldest Belgian hillclimb: cars first ran here in 1900 / length mostly 5.0 km
- **Sprimont** (Sprimont-Ogné) (Côte de Hornay) - circa 1920s-1930s
- **Tamines** - circa early 1930s
- **Tervuren** - 1906 / length: 1 mile / likely the same as the Trois Couleurs hill listed under Bruxelles above
- **Tintigny** - at least in 1931-1932 / *Grand Prix de la Semoin* / also used post-war
- **Wavre** (Waver) (Côte du Sablon) - circa 1923-1936 / first organised in 1923 / revived in 1945 / length: 2.5 km

Post-war venues:

- **Aiseau** - August 1982
- **Arimont** (Arimont-Francorchamps) (Arimont-Malmédy) - 1973-1981 / length in 1974 and 1977: 1.1 km
- **Arlon-Gaichel** - August 1947 / also used pre-war, see above
- **Aubange** (Côte de Rachecourt) - July 1978 / length: 1.5 km
- **Aubin-Neufchâteau** - April 1974 and September 1976
- **Beaumont** - August 1986 / cancelled
- **Ben-Ahin** (Huy-Ben-Ahin) - 1987-1988 / length in 1987: 2065 metres
- **Bléharies** - August 1978 / cancelled
- **Bombaye** - August 1985
- **Bomerée** - 1972-1973 / also used pre-war, see above / cancelled in 1974
- **Ciney-Conjoux** - May 1985
- **Comblain-au-Pont** (Côte du Petite Suisse) - 1974-1979 / length in 1977 and 1978: 1.8 km
- **Courcelles** - 1982-1986 and 1988 / cancelled in 1987 / winning time in 1983: 0.38,33
- **Couvin** - April 1983 / cancelled
- **Dinant** (Dinant-Les-Copères) - 1974-1975 and 1977 / cancelled in 1976
- **Dinant-Gemechenne** (Rue Saint Jacques) - 1948-1949 / *Coupe Mathieu Dethise* / length: 1 mile / also cars
- **Durnal** - 1989-1990 / length in 1989: 1400-1450 metres
- **Fléron** - October 1970 / possibly cancelled / seemingly the same climb as Forêt-Trooz listed below
- **Floreffe** (Floreffe-Buzet) - 1988-1991 / seemingly cancelled in 1993 / *Mémorial Anderson* / length: 2.073 km
- **Forêt-Trooz** (Rue de Forêt) - 1972-1984 / cancelled in 1985 / length 1978-1979: 2.2 km / cars first ran here in 1960
- **Gedinne** - 1993-1994 and 1996-1997 / hill-sprints on part of the road course / length in 1993: 2.3 km / 1994: 2.8 km
- **Gemmenich** - May 1982 and September 1986
- **Herstal** - June 1977 / cancelled
- **Huy-La-Sarte** - 1947-1950 / same as pre-war Huy-Long-Thiers climb listed above / length 1949: 1.8 km / also cars
- **Jehonville** - August 1993 / hill-sprint over 2.41 km on part of the road course
- **La Roche** - April 1970 / first hillclimb for motorcycles since 1950 / cars ran here as well / length: 5 km
- **Libin** - 1982-1983 / cancelled in 1987 / probably the same as Libin-Redu listed below
- **Libin-Redu** (Ry-des-Glands) - 1978-1981 and 1988 / length 1978: 3.5 km / 1981: 4.260 km / 1988: 4.3 km
- **Libin-Val-de-Poix** - 1979-1980
- **Lustin-La-Rochette** - 1974 and 1978
- **Lustin-La-Hulle** (Profondeville) (Côte de la Hulle) - 1978-1979

- **Malmédy-Floriheid** - May 1972
- **Mazée** (Côte de Vieux Moulin) - Sept 1998 / length: 2.35 km / winning speed: 160.7 km/h (!) / cancelled in 2000
- **Mont-Saint-Aubert** (Kain) - 1973-1974 and 1976-1977 / length in 1977: circa 1.0 km
- **Musson** - 1976-1977
- **Namur** (Rue Saint Nicolas) - September 1946 and September 1948
- **Namur** (Citadel) - 1975-1977 and 1979 / also used pre-war, see above / length in 1977: 1.7 km
- **Néblon-Hamoir** - 1972-1973
- **Néblon-Houmart** - April 1978
- **Ombret-Amay** - 1975-1984
- **Ombret-Clermont-Engis** - June 1985
- **Ougrée** - May 1977 / seemingly moved to Renory
- **Pétigny** (Pétigny-Nismes) - 1973-1982 / length in 1975: 1.2 km / used two sides of a hill at least as of 1976
- **Polleur** (Polleur-Theux) (Côte de Fays) - 1972-1980 / 1976 and 1980 possibly cancelled / length in 1979: 1.4 km
- **Pouleur** (Comblain-Pouleur) - June 1972 / length: 1.9 km / winning time: 0.51,2 = 133.6 km/h
- **Pouleur** - 1977-1978 and 1980-1983 / different location than 1972 climb ?
- **Presgoux** (Presgoux-Nismes) - 1983-1999 / last hillclimb for motorcycles in Belgium / used two sides of a hill
- **Renory** (Renory-Sart-Tilman) - 1972-1973 and 1975-1977 / length in 1977: 1.9 km
- **Richelle** - 1980-1994 / final year possibly cancelled / length: always 1850 metres / Rue de Richelle & Rue de St-Remy
- **Sart-Custinne** - July 1973 / cancelled in 1974
- **Somal** (Somme-Leuze) - 1983-1984
- **Spa-Barisart** - 1978-1979 / length in 1978: 1.9 km / cars ran here as well
- **Spa-Francorchamps** (circuit) - Oct 1990 / length: 2.2 km / Blanchimont to Les Combes against normal direction
- **Spa-Stoumont** - September 1979
- **Ster-Francorchamps** - 1976-1980 / length in 1977: 1350 metres / length in 1978: 1250 metres
- **Stockem** - July 1977
- **Surister** - July 1980
- **Tavier** (Tavier-Tultay) - 1979-1992 / length in 1980 and 1988: 1200 metres
- **Tiège** (Bansions) - May 1980 / the location had to be changed for 1981 due to lack of permission to run here again
- **Tiège** (Royompré) - April 1981 / length was just 710 metres / winning time: 0.28,36
- **Tintigny** - July 1947 / also used pre-war, see above
- **Trôs-Marets** - September 1978 / cancelled / cars still run here
- **Val-Dieu** (Dalhem) - 1975-1980 / cancelled in 1973
- **Vencimont** - 1985-1992 / length in 1985, 1988 and 1992: 2.15 km / winning speed in 1992: 140.881 km/h
- **Verviers** - August 1977 / possibly cancelled
- **Vielsalm** - August 1979 / cancelled
- **Wavre** (Waver) - 1945-1946 / this pre-war hillclimb was briefly revived after the war

Moped & 50cc Circuits

This page lists places where races for 50cc motorcycles were held. Races specifically for these light motorbikes first appeared in the mid- to late-1950s in addition to the existing, much older regularity runs. Such races became very popular in the 1960s, but largely faded away towards the end of that decade. The 50cc races were reinvigorated in 1972 and 1973 upon the initiative of a club called Motor Racing Gent. However, the events were soon prohibited for unknown reasons, and no 50cc-only races appeared on the annual schedule anymore as of 1974.

- **Aalter** - May 1973
- **Aarsele** - 1965-1967
- **Asper** - 1972-1973
- **Bassevelde** - April 1973 / circuit length: 1.2 km
- **Beveren-Leie** - June 1972 / moved to Kuurne in 1973
- **Bierges** - July 1965
- **Bree** - June 1963 / evening race / the circuit was lit / fastest lap: 0.56 = 80.037 km/h / calculated length: 1.245 km
- **Burst** - April 1973
- **Ciney** - 1963-1967 / *Prix des Forges* / calculated length for 1964: 1.0 km
- **Chièvres** - 1956-1957 / for mopeds and motorcycles up to 125cc / second year possibly cancelled
- **Clabecq** (Klabbeek) - 1967-1968 / possibly also in 1969
- **Court-Saint-Etienne** - June 1964
- **De Pinte** - July 1973 / cancelled
- **Dworp** (Tourneppe) - June 1966
- **Eke** - 1973-1974
- **Evergem** - 1971-1973
- **Fexhe-Slins** - 1968-1969
- **Gaasbeek** (Gaasbeek-Dorp) - 1963-1966 / circuit length: 1389 metres / Donkerstraat and Onderstraat
- **Gent** (Gand) - 1955 (50-125cc) cancelled / also in April 1972 at the Watersportlaan / circuit length in 1972: 1.4 km
- **Hasselt** - June 1957 / for mopeds and likely also motorcycles up to 125cc / possibly cancelled
- **Haaltert** - 1972-1973
- **Heldergem** - September 1973
- **Hensies-Pommeroeul** - 1967-1968, 1971 / possibly also held in 1969
- **Heusden** - August 1972
- **Kuurne** - May 1973 / also included production bikes + Kawasaki class / *Eerste Leieprijs* / cancelled in 1974
- **Laarne** - October 1972
- **Ledegem** - September 1967
- **Ligny** - 1966-1967 / cancelled in 1968 and 1969
- **Lochristi** - May 1973
- **Marche-Lez-Écaussinnes** - 1967-1968 / the circuit length was 1.4 km in 1968
- **Merendree** - April 1973
- **Mons** (Bergen) - 1963 and 1966-1971 / location: Chemin de la Masure & Chemin de la Procession / cancelled in 1972
- **Orp-Le-Grand** - June 1963 / cancelled
- **Profondeville** - 1962-1966 / *Prix de la Vallée Mosane* / circuit length in 1962: 1.3 km
- **Sart-Messire-Guillaume** - 1966-1967 / probably also 1964-1965 because 1967 was 4th edition / also see below
- **Sint-Pieters-Leeuw** (Leeuw-Saint-Pierre) - 1966-1967
- **Thimister** - September 1966 / there was also a race for 50cc and 250cc motorcycles in 1967, see below
- **Veldegem** - June 1964
- **Vlezenbeek** - September 1968 (cancelled) and October 1973
- **Vrasene** - August 1963
- **Wareme** (Borgworm) - August 1959
- **Wetteren** - September 1961 / possibly cancelled / circuit length: 400 metres / located at the market square
- **Zingem** - September 1972

While the above venues hosted races for 50cc-motorcycles only (unless otherwise indicated), for a brief period in the mid- to late 1960s a small number of organisers also added the popular 250cc class to their events. The programme would typically consist of the 250cc senior class and several heats of the 50cc junior and 50cc senior classes.

- **Auvelais** - August 1969 / likely cancelled
- **Bois-de-Villers** - 1965-1967 / *Prix Georges Fourcroy* / circuit of 1.75 km / start-finish was on Rue Jules Borbouse
- **Hechtel** - June 1967 / likely cancelled
- **Hove** - June 1966 / circuit located in or near the Gemeentepark
- **Natoye** - 1966-1971 / the final year may have been for 50cc class only / fastest lap in 1966: 1.07,1 = 75.223 km/h
- **Sart-Messire-Guillaume** - May 1968 / 5th edition / earlier races were for 50cc class only, see above
- **Sint-Kruis** (Sint-Kruis-Brugge) - August 1964 / Omloop van Brugge
- **Thimister** - September 1967 / an earlier race in 1966 was for 50cc class only
- **Tournay** (Tournay-Neufchâteau) - Circuit de Neufchâteau - 1964-1965 / *Circuit des Rochettes*

Apart from the official 50cc-only races sanctioned by the FMB, there were also events of the NBB - the Nationale Brommer Bond or National Moped Association - of which very little is known. I have listed the known NBB venues below, but the list is doubtlessly very incomplete.

- **Asper**
- **Assebroek**
- **Burst**
- **Denderleeuw**
- **Eke**
- **Elst**
- **Genk-Waterschei**
- **Heist-op-den-Berg**
- **Heusden**
- **Laarne**
- **Merelbeke-Kwenenbos**
- **Mol**
- **Mullum**
- **Poeke**
- **Zingem**
- **Zwijnaarde**

From the mid-1980s to early 1990s, there were a number of races for the so-called Cyclos (small motorcycles), mostly endurance races, sometimes in combination with races for Honda MBX machines. Not much is known about these meetings, but most were organised by a club called Union Motor Flémalle.

- **Awans** - July 1987 / cyclos + Honda MBX class / circuit length: 2.367 km
- **Ayeneux** - September 1988 / cyclos
- **Beclers** - 1987-1988 / cyclos + Honda MBX class / circuit length in 1987: 2.787 km
- **Bertrix** - July 1990 / cyclos
- **Genk** - July 1988 / cyclos / at the kart track
- **Leuze-en-Hainaut** - 1986-1987 and 1989-1990 / cyclos
- **Tavier** - August 1988 / cyclos

Finally, there was the Promo Vario championship - first organised under FMB auspices in 2002 - for scooters, pocket bikes, cyclos and 50cc motorbikes. These classes were known collectively as the Kleine Cylinderinhouden or Small Capacities. The races were almost always held on kart tracks, such as Amay, Marche-en-Famenne, Poperinge, Francorchamps, Mariembourg, Genk and Antwerpen, but there were also a few races at the VOC training grounds in Brugge and on a 1 km street course in industrial estate Balendijk in Lommel. As far as I am aware, the Promo Vario championship was last organised around 2009 or so.

Formula 3 Circuits

Officially-sanctioned races (Royal Automobile Club de Belgique / Association Belge des Racers 500):

- **Antwerpen** (Anvers) - Sint Annastrand - May 1954 / length: 2 km / via Thonetweg and Jachthavenweg
- **Bruxelles** (Brussel) - Bois de la Cambre - May 1952 / length: 2.59 km
- **Bruxelles** (Brussel) - Avenue Léopold III - May 1949 / length: 4.69 km
- **Chimay** - Circuit de Chimay - 1952-1953 / length: 10.87 km
- **La Louvière** - Circuit du Tivoli - June 1954 / *Grand Prix de la Louvière* / length: 1.7 km
- **Middelkerke** (Oostende-Middelkerke) - August 1950 / *Coupe du Monde des Racers 500* / length: 2.85 km / at airfield
- **Mons** (Bergen) - Circuit de Mons / Circuit des Coteaux - May 1950 / length: 7.627 km
- **Namur** (Namen) - Circuit de la Citadelle - July 1952 / length: 2.65 km / fastest lap: 1.55 = 82.95 km/h by Les Leston
- **Saint-Ghislain** - Circuit du Viaduct - 1954-1955 / *GP de Saint-Ghislain* / length: 1.2 km / lap record: 0.45 = 96 km/h

Unofficial races (International Racers 500cc Club / Fédération Belge des Racers / Albert van Hove):

- **Antwerpen** (Anvers) - February 1952 / on the velodrome of the Sportpaleis / perhaps also in 1955
- **Bertrix** - July 1952
- **Braine-le-Compte** ('s-Gravenbrakel) - June 1954
- **Brasschaat** - June 1952
- **Bree** - August 1952 and May 1953 / likely on a velodrome
- **Bruxelles** (Brussel) - August 1952 / Avenue Léopold III / *Grand Prix de la Capitale*
- **Bruxelles** (Brussel) - June 1953 / Boulevard Mettewie / *Grote Automobielprijs van Brussel*
- **Charleroi** - Sept 1952 and April 1953 / on the velodrome of Marcinelle / also June 1954 at Plaine des Manoeuvres
- **Dendermonde** - May 1953
- **Geel** - June 1952 and April 1953 / likely on a velodrome
- **Gent** (Gand) - July 1952
- **Heist** (Heist-aan-Zee) (Heist-sur-Mere) - August 1952
- **Heist** (Heist-op-den-Berg) - August 1954
- **Hoegaarde** - May 1954
- **Koksijde** (Coxyde) - August 1952
- **Kontich** - July 1952
- **Liège** (Luik) - September 1952 / in the Les Terrasses d'Avroy area
- **Liège** (Luik) - November 1952 / Stade-Vélodrome de Rocourt / *Grand Prix de l'Armistice des Racers 500*
- **Lommel** - circa 1953 / likely on a velodrome
- **Meulebeke** - September 1952
- **Middelkerke** (Oostende-Middelkerke) - July 1953
- **Mons** (Bergen) - August 1952
- **Oostende** - August 1952, April and July 1953 / reportedly on the local velodrome
- **Oostkamp** - August 1952
- **Ronse** (Renaix) - June 1953
- **Schaerbeek** (Schaarbeek) - November 1952 / *La Nuit des Moteurs* / on the velodrome in the Palais des Sports
- **Tamines** - June 1953
- **Tongeren** (Tongres) - June 1953 / Pliniuspark / there was a very serious accident
- **Vilvoorde** - May 1954
- **Wareme** (Borgworm) - June 1953
- **Wilrijk** - August 1952

Fairly little is known about these unofficial, so-called *pirate* races, which were organised by unrecognized groups called International Racers 500cc Club and Fédération Belge des Racers, beginning in 1952. These groups may have revolved around a driver named Albert van Hove, who tried to put on many such events. Apparently, the unofficial races folded after 1954 or so, perhaps as a result of several severe accidents.

As the official sanctioning bodies did not approve or recognize these races, most media ignored them altogether, and so details are often hard to find. While the events mainly catered to small, Formula 3-like racing cars with 500cc engines, some meetings also included motorcycles. Note that the above list of races is certainly incomplete, and in addition to the Belgian races, Albert van Hove also organised a number of races abroad:

- **Eindhoven** - Netherlands - October 1953 / Bootenlaan sports park / on a cinder track
- **Geleen** - Netherlands - September 1953 and April 1954 / Burgemeester Damen sports park / on a cinder track
- **Köln** - Germany - March 1954 / on a concrete velodrome
- **Nürnberg** - Germany - May 1954 / on a velodrome / there was a very serious accident
- **Dortmund** - Germany - 1954 / on a wooden indoor velodrome in the Westfalenhalle
- **Roubaix** - France - June 1953
- **Saint-Omer** - France - May 1954
- **Genève** (Plan-les-Quates) - Switzerland - April 1954 / on a velodrome / *Grand Gala Motorisé* / also motorcycles
- **Genève** - Switzerland - August 1955 / on a velodrome / *Grand Prix de Vitesse Automobile* / also motorcycles

Additional races were reportedly held in the German towns of Bielefeld, Oberhausen, Duisburg and Recklinghausen, and probably in other places in Germany and elsewhere as well - again, the list is by no means complete.

Velodrome Racing

In Belgium, the first velodrome races were held as early as 1899. Racing took place over the following years at tracks in places like Brussels, Antwerp and Liège, and it seems even regional and national championships were held. However, as there was no official sanctioning body yet – the Belgium Motorcycle Federation FMB wasn't established until December 1912 – the significance of these championships may be limited.

By the end of the first decade of the 20th century public interest began to decline, and manufacturers increasingly shifted their attention to road racing. As such, velodrome racing in Belgium faded well before the first World War. In later years, however, there were races in Brussels around the mid-1920s and early 1930s, but I don't believe the FMB had anything to do with these – it would appear these races were mostly a means to spice up bicycle meetings. I did not find a single mention of velodrome racing in the federation's official magazine.

Finally, in the early- to mid-1950s an unrecognized organisation led by a driver named Albert van Hove held 'pirate' races for small single-seater racing cars and, in some cases, motorcycles on all sorts of small street circuits, as well as on velodromes in Antwerp, Brussels, Charleroi, Ostend and other places – but again, the official sanctioning bodies, these being the RACB for cars and the FMB for motorcycles, did not approve these races and had nothing to do with them. See the page above for a list of the venues.

For more information about velodrome racing in general, see the German chapter further down this document.

Antwerpen (Anvers) – Antwerpen / Vélodrome Zurenborg / 1900s

This 400-metre velodrome opened in 1894. Apparently it originally had a concrete surface that was later replaced by wood. There were motorcycle races here circa 1901-1909, including a meeting billed as the Belgian championship in 1901. The track was torn down in 1910.

Note there was also an unsanctioned race for small Formula-3-like single-seater racing cars in Antwerp in February 1952, which was organised by an unrecognized group called *International Racers 500cc Club*.

Ans – Liège / 1900s

The velodrome in Ans was used for motorcycle racing at least in 1906.

Bruxelles (Brussel) – Bruxelles / Vélodrome de la Cambre / 1900s

The wooden Vélodrome de la Cambre was operational from 1896-1908. Motorcycles ran here at least in 1901 and 1907, but likely in other years as well. Much later, there were two racing circuits in the Bois de la Cambre park, and these are detailed in the main section for Belgium further above.

Jemeppe-sur-Meuse – Liège / 1900s

Motorcycles raced on this velodrome circa 1905-1906.

Liège (Luik) – Liège / Vélodrome de la Boverie / 1890s-1900s

This velodrome opened in 1891 and seemingly measured 333 metres at first, but the track was reportedly lengthened to 400 metres in 1904. Motorbike races are documented for the years 1899, 1902, 1906 and 1909.

Momalle – Liège / 1900s

Motorcycles raced on the then-new Momalle velodrome at least in 1908 and 1909.

Mons-Crotteux – Liège / 1900s

This bicycle oval close to Liège was used at least in 1905, 1906 and 1909.

Moorslede – West-Vlaanderen / 1900s

The velodrome of Moorslede reportedly opened in May 1908 and closed in May 1911. A motorcycle race is known to have been held on the track in August 1908.

Schaerbeek (Schaarbeek) – Bruxelles / Winterbaan / Sportpaleis / 1920s-1930s

A 235-metre wooden velodrome, with curves banked at 45 degrees, hosted motorcycle races in the 1920s and early 1930s. I found references for the years 1925 and 1929-1932. Dutch rider Hans Herkeleyns was among the participants, and reportedly set a new lap record in 1925 at 100.7 km/h average speed. I don't believe the FMB had anything to do with races like these, which seem to have been held in conjunction with bicycle races to attract a greater audience. The velodrome itself existed from 1913-1966. Note there was also a *pirate* race for small single-seater cars titled *La Nuit des Moteurs* in the Palais des Sports de Schaerbeek in 1952, also on a velodrome.

Incidentally, Schaarbeek is better known for a regularity run for motorcycles titled *24 Heures de Schaerbeek*, which originated in 1933 as the *Tour de Belgique*. The 24-hour format was adopted the following year. After the war, it seems to have been organised from 1945-1957. The rally-like event took the contestants over some 1000 km through Belgium.

Uccle (Ukkel) – Bruxelles / Vélodrome de Longchamps / 1890s

A 402-metre long velodrome opened in Uccle, directly south of Brussels, in 1893. It was used for motorcycle racing at least in 1899 and closed in 1901.

Woluwe-Saint-Lambert (Sint-Lambrechts-Woluwe) – Bruxelles / Vélodrome Linthout / 1900s

There was a 265-metre velodrome named Linthout in Woluwe in the early 1900s. Motorcycles seem to have raced there at least in the year 1908.

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- Marc Ceulemans
- Robert Dick
- Vincent Glon †
- Vincent Goffin
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- Robert van der Plasken
- Stijn Rentmeesters
- Guy Thonus - special thanks for extensive help
- Jos Wauters

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Germany

Aachen – Nordrhein-Westfalen / October 1923 / motorcycles

The motorsport history of Aachen, Germany's westernmost city, dates back to the early 1920s, when two local motor clubs began organising road races for motorcycles. The *Motorsport Club Aachen* held its first official race in late October 1922. This was actually a point-to-point event, over a 14.5 km course from Zweifall to Lammersdorf, south-west of the city.

The club then announced a circuit race titled *Großer Straßenpreis der Kur- und Badestadt Aachen* for September 1923. This was to be held on a course that followed a route via Aachen - Brand - Büsbach - Stolberg - Vicht - Zweifall - Jägerhaus - Lammersdorf - Fringshaus - Rötgen - Walheim - Cornelimünster - Brand - Aachen, which had to be lapped two to five times depending on class. The race was postponed to October, however, and whether it indeed took place that month is as-yet unknown. There is similar uncertainty about a third race of the *Motorsport Club Aachen*, which was announced for May 1925 and to be held in the *Aachener Wald*, a forested area near the city.

Aachen – Nordrhein-Westfalen / November 1923 (1) / motorcycles

The second motor club from Aachen - named *Aachener Motorfahrer Club 1923* - organised a motorcycle race titled *Rennen um den Kleinen Herbstpreis* in late 1923. This took place on a 46.6 km circuit seemingly very similar to the course mentioned above. The race distance was two, three or four laps, and as could be expected in this time of year, the weather was wet and chilly, with even some snow lining the course in places!

Aachen – Nordrhein-Westfalen / May 1924 (1) / motorcycles

The next meeting of the *Aachener Motorfahrer Club 1923* was the *Großer Frühjahrspreis* in May 1924. This race took place on a 27 km circuit rife with curves and elevation changes, running via Brand - Stolberg - Büsbach - Vicht - Zweifall - Rott - Walheim - Cornelimünster - Brand. The riders had to complete four to six laps, of which the fastest overall seems to have been recorded by Harley-Davidson rider Paul Rüttchen in exactly 24 minutes, at an average speed of some 67.5 km/h.

Aachen – Nordrhein-Westfalen / November 1926 (1) / motorcycles

Finally, the *Aachener Motorfahrer Club 1923* organised the *Rennen um den Großen Herbstpreis* in November 1926. The circuit on this occasion measured 8 km and had to be lapped eight to fifteen times. No further pre-war races are known to have been held.

Aachen – Nordrhein-Westfalen / 1948-1949 / possibly also 1951 / motorcycles + cars

Location: 50°45'6.00"N / 6°3'53.43"E

After the war, a club called *Motorsportvereinigung Grenzland e.V. Aachen* organised the *Aachener Waldrennen* on a 3.610 km course in a forested area just south of the city in August 1948 and July 1949. The events included sports cars and motorcycles, as well as Formula Libre (1948) and small racing cars (1949). Sadly, an accident killed a spectator the second year. The *Aachener Ausweisrennen*, for junior motorcycle riders only, was later announced for May 1951, but it is unknown if this took place.

Aschaffenburg – Bayern / Rund um den Schönbusch / May 1927 (1) / cars + motorcycles

Location: 49°57'32.56"N / 9°6'35.33"E

A combined meeting for sports cars and motorcycles titled *Rund um den Schönbusch* was held in Aschaffenburg in May 1927. The approximately 11 km long circuit was located on the western bank of the Main river, opposite the city, and consisted of three right-hand curves connected with long straights around the Schönbusch park. The event was a one-off.

Augustusburg – Sachsen / April 1928 (1) / possibly not a race / motorcycles

Location: 50°48'18.20"N / 13°6'42.70"E

There was a club meeting for motorcycles in Augustusburg in April 1928, on a 10.2 km eight-shaped course, but unfortunately, it is as-yet unclear if this was a road race or a regularity run.

Bad Aibling – Bayern / Quer Durch Bad Aibling / October 1948 (1) / motorcycles

Location: 47°51'31.57"N / 12°0'9.36"E

The *Quer Durch Bad Aibling* motorcycle races were organised in late October 1948 - strangely, just one week after a similarly titled meeting in neighbouring Rosenheim (see below). The races for junior riders took place on a sinuous 2 km street circuit, which Walter Zeller lapped fastest at 75.1 km/h average speed. The oft-overlooked Bad Aibling meet was well-attended but remained a one-off.

Bad Ems – Rheinland-Pfalz / June 1925 / possibly not a race / motorcycles

There was a motorcycle meeting in Bad Ems in June 1925, as part of festivities celebrating the city's 600th anniversary, but alas it is unclear whether this was a hillclimb or road race. A motorcycle-hillclimb is known to have been held in Bad Ems in June 1947, and there may also have been such an event in April 1928.

Bad Freienwalde (Bad Freienwalde/Oder) – Brandenburg / circa 1964 / motorcycles

Bad Freienwalde hosted races for production motorcycles in the 1960s, with one meeting known for June 1964.

Bad Kreuznach – Rheinland-Pfalz / July 1948 (1) / motorcycles

Location: 49°50'15.60"N / 7°51'35.81"E

Bad Kreuznach was the scene of the one-off *Nahe-Pokal-Rennen* for motorcycles in July 1948. This was held on a 3.75 km street circuit with start/finish on the Ringstraße. NSU-rider Heiner Fleischmann recorded the overall fastest lap, in 2.23,8 = 94.0 km/h.

Bad Langensalza (Langensalza) – Thüringen / 1920s / cars + motorcycles

Location: 51°9'11.03"N / 10°41'55.03"E

A 15.8 km circuit between Merxleben and Kirchheiligen - both just north of Bad Langensalza - hosted the *Schlachtfeldrennen* races, also known as *Rund um das Schlachtfeld von 1866*, at least twice in the 1920s, in July 1925 and September 1927. The event seems to have included both automobiles and motorcycles, and its somewhat strange title refers to the Battle of Langensalza that took place in June 1866. No further details about these meetings are known.

Bad Mingolsheim (Mingolsheim) – Baden-Württemberg / Waldparkring / 1949-1950 (2) / motorcycles

Location: 49°12'29.82"N / 8°40'40.36"E

The Waldparkring was a small 1.4 to 1.5 km circuit located in a park just south-east of Mingolsheim. It was first used in October 1948 for a gymkhana-like event for motorcycles (*Geschicklichkeitsfahren*), for which six obstacles were placed around the course. The *Kraichgau-Rennen* motorcycle races were then held in June 1949 and 1950, while the third race, announced for September 1950, was cancelled. Obviously this small circuit did not allow high speeds, the fastest laps being recorded at 74.0 km/h by Hans Baltisberger (1949) and at 75.4 km/h by a DKW-rider named Glock (1950).

Although no further races were announced, one source claims racing continued until the mid-1950s, but this seems unlikely. The circuit might have been used for testing purposes, however, until several accidents put an end to this as well circa 1958-1959.

Bad Rappenau – Baden-Württemberg / July 1949 / possibly also in 1948 / motorcycles

One of the strangest motorcycle races in Germany was held on a 2.2 km circuit in Bad Rappenau in July 1949. The meeting, which apparently was the second here, seems to have been for bicycles and motorcycles up to 100cc, with race distances between two and ten laps, but unfortunately no further details are known.

Bad Reichenhall – Bayern / August 1949 (1) / motorcycles

Location: 47°43'31.56"N / 12°52'38.90"E

Bad Reichenhall, a city close to the Austrian border, was the location of a one-off motorcycle race titled *Stadtrennen* in August of 1949. The quickest rider around the angular 3.4 km street circuit was Heiner Fleischmann (NSU) with a lap of 2.02,6 = 99.8 km/h.

Battenberg (Battenberg/Eder) – Hessen / Rund um Battenberg / 1950-1952 (3) / motorcycles

Location: 51°1'7.69"N / 8°38'40.22"E

In the 1950s, Battenberg was renowned for its motorcycle races catering to junior riders. These took place on two different circuits, of which the first was a 7.15 km course through and around Battenberg. This hosted the appropriately-titled *Rund um Battenberg* races from 1950-1952. Karl Kronmüller (AJS) recorded the lap record in 4.15,5 = 100.7 km/h, before the circuit was abandoned due to two fatal accidents, and replaced by the Battenbergring, see below.

Battenberg (Battenberg/Eder) – Hessen / Battenbergring / 1953-1956 (4) / motorcycles

Location: 50°58'51.51"N / 8°35'47.27"E

The second circuit used for the Battenberg races was actually located south-west of town. The course measured 12.530 km per lap and included all sorts of bends, climbs and descents, and also passed through the village of Holzhausen. It was used from 1953-1956 and may well have been one of the most daunting and difficult circuits in Germany at the time. Like its predecessor, it was abandoned after a double fatality, the race scheduled for June 1957 being consequently cancelled.

Although the races in Battenberg were initially for junior riders only, the senior sidecar-class was added for the 1955 and 1956 meetings, and as such this is probably one of very few circuits where the lap record was set in that class: Hillebrand/Grunwald (BMW) recorded a time of 6.20,0 = 118.7 km/h the final year. The fastest solo lap was Peter Knees's 6.25,5 (1954). For more information about the races in Battenberg, I highly recommend Rudolf Steber's book *Rund um Battenberg und Battenbergring: Menschen, Rennen und Motoren*, published by Burgwald-Verlag in 2005.

One final note: a motorcycle race to be held in the neighbouring village of Allendorf, called *Eder-Bergland-Rennen* and planned for August 2010, was cancelled after the organiser had suffered a major financial loss at a similar event at the Halle-Saale-Schleife in Halle (see below) one month earlier, due to the low number of spectators there. The race was to be held on a 2.2 km anti-clockwise street circuit around the athletics course between Battenberg and Allendorf.

Bautzen – Sachsen / Bautzener Autobahnring / 1955-1974 (DDR) (20) / cars + motorcycles

Location: 51°11'25.72"N / 14°24'52.41"E

This 2.92 km circuit was one of several in East-Germany laid out over motorways (*Autobahn*). The Bautzen Autobahnring, located just north-west of town, was used from 1955-1974, and meetings were for both cars and motorcycles, except the first year when only the latter raced here.

Berlin – Berlin / Automobil- Verkehrs- und Übungs-Straße / Avus / for years see below / cars + motorcycles

Location: 52°30'1.35"N / 13°16'37.64"E

One of Germany's most famous circuits was the Avus in Berlin, a simple up-and-down the motorway course used in various forms in the years 1921-1928, 1930-1938, 1951-1956, 1958-1959, 1962-1971, 1973-1980 and 1982-1998. In total, just over 100 race meetings took place on the circuit during that time, not including rallies, regularity trials and so on.

Construction of the Avus began in 1913, but due to World War One it took until 1921 until the course was finished. The inaugural meeting was held on 24-25 September of that year. The circuit consisted of two extremely long parallel straightaways, with a sharp curve on the southern end and a wider curve on the north. It was initially believed the course was 19.635 km long, but when the Avus was remeasured ahead of the 1926 German Grand Prix, the length was corrected to 19.573 km. Motorcycle races were held on a shortened, 8.5 km version from 1922-1924, but then switched to the full-length course, which was last used in 1935.

There was no racing in 1936, as the circuit was modified: the previously flat *Nordkurve* was slightly relocated and replaced with a new 22-metre wide turn banked at 43.6 degrees (the very top was banked at circa 75-80 degrees). The new layout of 19.286 km proved the fastest in the world: Bernd Rosemeyer's practice lap of 4.04,2 = 284.3 km/h for that year's *Avusrennen* remains the faster-ever lap on a non-oval racing circuit to this day!

Such incredible speeds were soon considered too dangerous for the barely 8-metre wide course, so in 1938 racing took place on the old 'motorcycle' short course, which now measured 8.3 km as the hairpin that formed the turning point had been modified.

There was no racing at the Avus from 1939-1950, but after this interruption racing resumed in 1951. The course now measured 8.327 km, for the southern hairpin had again been altered slightly: instead of simply turning directly from one side of the motorway to the other, the road now first diverged to the right before making a wider 180-degree turn. This layout was used through 1959, but racing again ceased in the years 1960-1961. When the Avus reopened for motorsport purposes in 1962, the South Turn had reverted to a simple hairpin from one side of the road to the other, a result of Hans Herrmann's horrific accident there at the German Grand Prix of 1959.

At the end of the 1967 season, the infamous banked North Turn was finally deemed too dangerous. It was torn down over the next three years. During that time, racing continued on an interim-course of 7.78 km - also reported as 7.5 km - with hairpins on both ends and a haybale-chicane on the backstraight.

The new proper circuit was inaugurated in 1971, now measuring 8.11 km with a flat North Turn. It also included chicanes before the North- and South curves. When the motorway which made up most of the course was widened in 1972-1973, the latter turn was once again reprofiled into a wider 180-degree curve, much like it had been from 1951-1959.

While auto races at the Avus were always staged on the full-length 8.11 km circuit, motorcycles tried a shorter 2.75 km version in 1978 and 1979. However, after 1981 - a year when road works prevented any racing on the Berlin circuit - they returned to the long course, on which Reinhold Roth recorded an astounding 230.349 km/h lap in 1984 - the fastest-ever lap on a non-oval racing circuit recorded on a motorcycle. The last motorcycle races at the Avus were then organised on a 2.2 km layout from 1987-1989, before the meeting announced for 1990 was cancelled.

Meanwhile, the final auto race on the 8.11 km course took place in 1988. The DTM pole position was a 2.25,47 = 200.7 km/h that year, but there had been averages up to 238 km/h when the DRM series raced here in earlier years. The new layout of 4.88 km was used from 1989-1991 - the southern turning point was now, once again, simply a very tight hairpin, and there was also a new chicane on the backstraight.

In 1992, the Avus was cut short once more, to 2.64 km, and this version was active from 1992-1995, although the chicane was reprofiled in 1994. However, following a fatal crash in 1995, an additional chicane was inserted before the North Turn, but it was poorly designed and ineffective. The new and final length of the Avus was 2.66 km. The very last race run on the legendary circuit took place on 3 May 1998, although a special 'farewell' event celebrating its history was held on 1 May 1999. The best source for more information about this extraordinary circuit is Axel Kirchner's *Die Avus*, published by Delius Klasing Verlag in 2008.

Berlin (Berlin-Mitte) – Berlin / May 2016 (1) / electric cars (Formula E)

Location: 52°31'7.82"N / 13°25'37.49"E

Berlin (Berlin-Zehlendorf) – Berlin / Interzone / Kleine Avus / 1948-1949 (2) / cars + motorcycles

Location: 52°25'14.43"N / 13°11'45.42"E

A simple 6.3 km circuit up-and-down a dual carriageway, with lefthand hairpin-turns at both ends, staged meetings for autos and motorcycles in July 1948 and May 1949. The circuit was located in the American sector of west-Berlin and nicknamed Little Avus. The actual Avus became available for racing again as of 1951, see above.

Bernau (Bernau bei Berlin) – Brandenburg / Bernauer Schleife / 1952-1954, 1957 and 1959-1965 and 1967-73 (DDR) (19)

Location: 52°36'50.91"N / 13°33'39.17"E

The Bernauer Schleife was a motorway circuit used in two layouts, measuring 5.8515 km (1952-1954) and 5.102 km (as of 1957). Strangely, the length was given as 5.2187 and 5.074 km in later years, although the layout remained the same, except that the direction changed from anti-clockwise to clockwise as of 1963. All meetings at the Bernauer Schleife included both motorcycles and autos, with the exception of one separate race for production motorbikes in 1964.

Bernburg (Bernburg/Saale) – Sachsen-Anhalt / Bernburger Saaledreieck / August 1952 (DDR) (1) / cars + motorcycles
 Location: 51°47'39.42"N / 11°43'13.29"E

A 3.250 km street circuit just south-west of the Bernburg city centre hosted a one-off car- and motorcycle meeting in August 1952. Start-finish was located at the Krumbholz-Allee, and the total elevation change was 26.232 (sic) metres, according to the track map found in the race programme.

Bielefeld – Nordrhein-Westfalen / 1923-1927, 1929 and 1934 / possibly also 1928 / cars + motorcycles

Bielefeld was home to the *Teutoburgerwald-Rennen*, a well-known event in the 1920s. The oft-overlooked first edition was held in June 1923, and included races for autos and motorcycles over a single lap of a 15 km circuit. Steiger-driver Brackelsberg clocked the best time in 11.30 = 78.3 km/h. The autos-only May 1924 edition was technically a time trial, as drivers started individually to complete a nearly-closed 31 km course near Windelsbleiche, Dalbke and Wilhelmsdorf. A second event that year, announced for July, was cancelled. The June 1925 *Teutoburgerwald-Rennen* for automobiles then used a circuit some 16.5 to 17 km in length, which unlike before had to be lapped several times. This difficult course, described as a smaller-scale Nürburgring, was located south-east of the city and ran via Buschkamp - Stillen Frieden - Meyer zu Selhausen - Eickelmann - Buschkamp.

The next races - in May 1926 (automobiles), September 1927 (autos and motorcycles) and May 1929 (motorcycles) - also used said circuit, but details for 1928 are missing - that year's meeting was either for motorbikes-only or cancelled. Fastest laps known include: 8.41 = 118.1 km/h by Mercedes-driver Rudolf Caracciola (1927) and 9.19 = 109.4 km/h by BMW-rider Fritz Wiese (1929).

After 1929, the event was briefly turned into a regularity trial titled *Teutoburger Wald- und Heidefahrt*, but one more race was later organised on a 15.5 km course in August 1934. It included motorcycles and sports cars. The 1935 edition was then cancelled, much like the *Teutoburgerwald-Rennen* announced for October 1949.

Bodenwerder (Bodenwerder-Kemnade) – Niedersachsen / June 1924 (1) / motorcycles

The *Münchhausen-Rennen* was a motorcycle race named after Baron von Münchhausen - the famous recounter of tall tales - held near his birthplace and residence of Bodenwerder in June 1924. The event was the first - and seemingly only - race organised by a local motor club. The typically long, 34 km circuit had to be completed three times.

Bomsdorf – unknown / 1960 (month unknown) (1) / motorcycles

There appears to have been a race titled *Großes Parkrennen für Motorräder und Mopeds* in a place called Bomsdorf in 1960, but there is more than one place with that name in Germany. No further details are known.

Braunschweig – Niedersachsen / Autobahn / 1946-1947 (2) / motorcycles + cars

Location: 52°18'35.22"N / 10°36'55.93"E

The *Großer Preis von Braunschweig* motorcycle race of August 1946 is often credited as the first post-war circuit race in Germany. In reality, however, it was the second, after a small and oft-overlooked race meeting in Reutlingen, which is detailed further below. The bigger and much better known Braunschweig race took place on a 6.2 km circuit laid out over a section of motorway near the city. It was the first course of this type in Germany, and many similar motorway circuits would follow in later years, especially in the DDR at places like Bernau, Chemnitz and Dessau. The course was quite fast thanks to its long straights, and BMW-rider Niemann recorded the best lap of the meeting at an impressive 139.1 km/h. The *Autobahn-Rundstrecken-Rennen Braunschweig* for sports cars and motorcycles was subsequently held in August 1947, for which the course was modified to 5.8 km. Rider Roland Schnell was quickest over one lap on that occasion, at 118.4 km/h average speed.

Braunschweig – Niedersachsen / Prinzenpark / 1948-1951 (4) / cars + motorcycles

Location: 52°15'53.03"N / 10°33'7.11"E

Increasing traffic meant the Braunschweig motorway was not available anymore after just two years, and so racing moved to the city's Prinzenpark. A 3.8 km course was created by linking roads through the park with nearby city streets, and this was used for the *Prinzenpark-Rennen* from 1948-1950 (note the 1949 and 1950 meetings carried the subtitle *Um den Braunschweiger Löwen*). The event catered mostly to motorcycles, but also included sports cars (1948-1949) and the small *Kleinstrennwagen* single seaters (1948).

The circuit was then shortened slightly to 3.1 km for the July 1951 meeting, which included motorcycles, sports cars and Formula 3, but the 1952 *Prinzenpark-Rennen*, originally scheduled for July but apparently later moved to September, was cancelled after the powers that be revoked permission for the event, citing safety concerns after recent accidents at the Grenzlandring and in Hamburg.

Braunschweig – Niedersachsen / Braunschweiger Dreieck / Welfenring / 1952-1953 (2) / cars + motorcycles

Location: 52°18'57.31"N / 10°39'6.28"E

After the 1952 *Prinzenpark-Rennen* was cancelled - see above - a replacement meeting titled *Braunschweiger Dreiecksrennen* was organised in October, which included races for motorcycles, sports cars and Formula 3. This took place on a new circuit north-east of Braunschweig, between Wendhausen, Lehre and Essehof, measuring 3.9 km. The following year, the course was widened and further improved for its second meeting, the *Welfenring-Rennen* in August, which featured motorcycles and Formula 3. There were later plans to turn the circuit into a permanent venue - some work on building a new section of road was in fact done in late 1955 and early 1956 - but nothing became of the plans and no further races were ever held.

Bremerhaven – Freie Hansestadt Bremen / Rund um den Fischereihafen / 1952-1990 and 2000 - present / see below

Location: 53°31'1.81"N / 8°34'54.50"E / www.fischereihafen-rennen.de

The fishing harbour of seaside Bremerhaven was the scene of motorcycle races from 1952 to 1990. Interestingly, automobile races were also included a few times - for small touring cars (1962, 1965-1966, 1969) and Formula Vee racing cars (1967-1968) - but this is now largely forgotten. The original course was only 1.4 km long and notorious for its slippery and bumpy cobblestone surface. It furthermore comprised a railway crossing and a straightaway of about 550 metres on the Wittlingstraße. The circuit was lengthened to 2.3 km in either 1970 or 1971, while a new chicane was added to the main straight in 1977. In 1983, however, racing reverted to the shorter original layout, which was slower and thereby safer.

The traditional *Bremerhaven Fischereihafenrennen* was last organised in 1990, but the event made a comeback in 2000 and is still organised every year. It includes races for both vintage and modern motorcycles, and as such Bremerhaven is the sole remaining street course for motorcycles in Germany, aside from Frohburg (see below). A new layout of 2.17 km, which included parts of the original course, was used from 2002-2010, with Suzuki-rider Didier Grams recording the quickest lap of the 2010 meeting in the *Fischtown Open* superbike race, with a time of 1.11,289 = 109.6 km/h. The track was then lengthened to 2.671 km as of 2011, and Grams also clocked that year's fastest lap, in 1.34,005. This time was lowered in subsequent years to 1.32,760 (2012), 1.29,915 (2013) and 1.29,110 = 107.9 km/h by Kawasaki-rider Julian Neumann (2014), a time not improved in 2015. Unfortunately, the 2013 meeting was marred by a fatal accident, the first since the Bremerhaven races began over half a century ago.

Breslau – Niederschlesien (now Wrocław in Poland) / 1924 and 1927-1928 / unknown

Breslau was once known for the motorcycle races on its concrete velodrome - see the appropriate section below - but the city also hosted circuit races. The first known is the September 1924 *Ostdeutsche Meisterschaft*, held on a 19.354 km circuit that ran from Oltaschin to Wessig and back via Rothsürben. It would appear the event subsequently moved to Sensburg (see below), but the same course was later also used for the *Schlesisches Rundstreckenrennen*, at least in September 1927 and May 1928. While Breslau was German territory at the time, the city is now named Wrocław and located in Poland, much like its suburbs Oltaschin (Ołtaszyn) and Rothsürben (Zórawina).

Buchen – Baden-Württemberg / Odenwaldring / 1950-1954 (5) / motorcycles

Location: 49°29'47.98"N / 9°15'48.42"E

A triangular circuit south-west of Buchen hosted the *Oldenwaldring-Rennen* motorcycle races from 1950-1954. The 1955 meeting was cancelled, apparently because the road surface had been damaged by frost, although some sources claim there simply was no permission to race anymore. The course was reported as being 3.9 km in length, but it may have been slightly shorter in reality. The best lap of the inaugural meeting was a 2.02,1 = 115.0 km/h by Ernst Groß (BMW), but the lap record was recorded by fellow BMW-rider Hoffmann at 118.0 km/h in 1953. Today, large parts of the circuit do not exist anymore, as the roads have been largely rebuilt and modified, but there has been a revival event titled *Odenwaldring-Klassik* on the airfield of Walldürn, north of Buchen, since 2008 - more details can be found in the appropriate section further below.

Buckow (Buckow/Märkische Schweiz) – Brandenburg / Buckower Dreieck / 1925-1928 (4) / cars + motorcycles

Location: 52°34'1.34"N / 14°3'16.72"E

The *Buckower Dreiecksrennen* was a combined meeting for cars and motorcycles organised from 1925-1928. The 12.5 km course began in Buckow and circled the Schermützelsee, a large lake. Like many German circuits, it was called a *Dreieck* (triangle), even though the layout was nowhere near triangular. The circuit was abandoned after the fatal crash of driver Huldreich Heusser and his riding mechanic Otto Feldmann in 1928. Fastest lap that year: 6.53,1 = 108.9 km/h by Rudolf Caracciola (Mercedes-Benz).

Chemnitz – Sachsen / Chemnitzer Autobahnschere / 1952-1953 (DDR) (2) / cars + motorcycles

Location: 50°51'23.72"N / 12°51'46.06"E

A peculiarly-shaped 5.642 km motorway circuit north of Chemnitz hosted a combined car- and motorcycle meeting in September 1952. A modified layout measuring 5 km was then used for a further event held in May 1953, exactly one week before the city was renamed Karl-Marx-Stadt. The motorway has since been reconstructed and so large parts of *Chemnitzer Autobahnschere* do not exist anymore.

Chemnitz (Karl-Marx-Stadt) – Sachsen / August 1961 (DDR) (1) / motorcycles

Location: 50°52'54.39"N / 12°59'12.53"E

The *Straßenrennen Karl-Marx-Stadt Lichtenwalder Höhe* took place on a 1.5 km triangular circuit north-east of Chemnitz (at the time renamed after the famous German philosopher) between Ebersdorf and Lichtenwalde, in August 1961. The meeting was open to motorcycles only, but no further details are available.

Chemnitz (Karl-Marx-Stadt) – Sachsen / August 1962 (DDR) (1) / motorcycles

In August 1962, there was a motorcycle race titled *Rund um den Schloßteich*, held on a circuit of unknown length that ran around the Schloßteich pond just north of the city centre. While Chemnitz was still named Karl-Marx-Stadt at that time, the city's original name was finally restored in June 1990, a few months before East- and West-Germany were officially reunited.

Colditz – Sachsen / May 1952 (DDR) (1) / motorcycles

Location: 51°7'37.87"N / 12°48'17.92"E

The *Colditzer Waldbadrennen* was a one-off motorcycle race organised on a 1.463 km street circuit in May 1952. The city course was very sinuous and tight, which is reflected in the relatively slow fastest lap of 64.2 km/h as clocked by DKW-rider Haberkorn.

Crimmitschau – Sachsen / September 1962 (DDR) / unconfirmed / motorcycles

There may have been a race for production motorcycle here in late September 1962, but this is unconfirmed.

Dessau – Sachsen-Anhalt / 1949-1950, 1952-1953 and 1955-1956 (DDR) (6) / cars + motorcycles

Location: 51°45'6.72"N / 12°13'39.08"E

Dessau was one of several motorway circuits in East-Germany. The course was located south of the city and hosted meetings with auto- and motorcycle races between September 1949 and 1956. It came in various layouts, of 5.250 km (1949) 8.369 km (1950) and circa 5.0 to 5.2 km (1952-1953 and 1955-1956). While there were no races in 1951 and 1954, record attempts were held on a part of the motorway the latter year. BMW-driver Niedermeyr clocked the fastest lap of the 1950 meeting at 157.8 km/h.

Detmold – Nordrhein-Westfalen / Rund ums Hermannsdenkmal / 1923-1924 (2) / cars + motorcycles

The *Herbstfahrt Rund ums Hermannsdenkmal* was an event for automobiles and motorcycles, held in Detmold in October 1923 and September 1924. Said name refers to the landmark Hermannsdenkmal, a massive 53-metre tall monument atop a hill south of town. The races took place over a single lap of a circuit approximately 29.5 to 30 km in length, but the second year, a 5 km long section of this course was in such poor condition it was neutralized, meaning the participants had to pass it at a slower, fixed pace.

Dieburg – Hessen / Dieburger Dreieck / 1948-1955 (8) / cars + motorcycles

Location: 49°53'54.32"N / 8°51'14.32"E

The *Dieburger Dreiecksrennen* motorcycle races were held from 1948-1955, and had auto races added in 1949 (*Kleinstrennwagen*, meaning small single seaters) and 1952 (sports cars). The meeting announced for 1956 was then cancelled. The circuit came in two layouts, of 3.3 km (through 1951) and 5.0 km (as of 1952), with respective lap records of 1.30,0 = 132.0 km/h by Georg Meier (1948) and 2.16,5 = 131.9 km/h by Walter Zeller (1955). Non-competitive revival meetings for vintage motorcycles were held on the 3.3 km original circuit in 2005 and 2009.

Dobichau – Sachsen-Anhalt / Naumburger Dreieck / Rund um Dobichau / circa 1928-1929 / motorcycles

Location: 51°11'28.70"N / 11°49'31.33"E

Motorcycle races titled *Rund um Dobichau* are known to have been held in May 1928 and June 1929. The circuit measured roughly 11.5 km per lap and was located just north of Naumburg (Saale), with start-finish in between Neuhaus and Dobichau. Apparently there was also some sort of relay race in April 1931, involving teams on bicycles and motorcycles...!? No further details are known.

Dorsten – Nordrhein-Westfalen / Freudenberger Dreieck / Westfalenring / 1925 and 1928-1929 (3) / cars + motorcycles

Location: 51°43'2.85"N / 6°53'38.83"E

A total of three race meetings were held on a 17.9 km circuit between Erle and Schermbeck, just north of Dorsten: in July 1925, September 1928 and August 1929. The first was titled *Rheinisch-Westfälischer Industriepreis* and included races for touring cars, sports cars and racing cars. The circuit, at this point still reported as being 18 to 18.5 km long, was flat and basically consisted of long straights with only two bends of note. Fritz Fröhling (Austro-Daimler) recorded the fastest lap in 9.12 = 120.7 km/h.

The 1928 and 1929 races were titled *Freudenberger-Dreieck-Rennen* and included sports cars and motorcycles. The fastest overall laps were as follows: 132.14 km/h by Harley-Davidson rider Paul Rüttchen (1928) and 7.56,3 = 130.3 km/h by BMW-rider Hans Soenius (1929). Further events were announced for August 1930 and 1931 but did not take place. The circuit was not forgotten, however, for in the early 1950s there were plans to revive the Freudenberger Dreieck, but financial difficulties and the August 1952 Grenzlandring accident (see Wegberg) prevented this from ever happening.

Dresden-Hellerau – Sachsen / Autobahnspinne / 1951-1955, 1957-1967 and 1969-1971 (DDR) / cars + motorcycles

Location: 51°8'7.55"N / 13°45'5.43"E

The circuit near Hellerau, north of Dresden, was another motorway course of the type common in East-Germany. This one was active between June 1951 and September 1971 and hosted combined meetings for both cars and motorcycles. There were several layouts, all including an overpass, with lengths of 6.443 km (1951-1954), 3.2 km (1955) and finally 5.3 km (1957-1971). Note there was also a meeting in May 1950, but it seems this was not an actual race but rather some sort of test- or practice event.

Dülken (Viersen-Dülken) – Nordrhein-Westfalen / 1922-1925 (4) / motorcycles + cars

The small city of Dülken - nowadays a part of neighbouring Viersen - was once the scene of the *Niederrheinisches Motorrad-Derby um die Goldene Windmühle von Dülken*, one of the many very interesting but nowadays nearly forgotten pre-war motorcycle races in Germany. The event was first organised in August 1922, when the races were over one lap of a 48.5 km circuit with start-finish at the *Castellchen* in Dülken, a small castle used as a restaurant. The course proceeded clockwise via Waldniel - Niederkrüchten - Brüggen - Bracht - Kaldenkirchen - Breyell - Boisheim - Dülken. Zenith-rider Boecker was the overall winner in 28.10 = 103.3 km/h.

The *Motorrad-Derby* was repeated in the years 1923-1925, now over multiple laps of a shorter, 33.6 km version of the course, which omitted the loop via Bracht, Kaldenkirchen and Breyell. The latter year's event is of particular note as it was the only to include autos as well. The fifth and final *Motorrad-Derby* then took place in May 1926, now not as a circuit race anymore, but rather as an A-to-B time trial (*Flachprüfung*) over a 4 km section of the road between Boisheim and Brüggen.

Düsseldorf – Nordrhein-Westfalen / May 1926 (1) / cars

The *Rheinisch-Westfälische Automobilclub* organised a race for sports- and racing cars on a 5.2 km circuit through the Aaper Wald in Düsseldorf in late May 1926. Motorcycle road races in Düsseldorf were later announced for 1947, 1948 and 1952, but none of these actually took place.

Eberswalde – Brandenburg / September 1969 (DDR) (1) / motorcycles

There was a race for race- and production motorcycles in Eberswalde in September 1969.

Ehrenfriedersdorf – Sachsen / Bergring / January 1961 (DDR) (1) / motorcycles

The *Winter-Bergring-Rennen Rund um die Greifensteine* was a motorcycle race held on a 1.5 km circuit called Bergring in January of 1961 - a very unusual time of the year for a road race!

Eisenberg – Thüringen / May 1927 (1) / motorcycles

The Motor Club Eisenberg organised a motorcycle race in May 1927, on a circuit nearly 21 km in length which reportedly ran via Eisenberg - Bad Klosterlausnitz - Trotz - Hainspitz - Eisenberg. A rider named Gäbelmann (Norton) recorded the fastest lap, but his time or speed is not known. The race was almost certainly not repeated.

Eisweiler – Saarland / Rund um die Allerburg / Allerburgring / 1949-1950 (2) / motorcycles

Location: 49°31'3.84"N / 7°9'22.69"E

Eisweiler hosted the *Um den Preis der Allerburg* motorcycle races in August 1949 and April 1950. Josef Wolff (Velocette) proved the quickest rider over one lap the former year, with a time of 2.08,5 = 74.9 km/h. The 2.675 km circuit, occasionally known as the Allerburgring, was the predecessor of the street course in nearby Sankt Wendel, which was inaugurated later in 1950, see below.

A little note on the Saarland's unique post-war history: the Saarland was occupied and administered by the French following World War Two, and it became an autonomous region, the Saar Protectorate, in 1947. It finally joined the Federal Republic of Germany (*Bundesrepublik Deutschland*) as of 1 January 1957. Hence, at the time of the races Eisweiler did not belong to Germany.

Elsdorf – Nordrhein-Westfalen / September 1923 (1) / motorcycles

The *Club für Motorsport* from Cologne organised a motorcycle race that decided the club championship in September 1923. Little is known about the circuit, but it ran via Elsdorf - Ichendorf - Horrem - Mödrath - Kerpen - Blatzheim - Buir - Etzweiler - Elsdorf.

Erfurt – Thüringen / Doppelring / 1950-1951 (DDR) (2) / motorcycles

Location: 50°57'52.79"N / 11°2'46.80"E

The *Doppelring-Rennen* for motorcycles took place on a street circuit in Erfurt in July 1950 and October 1951. The original eight-shaped layout measured 4.105 km, with start-finish on the Melchendorfer Straße, but the circuit was apparently shortened for the second year, possibly by using only one of the loops of the '8'. In more recent years, there have been revival meetings for vintage motorcycles on a different course, located in the industrial estate of nearby Kerspleben.

There may also have been a race on a motorway near Erfurt in August 1952, but this is as-yet unconfirmed.

Essen – Nordrhein-Westfalen / 1951-1952 (2) / cars + motorcycles

Location: 51°25'31.58"N / 6°59'14.44"E

The *Grugapreis der Stadt Essen* was held in September 1951 and July 1952, and included races for motorcycles, sports cars and Formula 3 single seaters. Fast laps on the 4.2 km triangular circuit took around 2.05, at circa 121 km/h average speed.

Frankenthal – Rheinland-Pfalz / July 1950 (1) / motorcycles

Location: 49°32'6.86"N / 8°21'9.23"E

Frankenthal hosted a one-off motorcycle race on an angular but interesting 3.8 km city circuit in July 1950. Triumph-rider Herbert Böhm recorded the best race average by winning the 16-lap 500cc race at 78.1 km/h average speed.

Frankfurt am Main – Hessen / 1923-1927 (6) / motorcycles

Location: 50°4'5.98"N / 8°41'14.93"E

The *Dreistädtefahrt* was a motorcycle event held from 1923-1927. The name referred to the location of the circuit, in between the cities of Frankfurt, Offenbach and Darmstadt. The original 6.9 km circuit was situated south of Frankfurt and ran via Neu-Isenburg - Sprendlingen - Offenbacher Straße - Neu-Isenburg, but in 1927 a new circuit in the city's forest district (*Frankfurter Stadtwald*) was used. This was essentially a 5 km triangle with long straights and just three noteworthy curves, which ran via the Darmstädter Landstraße, Oberschweinstiegschneise and Isenburger Schneise. The *Dreistädtefahrt* was cancelled the following year and never organised again.

Frankfurt am Main – Hessen / Frankfurter Dreieck / May 1950 (1) / motorcycles + cars

Location: 50°3'26.24"N / 8°44'10.24"E

The *Frankfurter Dreiecksrennen* for motorcycles and Formula 3 racing cars was held on a 6.032 km triangular circuit in May 1950. The best overall lap was a 2.41,5 = 134.5 km/h by Karl Rührschneck (Norton). The second edition, probably for motorcycles-only, was then for announced for June 1951 but cancelled. An earlier race in Frankfurt, scheduled for August 1948, also did not take place.

Frankfurt (Frankfurt/Oder) – Brandenburg / Ostmärkisches Straßen-Dreieck / 1924, 1927-1928 / motorcycles + cars

Frankfurt (Oder) is a town in eastern-Germany, right against the border with Poland. In May 1924, the recently-founded local motor club organised its first meeting, a motorcycle event over one or two laps, depending on class, of an 82.5 km course via Frankfurt - Manschnow - Seelow - Müncheberg - Arensdorf - Frankfurt. It is not known if the *Ostmärkisches Straßen-Dreieck*, as the event was called, also took place in the next years, but in 1927 (May) and 1928 (May and July) further races were organised on a 20.7 km circuit between the nearby towns of Schönfließ, Treplin and Booßen. These meetings apparently included both motorcycles and automobiles, but details are missing. When permission to organise the races ceased after 1928, the *Straßen-Dreieck* continued as a long-distance regularity run, until the mid-1930s or so.

Freiberg – Sachsen / Freiburger Dreieck / May 1929 (1) / motorcycles

Location: 50°56'41.17"N / 13°19'0.67"E

The one-off *Dreiecksrennen bei Freiberg* for motorcycles was held in May 1929, on a 7.5 km course just north of Freiburg, between Großschirma and Kleinwaltersdorf. The western section, which ran through the forest, does not seem to exist anymore nowadays, at least not as a paved road. Karl-Otto Stegmann recorded the fastest lap in 5.17 = 85.3 km/h, and the race is also notable as the racing debut of Ewald Kluge, later a multiple German and European champion.

Freiburg (Freiburg im Breisgau) – Baden-Württemberg / Exerzierplatz / 1923-1930 / motorcycles

The lovely city of Freiburg in south-west Germany hosted motorcycle races in the 1920s, the first in October 1923 under the rather generic title *Motorrad-Prüfungsfahrt*. The races were later known as *Freiburger Exerzierplatzrennen*, so named because they took place in a former military training area (*Exerzierplatz*), where a narrow and slow 1.95 km circuit was laid out. Races appear to have been over just ten laps, with average speeds around 80 km/h, but they ultimately came to an end due to the poor condition of the course. The money for repairs could not be raised and the June 1931 meeting was consequently cancelled.

Freiburg is of course much better known for the Schauinsland hillclimb, held between 1925 and 1984.

Frohburg – Sachsen / Frohbürger Dreieck / for years see below / motorcycles + cars

Location: 51°2'34.31"N / 12°33'40.37"E / www.frohburger-dreieck.de

Motorcycle road racing has been a tradition in Frohburg since August 1960 - the 50th edition of the *Frohburger Dreieckrennen* took place in September 2012. Only in the years 1968, 1991 and 2001 was there no racing. Said event also used to include auto races from 1970-1990, when Frohburg was still part of East-Germany, but as the racing is done on public roads, safety concerns have since prevented any more auto races, although regularity runs have been staged instead on occasion since the year 2000.

The Frohbürger Dreieck, located directly south of town, originally measured 5.834 km. The length of one lap diminished slightly to 5.800 km because of a reconstruction of the so-called *Jugendkurve*, the southernmost turn, in 1974. A chicane was then added for safety reasons in 1985, while the circuit was shortened to 4.75 km with a new link to avoid contact with the town of Frohburg in 1993. A second chicane appeared the following year, in between the *Jugendkurve* and *Wolfskurve*, and this version is still in use today. Despite these measures, the Frohbürger Dreieck is still a very quick course: British BMW-rider Michael Dunlop clocked the current lap record, a 1.34,335 = 181.3 km/h, in 2014.

The Frohbürger Dreieck was one of the circuits used for the 3-Landen-Cup series from 2003-2009, and has also been on the calendar of its successor, the International Road Racing Championship (IRRC), since 2010.

Garenfeld – Nordrhein-Westfalen / Garenfelder Dreieck / Westhofener Dreieck / 1934-1937 (4) / cars + motorcycles

Location: 51°24'10.18"N / 7°31'21.59"E

The *Hohensyburger Rundstreckenrennen* was originally held on a circuit near Herdecke (see below) from 1925-1932. There was no race in 1933 due to economic reasons, but after that the event was held as the *Hohensyburg Dreieck-Rennen* on a new 5.3 km course around nearby Garenfeld. All four meetings here included motorcycles and sports cars, while racing cars were also catered for twice, in 1935 and 1937. The *Dreieck-Rennen* announced for 1938 was subsequently cancelled.

Garmisch (Garmisch-Partenkirchen) – Bayern / Monte Carlo in Garmisch-Partenkirchen / 1947-1948 (2) / motorcycles

Location: 47°29'41.22"N / 11°6'7.27"E

In May 1947, a 2 km street circuit in Garmisch was used for a motorcycle meeting with the brilliant title *Monte Carlo in Garmisch-Partenkirchen*. This was co-organised by pre-war Grand Prix ace Manfred von Brauchitsch. A further event, which was to include cars as well, was announced for July of the same year but did not take place. There was, however, one more race for motorcycles, in July 1948. While no fastest laps are known, the race averages lay between 67.0 and 76.0 km/h that year, the latter speed clocked by 500cc race winner Wiggerl Kraus (BMW) over 25 laps or 50 km.

Gladbeck – Nordrhein-Westfalen / Industriering / August 1951 / possibly also in earlier years / motorcycles

There seems to have been a 4 km circuit named *Rund um den Wittringer Wald* in Gladbeck around the late 1940s. In late 1950, plans were announced to expand or upgrade the course, but it is not known what became of this. There may also have been a motorbike race in Gladbeck in August 1951, on a circuit named Industriering, although it is not clear if it actually took place. Further details are missing, and as such the relation between the Industriering and the earlier Wittringer Wald circuit is also unclear.

Görlitz – Sachsen (the circuit itself is now in Poland) / August 1928 / likely also in earlier years / motorcycles

A motorcycle race titled *Rundstreckenrennen Görlitz* or *Görlitzer Rundrennen* was held on a 16 km circuit near Görlitz in August 1928, but although no further races are known, this was almost certainly not the first at this circuit. While Görlitz is nowadays the easternmost town in Germany, the old circuit is now located in Poland. It was triangular and ran between the villages of Kosma (Koźmin), Nieder-Halberdorf (Mała Wieś Dolna) and Thielitz (Tylice). A rider named Scholz (BMW) recorded the fastest lap of the 1928 race at 111.4 km/h, but the meeting was marred by a fatal accident.

Gornau (Gornau/Erzgebirge) – Sachsen / November 1964 (DDR) (1) / motorcycles

There was a circuit race for production motorcycles in Gornau on the first day of November 1964.

Gößnitz – Thüringen / Gößnitzer Dreieck / 1926-1928 (3) / motorcycles

Location: 50°51'41.17"N / 12°26'6.26"E

There were motorcycle races titled *Gößnitzer Dreiecksrennen* in June 1926 and 1927, and September 1928. The approximately 6.0 to 6.25 km triangular course connected the villages of Guteborn, Merlach and Ponitz, just south of Gößnitz. A revival meeting to commemorate the old races took place in June 2009.

Gotha – Thüringen / May 1964 (DDR) (1) / motorcycles

There was a race for production motorcycles in Gotha in May 1964.

Grillenburg – Sachsen / Grillenburger Sachsenring / 1927-1928 and 1931-1933 (6) / motorcycles + cars

Location: 50°56'8.50"N / 13°28'35.93"E

A circuit known as the Grillenburger Sachsenring hosted motorcycle races between August 1927 and June 1933, although there was no racing from 1929-1930. The course originally measured approximately 14.2 to 14.8 km, but it was shortened to 12 km for the 1933 meeting, which also included a race for automobiles. The event announced for 1934 was then cancelled. This circuit must not be confused with the course near Hohenstein-Ernstthal named Sachsenring in 1937, see further below.

Grimmen – Mecklenburg-Vorpommern / September 1967 (DDR) (1) / motorcycles

There was a race for production motorbikes in Grimmen in September 1967.

Gröditz – Sachsen / 1964-1965 (DDR) (2) / motorcycles

There were races for 50 and 125cc motorcycles in Gröditz in 1964 and 1965, both times in September.

Groß Wartenberg – Niederschlesien (now Syców in Poland) / Groß Wartenberger Dreieck / 1932-1938 (8) / motorcycles
 Location: 51°18'18.82"N / 17°44'17.87"E

The first *Groß Wartenberger Dreiecksrennen* for motorcycles was announced for May 1931, but it was postponed twice and then cancelled altogether. The event subsequently did take place in the years 1932-1938. The 3.17 km circuit was located just east of town, and included three sharp left-hand turns. Tom Bullus (NSU) recorded the first lap record at 100 km/h average speed in 1932, which was later improved to about 113.6 km/h. The city of Groß Wartenberg is nowadays located in Poland and named Syców.

Hachenburg – Rheinland-Pfalz / Rund um Hachenburg / 1952-1953 (2) / motorcycles

Hachenburg staged motorcycles races titled *Löwenjagd um Hachenburg* (June 1952) and *Rund um Hachenburg* (August 1953) on a 6.9 km circuit with start-finish at the Leipzigerstraße. Apparently the course was originally intended to run clockwise, but it was ultimately decided to reverse that direction to anti-clockwise. The fastest laps were: 105.3 km/h by Karl Schafitzl (1952) and 3.36 = 115.0 km/h by Karl-Josef Henke (1953). Racing then moved to a new circuit in 1954, see below.

Hachenburg – Rheinland-Pfalz / Westerwald-Bergring / August 1954 (1) / motorcycles

Location: 50°40'35.47"N / 7°47'39.76"E

The new circuit, known as the Westerwald-Bergring, measured circa 2.68 km per lap and hosted the *Westerwald-Bergring-Rennen* in August 1954. Heinz Schreiber (Norton) clocked the quickest lap at 98.75 km/h average speed, but the meeting was marred by a fatal crash, and as a result no permission was granted for the August 1955 event, which thus had to be cancelled.

Halle (Halle/Saale) – Sachsen-Anhalt / 1924-1925 / motorcycles

The *Salzgrafen-Rennen* for motorcycles is known to have been held in June 1924. All races were over ten laps of a 5.2 km circuit. It would appear a further event titled *Großer Preis von Halle* was held in August of that year, while the *Salzgrafen-Rennen* again took place in August 1925, this time on an 18 km circuit via Haidepark - Lettin - Dölau - Nietleben - Weinberg - Haidepark.

Halle (Halle/Saale) – Sachsen-Anhalt / Halle-Saale-Schleife / 1950-1967 (DDR) and 2010 / cars + motorcycles

Location: 51°29'35.02"N / 11°56'33.86"E

The Halle-Saale-Schleife was a street circuit used for combined car- and motorcycle races from 1950-1967. The main layout was 5.256 km long, but for some events a shorter 2.66 km version was used instead. A total of 22 meetings were held between June 1950 and April 1967.

After more than four decades, the short version of the circuit, now measuring 2.69 km and with three new chicanes added, was once again used for racing: the 23rd edition of the *Halle-Saale-Schleife-Rennen* was held in July 2010, and included races for vintage and modern motorcycles. Rico Penzkofer (BMW) set the fastest lap of the weekend in 1.08,795 = 140.766 km/h in heat one of the open Superbike race, before crashing severely in heat two. The event, organised by the same group of people behind the *Fischereihafenrennen* in Bremerhaven (see above), also included demo runs with various vintage racing cars, but it was not financially viable and the 2011 edition was cancelled.

Hamburg – Hamburg / Hamburger Stadtpark / 1934, 1938-1939, 1947-1950 and 1952 (8) / motorcycles + cars

Location: 53°35'43.17"N / 10°1'1.85"E

The *Hamburger Stadtparkrennen*, held in the years listed above, was an event mainly for motorcycles, although sports cars (1938-1939, 1947 and 1949) and Kleinstrennwagen (1949) were sometimes included as well. The *Stadtparkrennen* was cancelled in the years 1935, 1951 and 1953.

The circuit was located in Hamburg's main public park, north of the city centre, and originally measured 6.0 km. A lot of effort was put into improving the course for the 1938 race, which brought the length to 6.060 km. The course was lengthened to 6.542 km the following year by adding an extra loop. After the war, racing at first resumed on a shortened, 4.181 km version of the pre-war circuit, but for the 1950 and 1952 races, the 1939 full-length course was used once more (albeit reportedly now in anti-clockwise direction unlike before). This layout was now reported as being 6.48 km (although one 1952 source gives a length of 6.45 km).

There have been revival events on two different courses, of 4.2 km (1999-2000) and 1.7 km (since 2004). More information about the races in Hamburg can be found in Hein Schlüter's book *Die Hamburger Stadtpark-Rennen* published in 2009.

Hanau – Hessen / 1925-1928 / motorcycles

Hanau, a city along the Main river not far from Frankfurt, was the scene of about four motorcycle races in the 1920s. The seemingly first *Großer Preis von Hanau* took place in June 1925, on a 5 km circuit described as running via Hanau - Leipziger Chaussee - Rückingen - Langendiebach. The latter two places are nowadays districts of Erlensee, a town just north-east of Hanau. The race distances varied between ten and twenty laps. Details are missing for 1926, but the next year a new 7 km circuit was used as the regular course was not available. This was located west of town and ran via the Frankfurter Landstraße to Dörnigheim, and then back via the Kesselstädter Straße and the Burgallee. Although this course was a little longer than the old, the number of laps to complete remained the same. The fastest lap appears to have been shared by riders Kratz (Ardie) and Krebs (Norton), in 4.21,8 = circa 96.3 km/h. Racing returned to the aforementioned 5 km course in 1928, when the races were over fifteen to thirty laps, the quickest of which was recorded by Ardie-rider Eduard Kratz in 3.03 = 98.4 km/h. It is believed the 1928 meeting was the last in Hanau, although this is yet to be confirmed.

Hannover – Niedersachsen / Eilenriede / 1924-1939 and 1950-1955 (22) / motorcycles

Location: 52°23'19.03"N / 9°46'13.55"E

One of the biggest and most important German motorcycle races was the *Eilenriederennen*, held on a classic circuit in Hannover's vast Eilenriede public park. The event was held every year between March 1924 and April 1939, and then again between April 1950 and September 1955, before the announced April 1956 meeting was cancelled.

The circuit originally measured 5 km, but was later renovated and slightly modified to 4.92 km (1935) and 4.8 km (as of 1936). It is very interesting to compare lap times for this circuit. Known pre-war fastest laps include: 3.27 by Toni Bauhofer (1925), 3.11 by Paul Köppen (1927) and 3.06 = 96.8 km/h again by Bauhofer (1928). After the war, times dropped considerably of course, with known quickest laps of 2.02,8 by Heiner Fleischmann (1950), 2.11,3 by Kurt Mansfeld (1952), 2.04,9 by Georg Meier (1953) and finally 1.55,8 = 149.2 km/h by Ernst Riedelbauch (1955), which was the definitive lap record.

Hannover – Niedersachsen / April 1924 / possibly also in other years / motorcycles

Location: 52°21'12.79"N / 9°48'43.65"E

In 1924, a motorcycle race titled *Pokal der Stadt Hannover* took place on an approximately 7.3 km triangle between Bischofshole, Bremerode and Kirchrode. Unfortunately it is not clear if this was the first edition of the event, nor is anything known about the following two years, except that a meeting was announced for April 1925. The *Pokal der Stadt Hannover* was then cancelled in 1927, before moving to a new circuit in 1928, see below.

Hannover – Niedersachsen / Nordhafenkurs / April 1928 (1) / motorcycles

The new 7 km circuit was located north of Hannover near the Nordhafen and Schulenburg, and included four corners and several long straightaways, one of which running parallel to the Mittelland Canal for about three kilometres. The course also included the streets Mecklenheidestraße and Schulenburger Landstraße, but the exact layout is not known. The *Pokal der Stadt Hannover*, now also known as *Nordhafenrennen*, took place on this course in April 1928, but the next edition, announced for September 1929, was cancelled and that put an end to the event.

Hannover – Niedersachsen / April 1949 (1) / cars + motorcycles

Location: 52°21'29.28"N / 9°44'43.39"E

A 3.2 km street circuit adjacent to the Maschsee, a large artificial lake just south of Hannover's city centre, hosted the *Maschsee-Rennen* in April 1949. The event included races for motorcycles and sports cars. Petermax Müller (Volkswagen) clocked the overall fastest lap in 1.58,3 = 97.4 km/h, but it should be noted the meeting took place in rainy conditions.

Herdecke – Nordrhein-Westfalen / Herdecker Dreieck / Hohensyburging / 1925-1932 (8) / cars + motorcycles

Location: 51°26'21.23"N / 7°27'55.03"E

The *Hohensyburger Rundstreckenrennen* was one of the most significant west-German events of the pre-war era. It was held on two different circuits between April 1925 and August 1937, and included both auto- and motorcycle races, except in 1932 when only motorcycles were catered for. The race title refers to the Hohensyburg or Syburg, a medieval castle ruin.

The original venue was the 14.8 km Herdecker Dreieck, which encircled the town of Ahlenberg, just north of Herdecke. The course included all sorts of bends and elevation changes. It operated from 1925-1932, but note the 1929 event was actually a regularity run rather than a race meeting. There was no race in 1933 due to the economic crisis, and after that, racing moved to a shorter new circuit near Garenfeld, see above.

Herford – Nordrhein-Westfalen / Stuckenber Dreieck / July 1952 / possibly also May 1953 / motorcycles

Location: 52°7'2.75"N / 8°41'57.37"E

An obscure motorcycle race, billed as *Westfalens Großes Straßenrennen* and titled *Stuckenber Dreieck-Rennen*, was held on a 2.645 km circuit in Herford in July 1952. The second edition of the event was announced for May 1953, but it is not known whether this indeed took place. The course was located just east of the city centre and looped around the military grounds ('Kaserne').

Hildesheim – Niedersachsen / Rund um den Steinberg / 1924-1928 (5) / cars + motorcycles

Location: 52°7'34.61"N / 9°55'59.53"E

There were races for automobiles and motorcycles titled *Steinbergrennen* - sometimes also *Rund um den Steinberg* - in Hildesheim from 1924-1928. The 9.2 km circuit - which a 1927 source calls a 'little Nürburgring' - was rife with curves and elevation changes and encircled the Steinberg, a 141-metre high ridge south-west of town, in an anti-clockwise direction. The course began on the Steinbergstraße and then ran south, passing through Neuhof before making a sharp left at what is now the Heidekrug hotel. A series of S-bends then led the circuit through Ochtersum, and northbound towards the final left-hand turn just before start-finish.

Hockenheim – Baden-Württemberg / Hockenheimer Dreieck / Kurpfalzring / Hockenheimring / 1932-1938, 1947-1963

Location: 49°20'4.16"N / 8°34'48.90"E / www.hockenheimring.net

The history of the Hockenheimring, today one of Germany's main permanent racing circuits, began in the early 1930s, when local motorsport enthusiast Ernst Christ conceived a course through the thick woods north-east of town. His plan was embraced by the mayor of Hockenheim, Philipp Klein, and the circuit was built in just over two months, from 23 March to 26 May 1932, essentially by expanding existing forest trails and linking these with a section of the main road between Walldorf and Oftersheim. The resulting 12.045 km Hockenheimer Dreieck, as the course was called, consisted of long straights through the woods, two sharp turns and several fast corners. The inaugural meeting, for solo motorcycles, took place three days after the conclusion of the construction works. Tom Bullus (NSU) and Herbert Kirchberg (DKW) both recorded a lap at 129 km/h average speed and thus shared the first lap record.

While the meeting was a great success, several shortcomings were quickly revealed. The circuit's narrow width barely sufficed for solo motorcycles and did not allow auto races, and the course was also rather dusty as it lacked a tarred surface. Both issues were later addressed, as the circuit was paved in 1935 and widened by one metre in 1936. The final meeting on the original layout was subsequently held in September 1937. Otto Ley (BMW) clocked a record-breaking race average of 154.9 km/h on that occasion, while fellow BMW-rider Karl Gall managed a new lap record at 158.8 km/h.

The circuit was then shortened to 7.725 km (sometimes also reported as 7.692 km) and widened to 7.5 metres between March and September 1938, thus bypassing the old section of public road while also making the course suitable for automobile races (there had previously only been a Mercedes-Benz demo run in August 1936). The new and improved layout was named Kurpfalzring and hosted its first race, the *Kurpfalz-Rennen* for motorcycles and sports cars, the following month. Less than a year later, Germany was at war, and so the meeting scheduled for October 1939 had to be cancelled. Mercedes-Benz did use the circuit for test runs in April of that year, in preparation for the Tripoli Grand Prix. Hans-Hugo Hartmann recorded an unofficial lap record at 196.8 km/h on that occasion.

The high-speed circuit was renamed to Hockenheimring after the war, hosting races between May 1947 and September 1963. The only noteworthy change during that time came in 1954, when the circuit was widened to nine metres, while its two main curves, the Ostkurve and Stadtkurve, were banked at six degrees. The construction of a new motorway, which would cut off the southern half of the course, then necessitated a substantial rebuild in the years 1964-1965, and when the Hockenheimring reopened it had become a modern, fully permanent facility - see the appropriate section below.

Hof – Bayern / Hofer Dreieck / Otterberg Dreieck / Rund um den Otterberg / 1948-1951 and 1953-1954 / motorcycles

Location: 50°17'50.99"N / 11°55'26.40"E

Motorcycle races titled *Hofer Dreiecksrennen Rund um den Otterberg* were organised in Hof between September 1948 and 1954, except in 1952 when the event was called off. A further race, announced for September 1955, was most likely also cancelled. The circuit measured 4.75 km and was described as difficult and challenging, and it even included a spectacular jump, where the quickest riders would lift off the ground with both wheels. The known fastest laps are: 116.5 km/h by Wiggerl Kraus (1948), either 121.2 or 123.6 km/h by Georg Meier (1949 / sources contradict), 107.8 km/h by H.P. Müller (1950 / rain) and finally 121.8 km/h by Fritz Kläger (1951).

Hohenstein-Ernstthal – Sachsen / Badberg-Viereck / Sachsenring / for years see below / motorcycles + cars

Location: 50°48'15.56"N / 12°40'54.02"E / www.sachsenring-circuit.com

This circuit staged motorcycle races from 1927-1928 and 1934-1939, and then after the war from 1949-1990 (DDR). Automobile races were added as well from 1949 onwards, but the meetings for 1956, 1967-1972 and 1990 did not include cars. The circuit was initially known as the Badberg-Viereck, hosting the *Badberg-Viereck-Rennen* in May 1927 and 1928. These were relatively small events, but after several years racing returned in 1934 with the *Großer Preis von Deutschland*. The course was officially named Sachsenring in 1937, although that name was already used at least one year earlier, and it had in fact already been the name of an earlier circuit in Grillenburg, see above.

Unfortunately, information on the exact track length is a little sketchy. The original layout seems to have measured 8.019 km, but for reasons unknown it grew to 8.66 km by the mid-1930s. Major improvements were then made in 1938 and 1939, bringing the length to 8.731 km (also note that in 1938 only, start-finish was at a different location than usual). After the war, when the circuit was located in East-Germany, the length changed to 8.614 km circa 1963-1964, before increasing again by four metres to 8.618 km in 1972. During this time, the Sachsenring hosted the *Großer Preis der DDR*, which counted towards the FIM world championship from 1961-1972.

The next circuit change came in 1987 when a new chicane was added. Another followed in 1988, but both were now used only for the auto races. Peter Rubatto (Yamaha) recorded the motorcycle lap record with a lap of 2.51,2 = 181.220 km/h in July 1990. That was the last time the old Sachsenring was active, as racing came to an end with the unification of Germany. However, a new permanent facility was soon built as a replacement, and this is detailed in the appropriate section below.

Hoyerswerda – Sachsen / July 1964 (DDR) (1) / motorcycles

There was a race for production motorcycles in Hoyerswerda in July 1964.

Ingolstadt – Bayern / Rund um die Schanz / Donauring / 1949-1951 and 1954 (4) / motorcycles + cars

Location: 48°46'13.99"N / 11°25'13.88"E

Ingolstadt hosted combined events for automobiles and motorcycles from 1949-1951, as well as a motorcycle-only meeting in July 1954. All of these were titled *Donauring-Rennen*, except the first which carried the name *Rund um die Schanz*. The circuit was a 3.965 km street course, lapped at 105.2 km/h by Georg Meier (1949), 100.5 km/h by his brother Hans Meier (1950), 100.1 km/h by Hans Baltisberger (1951) and 101.2 km/h by Gerhard Bodmer (1954).

Kaiserslautern (Landstuhl) – Rheinland-Pfalz / Pfälzer Wald / 1928 and 1930-1931 / possibly also in 1929 / motorcycles

Location: 49°26'39.16"N / 7°38'11.71"E

The *Pfälzer Rundstreckenrennen* for motorcycles is known to have been held in July 1928, on a 10.37 km circuit in the forested area between Kaiserslautern and Landstuhl. This was a replacement for a race in Zweibrücken, which had been cancelled due to a lack of permission. A rider named Meitzler (Ardie) recorded the fastest lap in 6.18 = 98.5 km/h. The *Pfälzer Rundstreckenrennen* was also held in June 1930 and 1931, but since the latter meeting was billed as the fourth in total, the event likely also took place in 1929. Note the circuit length was now given as 10.35 km. Today, much of the site is part of Ramstein Air Base, the headquarters of the US Air Forces in Europe.

Karlsruhe – Baden-Württemberg / Wildpark / 1923-1929 (8) / motorcycles

Location: 49°2'24.53"N / 8°25'26.29"E

The *Karlsruher Wildparkrennen* was a well-known motorcycle event in the 1920s, being first organised in 1923 (month unknown). There were two races in 1927, so the July 1929 meet was the eighth in total. After that permission ceased and the *Wildparkrennen* came to an end, which was more or less a contributing factor in the decision to build a new circuit in Hockenheim. The circuit was located in the wooded area north of the city and measured 7.415 km. It consisted nearly exclusively of long straights and included part of the main road between Hagsfeld and Eggenstein-Leopoldshafen. Harley-Davidson rider Paul Rüttchen recorded the best lap of the 1928 race, in either 4.02 or 4.03 = 110 km/h, a new lap record.

Karlsruhe – Baden-Württemberg / Karlsruher Dreieck / 1946 and 1948-1950 (4) / cars + motorcycles

Location: 48°58'23.65"N / 8°26'18.10"E

A 3.4 km triangular circuit based on a motorway-intersection south of Karlsruhe hosted meetings for autos and motorcycles a total of four times, in 1946 and from 1948-1950. However, it should be noted there apparently was no actual competitive racing at the first meeting, as this was prohibited at the very last minute. It seems there were test runs or exhibition races instead. The 1947 and 1951 *Karlsruher Dreiecksrennen* were both cancelled. The fastest overall race lap of the 1948 meeting, which included motorbikes, sports- and racing cars, was recorded by BMW-rider Georg Meier in 1.40,2 = 122.4 km/h, which he improved to 123.3 km/h the following year. Finally, Hans Baltisberger (Norton) was quickest at the 1950 motorcycles-only meeting, with a lap of 117.8 km/h.

Kassel – Hessen / April 1923 / unconfirmed / motorcycles

While Kassel is known to have been the scene of a hillclimb titled *Herkules-Bergrennen* from 1923-1927, there may also have been a motorcycle road race here in April 1923 - but this is still unconfirmed.

Kassel-Wilhelmshöhe – Hessen / Herkules-Bergring / 1951-1954 (4) / motorcycles

Location: 51°18'53.72"N / 9°24'52.68"E

Motorcycles raced on a 4.387 km circuit around the Wilhelmshöhe palace, directly west of Kassel, between August 1951 and 1954. The extremely sinuous course was laid out on roads over the castle grounds, included some thirty twists and turns and lacked any real straights. It furthermore packed well over 140 metres of elevation change in its short length. Waldemar Müller recorded the lap record on this difficult but challenging layout with his BSA in 3.07,4 = 84.3 km/h during the 1953 500cc-race. After four events, the *Herkules-Bergring-Rennen* announced for 1955 and 1956 were both cancelled, but in later years there were races on the nearby airfield of Kassel-Calden, see the appropriate section below.

Kiel – Schleswig-Holstein / Kieler-Hafen-Kurs / 1949-1952 (4) / cars + motorcycles

Location: 54°21'2.40"N / 10°8'32.23"E

This 4.150 km circuit hosted combined meetings for cars and motorcycles titled *Kieler-Hafen-Rennen* from 1949-1952. A further race scheduled for June 1953 was first postponed and later cancelled altogether. Two more meetings in Kiel were announced years later: the *Flugplatzrennen Kieler-Hafenkurs* (for September 1963) and the *Ostseerenen* (for October 1966), but both did not take place.

Kleve – Nordrhein-Westfalen / for years see below / motorcycles

There was a motorcycle race Kleve - Moers - Kleve in September 1922, of which nothing is known. The same goes for the September 1923 *Schwanenturmrennen* (possibly also known as *Preis der Schwanenburg*), as well as the *Straßen-Dreieckrennen* on a circuit via Kleve - Kalkar - Goch - Kleve in May 1924.

Klosterfelde – Brandenburg / October 1969 (DDR) (1) / motorcycles

There was a race for production motorcycles in Klosterfelde in October 1969.

Kolberg – Pommern (now Kołobrzeg in Poland) / 1926-1929 (4) / motorcycles

Location: 54°8'9.59"N / 15°37'24.73"E

The *Bäderrennen*, one of the most significant motorcycle races in pre-war Germany, was initially held in Swinemünde from 1923 to 1925 (see below), before moving to a new circuit in and near Kolberg, about 90 km further east along the Baltic sea coastline. The event was organised here four times, from 1926-1929. The circuit, with start-finish just outside of the city, initially measured 27.63 km, but small improvements for the second year resulted in a new length of 27.698 km. Two further changes were made after that: start-finish relocated to Kautzenberg in 1928, while a new link that cut off almost the entire eastern portion shortened the course to 25.75 km in 1929. It now ran via Kautzenberg - Semmerow - Pustar - Bogenthin - Wobrow - Necknin - Kolberg - Karlsberg - Sellnow - Kautzenberg. Only one fastest lap is known, a 15.03 = 110.2 km/h clocked by BMW-rider Ernst Henne during the 750cc-race of 1927.

When no permission was granted for further races in Kolberg, the *Bäderrennen* took place at the Avus in Berlin in 1930, before a new circuit was found near Misdroy, see below. The city of Kolberg is nowadays located in Poland and named Kołobrzeg.

Köln – Nordrhein-Westfalen / Kölner Stadtwald / 1934-1937 (4) / motorcycles + cars

Location: 50°55'49.37"N / 6°53'41.11"E

The *Kölner Stadtwaldrennen* for motorcycles was held from 1934-1937, using a 2.636 km, mushroom-shaped anti-clockwise street course through a public park and over the adjacent Kitschburger Straße. The May 1936 meeting was the only to include sports car races as well, but these were marred by a fatal accident.

Köln – Nordrhein-Westfalen / Kölner Kurs / 1948-1949 (2) / cars + motorcycles

Location: 50°52'57.23"N / 6°58'6.76"E

The *Kölner Kurs* was first announced for July 1947, but then cancelled. However, the event did take place in May 1948 and October 1949, and included races for both cars and motorcycles. The venue was a 5.542 km circuit on motorways south of Cologne which incorporated two hairpins, one 270-degree curve and an overpass. The outright fastest laps of 131.6 km/h (1948) and 2.18,7 = 143.5 km/h (1949) were both recorded by BMW-rider Georg Meier.

Köln-Dünnwald – Nordrhein-Westfalen / October 1923 / motorcycles

The very active *Club für Motorsport* from Cologne organised a meeting titled *Straßenmeisterschaft des Gaues IV* in October 1923, on a 35 km circuit roughly between Köln-Dünnwald, Schlebusch, Hilgen, Dabringhausen, Altenberg, Odenthal and Köln-Dünnwald. The race distance was three to five laps.

Köln-Müngersdorf – Nordrhein-Westfalen / August 1923 / June 1924 / motorcycles

The club mentioned above also organised a motorcycle race titled *Sommerpreis* on an approximately 50 km (!) circuit in August 1923. This ran via Müngersdorf - Bocklemünd - Pulheim - Stommeln - Gill - Rheidt - Bergheim - Quadrath - Ichendorf - Königsdorf - Weiden - Müngersdorf and had to be lapped two to four times. A contemporary race report mentions a rather disturbing lack of discipline among some spectators, who drove the circuit in the wrong direction (!) with their motorbikes and cars whilst the race was in progress...!

In June 1924, the *Club für Motorsport* organised a race with the interesting title *Großer Preis von Deutschland für Kleinkrafträder*, for motorcycles of 150, 200 and 250cc. This took place on a 44 km circuit which had to be circled three or four times, and while details are missing, it passed through Müngersdorf (now part of Cologne) and Niederaußem (now part of Bergheim).

Königsbrück – Sachsen / Königsbrücker Exerzierplatz / 1927-1928 and 1930 / possibly also 1931 / motorcycles

Location: 51°18'59.55"N / 13°53'0.97"E

A military training area (*Exerzierplatz*) north of Königsbrück was the scene of motorcycle races titled *Exerzierplatzrennen* in June 1927 and July 1928. The circuit length for those meetings was 24 and 24.6 km, respectively, and although the exact layout is not known, the course ran via Steinborn - Schmorkau - Schwepnitz - Forsthaus Rehna - Krakau - Steinborn. Most of these places were actually uninhabited ghost towns. Later in 1928, the final round of the German road racing championship (*Straßenmeisterschaft*) was held on a much shorter 9.7 km version of the circuit, of which a track map exists. DKW-rider Karl Stegmann recorded the best lap on the rather dusty course, in 5.18 = 109.8 km/h.

After that, the shortened circuit was used for two more races, in June and September 1930, although the length was now given as 9.4 km. There may also have been a club race in September 1931, but nothing about this is known. The military area where the circuit was located appears to have changed significantly since then, and no trace of the old course remains.

Königswinter – Nordrhein-Westfalen / 1922, 1925-1926 / motorcycles

The *Goldener Kranz des Siebengebirges* was a motorcycle race first held in October 1922. As was common at the time, the circuit was rather long, the 35.8 km course running via Königswinter - Niederdollendorf - Oberdollendorf - Heisterbach - Bellingshausen - Oberpreis - Brüningsberg - Hövel - Aegidienberg - Himberg - Honnef - Rhöndorf - Königswinter. The event was seemingly cancelled in 1923, but repeated in 1925-1926. Details are missing for these years, but the former year also included a hillclimb for cars on a part of the circuit - which measured 34.6 km that year - held after the motorcycle races had finished.

In 1927, the *Goldener Kranz des Siebengebirges* was not a road race, but rather a motorcycle-only time trial on the 13.6 km long section of the Nürburgring between Breidscheid and start-finish (the rest of the circuit was not available due to maintenance work). After that, the event was held as a proper race at the Nürburgring twice more, in May 1929 (on the Südschleife) and in June 1933 (on the Betonschleife), now renamed accordingly to *Goldener Kranz des Nürburg-Ringes*.

Königswinter-Ittenbach – Nordrhein-Westfalen / June 1934 / likely cancelled / motorcycles

The next edition of the *Goldener Kranz des Siebengebirges* was announced for June 1934, and to be held on a new 14 km circuit with start-finish in Ittenbach, just east of Königswinter. It seems, however, the race did not actually take place.

After the war, the *Goldener Kranz* was scheduled to be held on a new 2.9 km street course in Königswinter in September 1949, but the race was first postponed to October and then cancelled due to a lack of permission. The planned June 1950 race also did not take place, while in 1953 the event was to be held at the Nürburgring-Betonschleife before once again being called off.

Köslin – Pommern (now Koszalin in Poland) / 1926-1927 (2) / motorcycles

The *Kösliner Motorrad Club* organised motorcycle races titled *Rund um den Gollen* in June 1926 and May 1927, but nothing further is known. Köslin is nowadays located in Poland and named Koszalin.

Krefeld – Nordrhein-Westfalen / 1951-1952 (2) / cars + motorcycles

Location: 51°20'17.88"N / 6°36'41.23"E

The *Glockenspitzenrennen* was held in Krefeld in May 1951 and 1952, and included races for motorcycles and Formula 3 racing cars. The circuit was a 2.6 km triangle on the eastern outskirts of the city. Fastest laps seem to have been around the 100 km/h mark.

Leichlingen – Nordrhein-Westfalen / circa 1923-1924 / motorcycles

There were motorcycle races titled *Großer Preis der Landesgruppe West* in October 1923 and August 1924. The venue used at least the second year was a 23 km circuit near Leichlingen. It is not known if the meeting was held in other years as well, but in 1928 the *Landesgruppe West* is known to have organised a large regularity run at the Nürburgring.

Leipzig – Sachsen / Leipziger Stadtpark / Rund um das Scheibholz / 1950-1958 (DDR) (11) / motorcycles + cars

Location: 51°19'31.81"N / 12°21'17.25"E

A 4.311 km circuit encircling the Scheibholz horse race track in Leipzig hosted meetings for cars and motorcycles between July 1950 and June 1958. These were titled *Leipziger Stadtparkrennen*, mostly carrying the subtitle *Rund um das Scheibholz*, and included sports- and racing cars, solo motorcycles and sidecars. Fastest laps were around 120 km/h by the time of the final race. There may have been a revival meeting in the industrial area of nearby Radefeld in August 2008.

Leverkusen (Leverkusen-Schlebusch) – Nordrhein-Westfalen / Um das Bayerkreuz / 1948-1952 (5) / motorcycles + cars

Location: 51°2'20.90"N / 7°2'38.13"E

Motorcycles and Formula 3 racing cars raced on a 2.925 km street circuit in Schlebusch, east of Leverkusen, between September 1948 and July 1952. After that the circuit was considered too dangerous, and so the organisers moved the *Um das Bayerkreuz* races to the permanent Nürburgring, where they were held on the Südschleife in June 1953 and July 1955, while the meetings scheduled for 1954 and 1956 were both cancelled because of financial reasons.

Lörrach – Baden-Württemberg / Alemannen-Ring / 1951-1952 (2) / motorcycles

Location: 47°37'12.25"N / 7°40'13.61"E

Motorcycle races were held in Lörrach, a town in southern-Germany close to the Swiss border, in July 1951 and 1952, on a street circuit measuring 2.546 km named Alemannen-Ring, a name later also used for a circuit in Singen (see below). The 1951 meeting is of particular note due to the presence of later world champion Luigi Taveri, who won the 125cc race. That year's fastest lap, recorded at 101.8 km/h by Triumph-rider Wirz, does not seem to have been improved in 1952 and is likely the lap record.

Lorsch – Hessen / Riedring / 1950-1955 (7) / motorcycles

Lorsch was one of the many places in Germany to host motorcycle races after the war, in this case between June 1950 and 1955, while a further meeting announced for May 1959 was cancelled. The *Riedring-Rennen* were held on a nowadays almost forgotten 3.12 km circuit, which was located on the southern edge of town, with start-finish on the road to Hüttenfeld. An Adler-rider named Steindl set the fastest lap at 109.5 km/h in 1955, which was reported as being a new lap record at that time, although a different source indicates that a Gilera-rider named Pohlers had already clocked a 110 km/h lap in 1951. A non-competitive revival event was held in July 2014.

Lübeck – Schleswig-Holstein / Rund um Lübecks Türme / June 1949 (1) / cars + motorcycles

Location: 53°53'42.31"N / 10°40'21.30"E

A one-off meeting titled *Rund um Lübecks Türme* for motorcycles and Formula 3 racing cars took place in June 1949. The venue was a 9.0 km motorway circuit just north of Lübeck, the longest of that type in Germany. BMW-rider Mensenkamp achieved the best race average of the meeting, as he completed the 10-lap 500cc race at 139.9 km/h, while Hein Krings, also riding a BMW, clocked the fastest lap at 141.5 km/h, making this one of the fastest German circuits of the early post-war period, in spite of the wet conditions. A further meeting in Lübeck, titled *Hansaring-Rennen*, was announced for October 1950 but cancelled.

Ludwigsfelde – Brandenburg / May 1961 (DDR) (1) / mopeds

There was a moped- and scooter race on an approximately 1.0 to 1.3 km circuit in Ludwigsfelde in May 1961.

Ludwigshafen am Rhein – Rheinland-Pfalz / 1921-1922 and 1924 (3) / motorcycles

Ludwigshafen hosted motorcycle races titled *Rheinpokal-Rennen* from 1921-1924, although the 1923 meeting was cancelled. These events were among the earliest road races in Germany, but unfortunately not much is known. It would appear the racing was done on an approximately 90 km course which had to be completed just once, via Ludwigshafen - Oggersheim - Frankenthal - Grünstadt - Kaiserslautern - Neustadt - Mutterstadt - Oggersheim - Ludwigshafen, but details are sketchy.

Magdeburg – Sachsen-Anhalt / Stadtfeld / 1957-1959 (DDR) (3) / cars + motorcycles

Location: 52°8'14.72"N / 11°37'31.01"E

The *Magdeburger Auto- und Motorradrennen* were held on a 2.36 km street circuit in July 1957, August 1958 and July 1959, and as the name indicates included races for both cars and motorcycles.

Mainz – Rheinland-Pfalz / Durch Mainz / June 1948 (1) / motorcycles

Location: 49°59'55.54"N / 8°16'9.19"E

A motorcycle race titled *Durch Mainz* was held in June 1948, on an unusually long street circuit measuring 6.503 km, that basically looped around the entire old town via Kaiserstraße - Alicenplatz - Römerwall - Pariser Straße - An der Goldgrube - Hechtsheimer Straße - Salvatorstraße - Rheinstraße - Große Bleiche - Ernst Ludwig Straße - Kaisterstraße. DKW-rider Karl Rührschneck clocked the fastest lap in 4.02,1 = 96.7 km/h. The second edition of *Durch Mainz* was announced for June 1949 but cancelled.

Malente (Bad Malente-Gremsmühlen) – Schleswig-Holstein / Rund um den Kellersee / 1948-1951 and 1953 (5) / see below

Location: 54°10'25.36"N / 10°35'36.05"E

The *Rund um den Kellersee* motorcycle races were organised from 1948-1951 and in 1953. The 1949 meeting also included a race for Formula 3 race cars. The demanding 12.9 km circuit ran around the Kellersee lake in a large anti-clockwise loop, and included all sorts of curves and substantial elevation changes. The quickest lap of the 1948 inaugural meeting, which was sadly marred by a fatal accident, was recorded by BMW-rider Fritz Ulbrich at 99.25 km/h average speed, while Harald Ströh (Triumph) was quickest over one lap in 1951 at an average speed of 114.7 km/h, a new record at the time.

Malsch – Baden-Württemberg / Malscher-Ring / 1949-1950 (2) / motorcycles

Location: 48°51'56.32"N / 8°19'7.31"E

The first motorcycle race in Malsch was held in December (!) 1949. The event was organised to raise money for the construction of the local swimming pool. The seemingly unsanctioned meeting was open to production motorcycles only, with the best race average clocked at 74 km/h. The second motorcycle race in Malsch then took place in April 1950, but details are a bit vague as these were extremely obscure meetings. It would appear, however, that the Malscher Ring, as the circuit was called, measured no less than 11 km (!), running between Malsch, Waldprechtsweier and Muggensturm, with start-finish at the Muggensturmerstraße.

Mannheim (Mannheim-Käfertal) – Baden-Württemberg / Mannheimer Dreieck / 1922-1926 / possibly also 1921 and 1927

The *Mannheimer Dreiecksrennen* was a motorcycle event held from 1922-1926, but since the 1922 event was billed as the second it is presumed racing began the year before, making this one of the earliest road races in Germany. A further meeting, announced for 1927, may have been cancelled, but this is yet-to-be determined. The original venue was a 5.15 km course located in between Käfertal and Waldhof, running via Gartenstadt and the Alte Frankfurter Straße. A 1926 source, however, gives a course length of 4.8 km, but unfortunately details are missing.

Marienberg – Sachsen / Marienberger Dreieck / 1923-1929, 1933-1935 and 1937 (11) / motorcycles

Location: 50°39'41.31"N / 13°7'2.38"E

Marienberg hosted motorcycle races in the years given above, under the titles *Dreiecksfahrt im Erzgebirge* (1923-1927) and *Marienberger Dreieckrennen* (as of 1928). The very first meeting, held in September 1923, was only a small club meet of the Chemnitzer Motorrad Club, but the races swiftly gained more importance over the following years and counted toward the German road racing championship several times. The final *Dreieckrennen* took place in October 1937, as the following year's event was cancelled.

The original course measured 17.3 km and began at the *Marktplatz* square in Marienberg's centre (except for the first year when start-finish was in Heinzebank). The circuit exited the picturesque town through the distinctive *Zschopauer Tor*, an old city gate, and then ran via Lauta, Heinzebank, Hilmersdorf, Geringswalde and Wolkersdorf before returning to Marienberg. It featured long straights, curves of every kind and plenty of elevation change. In 1935, a new link was built to bypass Wolkersdorf and its tight hairpin turn, where accidents were common. This shortened the circuit to 15.94 km, but the final meeting in 1937 used a slightly modified version of 15.314 km.

The following fastest laps are known: 10.39,4 by Erich Pätzold (1925), 9.27 by Toni Bauhofer (1926), 8.44,6 by Paul Rüttchen (1928), 8.39 also by Bauhofer (1929) and 6.49,2 = 143.3 km/h by Kurt Mansfeld (1935), which is the outright lap record, although it should be noted that Bernd Rosemeyer managed a 156.4 km/h lap during a demo run with his Auto Union that same year.

Misdroy – Pommern (now Międzyzdroje in Poland) / Ostseering / August 1931 (1) / motorcycles

Location: 53°56'35.57"N / 14°31'5.07"E

After having been organised in Swinemünde and Kolberg - see those entries - the famous *Bäderrennen* motorcycle races came to seaside resort Misdroy in 1931. However, this proved to be the final year the event took place, and so the new venue, a very scenic 19.667 km circuit named Ostseering, was used just once. The course mostly ran through the dense woods just north-east of town. Like nearby Swinemünde and Kolberg, Misdroy is nowadays located in Poland, where it is named Międzyzdroje.

Mittelbexbach (Bexbach) – Saarland / Rund um den Mühlenberg / Rund um die Rotmühle / July 1949 (1) / motorcycles

Mittelbexbach, a town in Saarland renamed to Bexbach in 1955, was the scene of a one-off motorcycle race titled *Rund um den Mühlenberg* in July 1949. This was held on a 5 km circuit, which a contemporary report described as "part smooth tarmac roads, part sand." Said report also suggests Eugen Losmann recorded the quickest lap of the meeting on his self-built motorcycle with a lap of 2.30 = 120.0 km/h, but that seems almost impossibly quick considering the circuit was only partly paved.

A little note on the Saarland's unique post-war history: the Saarland was occupied and administered by the French following World War Two, and it became an autonomous region, the Saar Protectorate, in 1947. It finally joined the Federal Republic of Germany (*Bundesrepublik Deutschland*) as of 1 January 1957 - meaning that at the time of the race Mittelbexbach did not belong to Germany.

Monschau – Nordrhein-Westfalen / Burgring / 1948-1952 (5) / motorcycles

Location: 50°33'18.76"N / 6°14'20.69"E

The Burgring in Monschau was a 4.9 km street circuit used for motorcycle races titled *Burgring-Rennen* between September 1948 and June 1952. Further races were scheduled for 1953 and 1954, but these had to be cancelled as no permission was granted anymore. The difficult and daunting course ranked among the most spectacular circuits in Germany. It included approximately 68 metres of elevation change and partly ran through the narrow cobblestone streets of Monschau's picturesque town centre. While the fastest practice lap in 1952 was a 3.05,1 = 95.3 km/h, the lap record was recorded during the 350cc race by AJS-rider Hans Baltisberger in 2.57,5 = 99.4 km/h.

Moritzburg – Sachsen / Moritzburger Dreieck / 1924-1926 (3) / motorcycles

Location: 51°11'16.82"N / 13°40'11.45"E

Moritzburg hosted motorcycle races titled *Große Dreiecksfahrt im Moritzburger Wald* in July 1924, August 1925 and August 1926, before racing moved to Grillenburg, see above. The Moritzburger Dreieck measured 28 km per lap and ran via Moritzburg - Berbisdorf - Radeburg - Steinbach - Auer - Moritzburg, with start-finish in front of the Schloß Moritzburg, an 18th century castle. Note that the circuit's route through Radeburg was reportedly altered slightly for the 1926 meeting.

Mühlhausen (Mühlhausen in Thüringen) – Thüringen / October 1954 (DDR) (1) / motorcycles

A 1.666 km street circuit in Mühlhausen was used for a motorcycle race with the simple title *Motorsport Veranstaltung* in October 1954. The city also hosted go-kart races (*K-Wagen-Rennen der Thomas-Müntzer-Stadt Mühlhausen*) in the 1960s and 1970s.

München – Bayern / Rund um die Bavaria / Bavaria-Ring / 1946-1947 (2) / motorcycles + cars

Location: 48°7'58.28"N / 11°32'59.50"E

The *Rund um die Bavaria* motorcycle race was staged on a 3 km circuit around the Theresien Wiese in Munich in October 1946. The second edition of the event was held on the same circuit in June 1947, the sole changes being that the course was reversed from clockwise to anti-clockwise direction, and that auto races were now also included. However, this ended in disaster as eight spectators were killed in a terrible crash. The Bavaria-Ring circuit was never used again, for the motorcycle-only race announced for 1948 was cancelled as no permission was granted.

München-Moosach – Bayern / October 1948 (1) / motorcycles

Location: 48°10'21.52"N / 11°30'25.35"E

The *Großer Preis von Bayern* was organised in October 1948, as a replacement for the cancelled *Rund um die Bavaria* mentioned above. It was held on a 2.78 km eight-shaped street circuit just north of Schloß Nymphenburg. BMW-rider Georg Meier recorded the fastest lap, in 1.43,3 = 96.9 km/h. Racing moved to the airfield of München-Riem, a much safer venue than the earlier street courses, for subsequent years - see the appropriate section further below.

München-Oberschleißheim – Bayern / Schleißheimer Rundstrecke / August 1936 (1) / cars + motorcycles

Location: 48°14'41.96"N / 11°35'29.41"E

An approximately 10.5 to 10.66 km circuit was the scene of the one-off *Münchener Dreieck-Rennen* in August 1936. The course was located north of München and east of Oberschleißheim, with start-finish near the Schloß Lustheim estate. The event included races for sports cars and motorcycles, and despite three hairpins, the circuit proved very quick thanks to its long straightaways. While the fastest lap is not known, 500cc winner Ludwig Kraus (BMW) registered the highest race average at 149.0 km/h, which means averages speeds over one lap must have been well over 150.

Neumünster – Schleswig-Holstein / July 1924 / motorcycles

A 70 km (!) circuit near Neumünster hosted the five-lap *Motorradmeisterschaft des ADAC Gau VII* in July 1924.

Neunkirchen (Neunkirchen/Saar) – Saarland / Neunkirchener Dreieck / 1955-1958 (4) / motorcycles

The rather obscure *Neunkirchener Dreieckrennen* was organised each July from 1955-1958. The fifth edition, scheduled for July 1959, was first postponed to September and then cancelled. The circuit measured approximately 2.1 to 2.2 km, but nothing further is known. The small town of Neunkirchen is situated in the Saarland, a region with a unique post-war history: it was occupied and administered by the French following World War Two, and became an autonomous region, the Saar Protectorate, in 1947. It finally joined the Federal Republic of Germany (*Bundesrepublik Deutschland*) as of 1 January 1957. This means that, strictly speaking, Neunkirchen did not belong to Germany when the first races were held here, which may be why these were not covered in any contemporary German magazines.

Neuruppin – Brandenburg / September 1924 / motorcycles

Neuruppin, a town located on the shore of a large lake, hosted the September 1924 *Ruppiner Dreiecksfahrt*, a motorcycle race over ten to fifteen laps of a 9.63 km circuit. It is not known if the event was staged more than once.

Neustadt an der Weinstraße (Neustadt an der Haardt) – Rheinland-Pfalz / August 1922 / motorcycles

A motorcycle race in Neustadt an der Haardt was announced for August 1922, which was to take place on a circuit some 30 km in length via Neustadt - Lachen - Geinsheim - Haßloch - Mußbach - Neustadt. The race distance was two to four laps depending on class, but it has not yet been confirmed the race indeed took place. Note the city was renamed to Neustadt an der Weinstraße in 1935, hence it is listed here under that name.

Neuwied – Rheinland-Pfalz / Quer Durch Neuwied / 1946-1950 (5) / motorcycles

Location: 50°25'38.80"N / 7°28'1.18"E

The *Quer Durch Neuwied* motorcycle races were held between September 1946 and April 1950, before permission to race ceased. The meeting announced for 1951 had to be cancelled as a result. The street circuit came in various layouts, of which the first two measured 5.25 km (1946-1947) and 5.3 km (1948). Track maps in the race programmes of 1949 and 1950 then give lengths of 4.5 and 4.3 km respectively, but the more accurate official lengths were 4.66 km (1949) and 4.475 km (1950). Fastest laps: 3.40 = 85.9 km/h by Nitschky (1947), 3.02,4 = 92.0 km/h by Heiner Fleischmann (1949) and 2.54,2 = 92.5 km/h by H.P. Müller (1950).

Nideggen – Nordrhein-Westfalen / Eifelrundkurs / 1922 and 1924-1926 (4) / motorcycles + cars

Location: 50°39'49.21"N / 6°29'29.94"E

The *Eifelrennen* - originally known as *Eifelrundfahrt* - was probably the most significant west-German race meeting of the early and mid-1920s. The event included races for automobiles and motorcycles and was first organised on a 33.2 km circuit in and near Nideggen, a picturesque town complete with castle ruin in the north-west part of the Eifel region, in July 1922. Looping around the countryside via Berg - Wollersheim - Vlatten - Heimbach - Hasenfeld - Schmidt - Hetzingen - Brück and back again to Nideggen, the scenic, mostly unpaved course comprised about 270 metres of elevation change and over eighty difficult bends, including several series of serpentine. The overall fastest lap of the 1926 meeting was achieved by NSU-rider Ernst Islinger, in 25.44 = circa 77.4 km/h, but a contemporary report mentions that Steyr-driver Heuser had achieved lap times below 25 minutes during practice.

The Nideggen circuit hosted the *Eifelrennen* from 1922-1926, although the 1923 meeting was cancelled. As of 1927, the event found a new and better home at the recently-completed Nürburgring, where it was subsequently held on a variety of circuit layouts and in several guises almost every year through 2004. The *Eifelrennen* made a comeback as a historic meeting for vintage racing from 2008-2013.

Niesky – Sachsen / Nieskyer Dreieck / May 1961 (DDR) / motorcycles

A 4.3 km circuit in Niesky was used for a meeting in May 1961, which included motorcycle races and, apparently, also an exhibition race for single seater racing cars. It appears that further meetings were staged in subsequent years, well into the 1970s, but only for go-karts (called K-Wagen in East-Germany) and on a shorter circuit.

Nordholz – Niedersachsen / 2004 - present / mopeds + light motorcycles

Location: 53°45'33.61"N / 8°40'31.97"E

The *Flughafenrennen Nordholz* (aka *Flugplatzrennen Wanhöden*) is an event for mopeds and light motorcycles. Contrary to what its name suggests, it is not held at an airfield circuit, but rather on a short, 1.1 km road course just south of the airfield between Nordholz and Wanhöden. The *Flugplatzrennen* was first organised in 2004, and the ninth edition took place in September 2012.

Nürnberg – Bayern / July 1923 (1) / motorcycles

The *Süddeutscher Touren-Preis* was a one-off motorcycle race held on an approximately 25 km course in July 1923.

Nürnberg – Bayern / Reichsparteigelände / 1938-1939 (2) / motorcycles

A motorcycle race in Nürnberg, to be held on a 7 km circuit, was announced for October 1935 but cancelled. However, in July 1938 and June 1939 there were races titled *Preis von Nürnberg*, on a 6.56 km circuit near the Steintribüne, south-east of the city centre. The very simple circuit consisted of nothing but long straights connected with four righthand curves, and so by pre-war standards this was a rather quick course: Georg Meier clocked the fastest lap at 145.8 km/h the first year. The same area became the site of a much more famous street circuit after the war, see below.

Nürnberg – Bayern / Norisring / 1947-1957 and 1960 - present / cars + motorcycles

Location: 49°25'53.49"N / 11°7'30.22"E / www.norisring.de

The streets around the Steintribüne in Nürnberg have been used for racing in various configurations from 1947-1957 and ever since 1960. Motorcycles raced here in the years 1947-1957, 1961-1968 and again in June 1973 and 1976, while auto races were staged from 1948-1949, 1951-1952, in 1954 and annually since 1960. Categories and series that ran here include sports cars, touring cars, GTs, Formula 3, Formula Vee, Interserie, Procar, DRM and DTM, among others.

The Nürnberg street circuit, named Norisring in 1950, has been used in the following layouts: 2.0 km (1947), circa 3.7 to 3.94 km (1948, 1952-1957 and 1960-1971), 4.0 km (1949-1951) and circa 1.62 to 1.7 km (1960 and touring car races 1966, 1968). The definitive layout of 2.3 km was first used in August 1972 and has been active every since, mostly for auto racing, the last motorcycle race being the *Norisring-Cup* in June 1976. Giacomo Agostini (Yamaha) recorded the fastest lap in 0.58,1 = 142.7 km/h on that occasion. DTM cars were about ten seconds quicker over one lap as of 2012.

Oberreifenberg – Hessen / Feldbergring / 1950-1954 (5) / motorcycles + cars

Location: 50°14'9.02"N / 8°26'57.68"E

The 11.576 km Feldbergring hosted motorcycle races from 1950-1954, before the 1955 meeting was cancelled. Note the first year also included races for sports cars and Formula 3 racing cars. The circuit ranked among the most daunting in Germany. A lap began just outside of Oberreifenberg, then continued into the village, where a steep descent led through the narrow streets. The rest of the lap had all sorts of bends and even a big jump, while the total elevation change amounted to 275 metres. Many compared the circuit to the Isle of Man TT course. BMW-rider Georg Meier recorded the lap record in 5.49,9 = 119.1 km/h at the *Feldberg-Rennen* of June 1953.

Oelsnitz (Oelsnitz/Erzgebirge) – Sachsen / May 1924 / motorcycles

Location: 50°40'43.68"N / 12°40'55.29"E

An approximately 15 km circuit just south of Oelsnitz, via Zschocken and Hartenstein, was used for a motorcycle race in May 1924, apparently a one-off. The course included approximately 125 metres of elevation change.

Oschersleben (Oschersleben/Bode) – Sachsen-Anhalt / Im Stadtfeld / October 1961 (DDR) (1) / motorcycles

Location: 52°1'39.99"N / 11°13'27.71"E

Oschersleben staged a race for production motorcycles on a 1.8 km street circuit in October 1961. The course ran via the streets Halbertstädterstraße - Gartenstraße - Hornhäuser Straße - Seillerweg - Nickelkulk - Halbertstädterstraße. Of course, the city is much better known for the permanent racing circuit that opened here in 1997, see the appropriate section further below.

Peine – Niedersachsen / 1924-1928 (5) / motorcycles

The *Silberne Eule von Peine* was a motorcycle race first held in June 1924, on a 32.8 km circuit via Peine - Stederdorf - Edemissen - Klein Blumenhagen - Wipshausen - Meerdorf - Woltorf - Peine. The race was repeated the next years, but details are only available for the September 1927 meeting, when the course was down to 22.2 km, via the route Peine - Duttonstedt - Meerdorf - Stederdorf - Peine. The fastest lap on that occasion was a 13.14 = 100.7 km/h. The fifth and last pre-war *Silberne Eule* race took place in 1928, which explains why the first post-war event was billed as the sixth - see below.

Peine – Niedersachsen / 1949-1952 (4) / motorcycles + cars

Location: 52°18'42.46"N / 10°14'19.16"E

After the war, the old *Silberne Eule* (Silver Owl) motorcycle races were revived between July 1949 and August 1952, now on a new 2.65 km street course, before the June 1953 event was cancelled. The inaugural meeting - the sixth in total including the pre-war races - as well as the 1950 and 1951 events also included sports cars, but the drivers had a hard time overtaking as the circuit was effectively too narrow for automobile racing.

Plauen (Plauen-Oberlosa) – Sachsen / Plauener Friedensring / 1955-1956 (DDR) (2) / motorcycles + cars

Location: 50°27'40.25"N / 12°9'26.52"E

The 3.26 km Plauener Friedensring, located south of Plauen and running through Oberlosa, hosted a combined meeting for autos and motorcycles in June 1955 and a motorcycle-only event in May 1956. The course included one very long straight, two hairpins, and a sinuous section, but apparently was not particularly well-surfaced, which may be the reason why there were no further races.

Pößneck – Thüringen / April 1952 (DDR) (1) / motorcycles

Location: 50°41'37.02"N / 11°35'21.18"E

There was a motorcycle race titled *Pößnecker Straßenrennen Um den Silbernen Max* on an approximately 2.3 km street circuit in April 1952. The meeting took place in rainy conditions and remained a one-off.

Reutlingen – Baden-Württemberg / Rund um Reutlingen / July 1946 (1) / motorcycles

The very first post-war road race in Germany was a small local meeting titled *Rund um Reutlingen*, held on a Sunday morning in July 1946. There were just three brief races, for 125, 250 and 350cc motorcycles, bookended by a city run and bicycle races. All of this took place on a 2.5 km course with start-finish at the Listplatz. Obviously, this was a very low-profile meeting, and as such it is nearly always overlooked despite its historic significance. A much bigger and better known motorcycle meet was held in Reutlingen two years later, see below.

Reutlingen – Baden-Württemberg / August 1948 (1) / motorcycles

Location: 48°29'38.97"N / 9°13'0.57"E

The second motorcycle race in Reutlingen took place in August 1948 under the title *Reutlinger-Rundstrecken-Rennen*. This used a 3.22 km street course, beginning and ending at the Karlstraße. As so often that season, Georg Meier clocked the best overall lap on his BMW, this time in 2.07,6 = 90.8 km/h. While the organisers moved racing to nearby Tübingen for the next few years (see below), one more meeting in Reutlingen was announced for September 1950, but this did not take place.

Riesa – Sachsen / Stadtkurs / 1961 and 1964 (DDR) / motorcycles

An 800-metre street circuit in Riesa was used for races with 50cc motorcycles at least twice, in 1961 (month unknown) and June 1964, but further details are missing.

Rosenheim (Rosenheim/Inn) – Bayern / Quer Durch Rosenheim / October 1948 (1) / motorcycles

A motorcycle race titled *Quer Durch Rosenheim* was held on a 3.3 km street circuit in Rosenheim in October 1948. The best lap of the meeting was recorded by Georg Meier (BMW) at 105.6 km/h average speed. Remarkably, neighbouring Bad Aibling organised a similarly titled motorbike race the following weekend, see above! A second race in Rosenheim, titled *Rosenheimer-ADAC-Herbst-Rennen*, was later announced for September 1952 but very likely cancelled.

Rostock – Mecklenburg-Vorpommern / Osthafenkurs / 1952-1954 (DDR) (3) / motorcycles + cars

Location: 54°5'55.09"N / 12°9'49.59"E

The Osthafenkurs was a 4.6247 km (sic) circuit in Rostock that hosted combined meetings for cars and motorcycles in April 1952, June 1953 and July 1954. The course was located north-east of the city centre in what is now the Dierkow-Neu neighbourhood. The overall fastest lap of the inaugural meeting, which included races for solo motorcycles, sidecars, Formula 2 and 3 racing cars and 2-litre sports cars, was shared by 500cc-riders Knees (Norton) and Eberlein (BMW) at 115.6 km/h average speed.

Rotenburg (Rotenburg/Wümme) – Niedersachsen / Rund um Rotenburg / 1906-1907, 1925-1927 (5) / motorcycles + cars

Location: 53°2'45.91"N / 9°25'2.72"E

Rund um Rotenburg was an event for automobiles and motorcycles first held in September 1906 and August 1907, on a circuit some 36 km in length via Rotenburg - Unterstedt - Westerwalsede - Kirchwalsede - Wittorf - Rotenburg. While these two meetings are sometimes described as regularity runs, they were actually some of the earliest road races in Germany. The races were briefly revived years later, in August 1925, May 1926 and June 1927, and now included touring cars, sports cars, and motorcycles, which had to complete distances that varied from two to six laps of the same 36 km circuit. *Rund um Rotenburg* became a regularity run in later years, and is in fact still held today as an oldtimer rally.

Saarbrücken – Saarland / Gersweiler-Ring / September 1949 (1) / motorcycles + cars

Location: 49°14'29.09"N / 6°54'52.94"E

The Gersweiler-Ring was a 7.2 km circuit used for the *Saarufer-Rennen*, also known as *Preis der Stadt Saarbrücken*, in September 1949. This included races for motorcycles, Kleinstrennwagen, sports- and racing cars. The course partly ran parallel to the Saar river, while the rest twisted through Ottenhausen and Gersweiler. It furthermore included two short but steep climbs of 10 and 15 percent, respectively, as well as several less steep climbs and descents.

Saarbrücken – Saarland / Saarferring / September 1950 (1) / motorcycles + cars

Location: 49°14'0.52"N / 6°57'31.14"E

The second *Saarufer-Rennen* was held in September 1950, and included motorcycles and Formula 3 racing cars. The new circuit was located east of the old, closer to the city centre, and measured 2.5 km. It basically looped around the Saarbrücken convention centre (*Messe Gelände*), with start-finish at the Saarferringstraße. One source mentions that parts of the circuit were so narrow they were declared no-passing zones for the Formula 3 race, and of the eight starters in that class none made the finish! The best race average was recorded by Triumph-rider Fuß, who won the 500cc race at 100.16 km/h.

A little note on the Saarland's unique post-war history: the Saarland was occupied and administered by the French following World War Two, and it became an autonomous region, the Saar Protectorate, in 1947. It finally joined the Federal Republic of Germany (*Bundesrepublik Deutschland*) as of 1 January 1957.

Saarlouis – Saarland / 1972, 1975 and 1977-1978 (4) / cars

Location: 49°20'35.01"N / 6°46'4.14"E

Auto racing on street circuits became very rare in West-Germany following several dramatic accidents at home and abroad in the 1950s. After the Solitude near Stuttgart was abandoned in 1965, only the Avus in Berlin, the Norisring in Nürnberg, and, briefly, the fishing harbour course in Bremerhaven remained. Saarlouis was the only new street course for auto racing in the *Bundesrepublik* until DTM began racing in Singen in 1991.

Saarlouis, a city in Saarland which from 1936-1945 was named Saarlautern, hosted the *Saarland Trophy* (later *Karlsberg Trophy*) automobile races in the years listed above, each time in May. All meetings included touring cars and GTs, while sports cars and prototypes, Formula Vee and Formula Ford (all 1972) and Formula 3 (1975) made appearances as well. Further meetings were announced for June 1973 and September 1976, 1979 and 1980, but for unknown reasons none of these took place.

The 4.94 km circuit was located north of town, partly running over motorways and partly around the Ford factory grounds, which also housed the paddock. The course was challenging and fast - Günter Kölmel (March-Toyota) clocked the fastest lap of the 1975 Formula 3 race in 1.42,4 = 173.7 km/h - but unfortunately also suffered from poor safety, as it lacked decent run-off areas and included narrow sections and hazards like bridge pillars. Sadly, the 1972 and 1975 meetings were both marred by a fatal crash.

Sankt Ingbert (Schüren) – Saarland / June 1949 (1) / motorcycles + cars

Another circuit in Saarland was the 8.3 km course that hosted a combined meeting for motorcycles, touring-, sports- and racing cars in June 1949. It ran via Schüren - Sankt Ingbert - Spiesen - Elversberg - Schüren. Rider Josef Wolf (Velocette) recorded the quickest overall lap at 92 km/h average speed. The race remained a one-off and has been largely forgotten.

Sankt Wendel – Saarland / Sankt Wendeler Stadtkurs / 1950-1964 (15) / motorcycles + cars

Location: 49°27'55.05"N / 7°9'40.52"E

Sankt Wendel was once famous for its motorcycle races, held from 1950-1964, with the titles *Sankt Wendeler Stadtkurs-Rennen* (1950), *Preis des Saarlandes* (1951-1953 and 1958-1964) and *Großer Preis des Saarlandes* (1954-1957). These meetings were international as of 1953. Note that the very first event, in August 1950, also included a two-lap sports car race, but this only had three starters.

The venue for the Sankt Wendel races was a 3.788 km street circuit, which originally began in front of the railway station, but start-finish later moved to what is now the August-Balthasar-Straße (which is named after one of the race organisers). The picturesque course was between six and nine metres wide and included some elevation changes. The lap record belongs to Gary Hocking (MV), who completed the 19th lap of the 1962 half-a-litre race in 1.47,8 = 126.5 km/h.

A little note on the Saarland's unique post-war history: the Saarland was occupied and administered by the French following World War Two, and it became an autonomous region, the Saar Protectorate, in 1947. It finally joined the Federal Republic of Germany (*Bundesrepublik Deutschland*) as of 1 January 1957. This is also why the Saarland was allowed to have its own FIM-recognized Grand Prix - after the region reunited with the rest of Germany, that title had to be dropped as Germany could not have two GPs, 1957 seemingly being a unique transitional year in this respect.

Sankt Wendel – Saarland / Sankt Wendeler Stadtkurs / 1982-1992 (11) / motorcycles + superkarts

Location: 49°28'3.39"N / 7°8'56.50"E

The traditional Sankt Wendel races ended in the mid-1960s as one of the last road races in West-Germany. However, from 1982-1992 racing resumed, initially on a new layout of 4.55 km just west of the city centre. It looped around an industrial estate, used a dual-carriage way, and also included a small portion of the old course - albeit in opposite direction - as well as an overpass. Two fastest laps are known: 2.04,5 by Manfred Herweh (1982) and 2.01,7 = 134.6 km/h by Boet van Dulmen (1983). A new chicane was then added in 1984, before the circuit was shortened to 2.7 km by omitting the industrial estate loop for the 1985-1992 races. The sole fastest lap known for this layout is the 1.13,44 = 132.4 km/h clocked by Gustav Reiner (Honda) in 1988. This being a genuine, old-school street course, safety was always a problem, and racing finally ceased after two fatal accidents. Interestingly, Sankt Wendel also featured on an early draft of the 1990 DTM/German F3 calendar. While this race did not go ahead, parts of the street circuit were used for various rally stages.

Schleiz – Thüringen / Schleizer Dreieck / 1923-1937, 1949-2002 and 2004 - present (DDR 1949-1990) / motorcycles + cars

Location: 50°33'38.16"N / 11°49'15.73"E / www.schleizer-dreieck.de

The Schleizer Dreieck is Germany's oldest remaining circuit, having been in use since 1923, although the meeting in June of that year was more of a fuel economy test than an actual race. The *Schleizer-Dreieck-Rennen* was first held the following year, and was an important meeting for motorcycles throughout the following decades. Automobile races were included as well in the years 1933, 1951 and 1961-1990. The final year also included a Formula 1 demo, as John Watson drove Niki Lauda's 1984 McLaren.

The original course measured 7.631 km and was active from 1923-1937 and 1949-1988. During that time the location of start-finish moved several times. The last race on the original layout was held in August 1988, and a new link was then built to bypass the section running through Schleiz, which brought the length down to 6.791 km. This version was used between August 1989 and August 2002, although a chicane was added in 1990 and another one shortly after that. Toivo Asmer and Victor Kosankow share the lap record, as both completed the sixth lap of the race for racing cars up to 1.6 litres at the 56th *Schleizer Dreieckrennen* in 2.24,64 = 169.0 km/h in August 1989.

The old circuit saw one more meeting, a classic event in July 2003, but then in 2004 the Schleizer Dreieck was shortened with a new purpose-built link, making it a 3.805 km half-temporary, half-permanent circuit. It has been operational in this form since August 2004. Fastest laps in 2011 were around the 1.25 mark at circa 160.5 km/h average speed.

Schotten – Hessen / Rund um Schotten / Schottenring / 1925-1933, 1936-1939 and 1947-1955 (22) / motorcycles + cars

Location: 50°31'30.85"N / 9°9'52.30"E

The Schottenring hosted the *Rund um Schotten* motorcycle races in the years listed above. The 1938-1939 and 1947-1950 events included auto races as well, mostly for sports cars. The legendary circuit furthermore played host to the German motorcycle Grand Prix of 1953, but contrary to what was planned, only the 125 and 250cc races counted towards the world championship, as the riders of the bigger classes felt the circuit was too dangerous to compete for championship points. They may have had a point, for the Schottenring certainly was a hazardous circuit, but it should be noted that other questionable races such as the Isle of Man TT and Ulster Grand Prix were also part of the championship that year.

The circuit was originally reported as measuring 17.58 km, but when racing resumed in 1936 after a two-year intermission, the length was subsequently always given as 16.08 km. Note the course was originally traversed anti-clockwise, but when the location of start-finish moved in 1938 this changed to clockwise. August Hobl (DKW) recorded the best lap of the 1953 *Großer Preis von Deutschland* in 7.44,9, but the meeting took place in rainy conditions. Walter Zeller (BMW) later recorded the definitive lap record in 7.09,1 = 134.9 km/h at the last *Rund im Schotten*, in July 1955. A further meeting announced for 1957 did not take place.

Although racing at the Schottenring ceased after 1955, the circuit was later used for regularity runs (1968-1973) and hillclimbs (1970-1983). In addition, there have been revival events for vintage motorcycles on a small 1.4 km course in the city since 1989, as well as a new hillclimb since 2003, now in the form of a regularity run, on a 2450-metre section of the old circuit.

Schriesheim – Baden-Württemberg / circa 1923-1924 / motorcycles

Motorcycle road races titled *Schriesheimer Dreieckfahrt* are known to have been held in September 1923 and June 1924, but the former meeting may have been the second already. The course of unknown length was located somewhere in the triangle between Schriesheim, Ladenburg and Dossenheim, and lapped quickest in 1924 by BMW-rider Wollmann, in 4.42.

Schwedt (Schwedt/Oder) – Brandenburg / 1964 and 1966-1967 (DDR) / motorcycles

A circuit of unknown length in Schwedt hosted races for production motorcycles in August and October 1964, as well as October 1966 and August 1967, but nothing further is known.

Schweinfurt – Bayern / September 1949 (1) / motorcycles + cars

Location: 50°1'57.89"N / 10°12'35.33"E

Schweinfurt was the scene of a meeting for motorcycles and Formula 3 racing cars titled *Rund um die Schweinfurter Industrie* in September 1949. This was held on a 4.325 km circuit around the railway station. A rider named Von Frankenberg (BMW) clocked the overall fastest lap at 107.2 km/h. The second edition of the event was announced for August 1950 but cancelled.

Schwenningen (Schwenningen am Neckar) – Bayern / 1950-1951 and 1954-1955 (4) / motorcycles + cars

Location: 48°3'42.75"N / 8°32'46.52"E

A tiny 1.26 km circuit in Schwenningen hosted races known as *Hammerstätt-Rennen* from 1950-1951 and 1954-1955. The 1952 meeting was cancelled and there was no race in 1953 either. The meetings were mainly for motorcycles, but Formula 3 racing cars (1954-1955) and sports cars (1955) raced here as well. The *Hammerstätt-Revival* demonstration runs for vintage machines were later held on a 1.6 km course in the Industriezone-Ost, near the airfield, from 2000-2006. The event moved to the nearby airfield of Neuhausen ob Eck in 2008. The 2010 revival was then cancelled, but later editions were held at the Industriezone again. Note that Schwenningen is nowadays called Villingen-Schwenningen.

Schwerin – Mecklenburg-Vorpommern / Rund um den Pfaffenteich / 1951-1953 (DDR) (4) / motorcycles + cars

Location: 53°38'2.02"N / 11°24'44.85"E

The *Rennen um den Pfaffenteich* were held on a 1.76 km circuit around a large pond in Schwerin in July 1951, June and September 1952 and August 1953. These meetings were open to motorcycles and Formula 3 racing cars.

Schwerin – Mecklenburg-Vorpommern / Schloßpark / June 1956 (DDR) (1) / motorcycles

Location: 53°36'57.16"N / 11°25'1.85"E

There was a further event in Schwerin titled *Schloßpark-Dreiecksrennen* in June 1956, this time for motorcycles only. The race was held on a 1.623 km circuit in the park of Schloß Schwerin, a beautiful castle situated on a small island in the Schweriner Lake.

Sensburg – Ostpreußen (now Mragowo in Poland) / Ostpreußenring / circa 1926-1931 / motorcycles

An approximately 29.3 to 30 km circuit near Sensburg was used for motorcycle races titled *Ostdeutsche Meisterschaft* in the 1920s and early 1930s. A race report from 1930 describes the circuit as having climbs, descents and curves of every kind, but also rows of potholes. It was furthermore lined by heaps of sand, and one of the riders even compared the race to a dirt track event. Sensburg is nowadays located in Poland and named Mragowo.

Singen (Singen/Hohentwiel) – Baden-Württemberg / May 1952 / likely also May 1954 / motorcycles

Location: 47°45'21.47"N / 8°50'48.06"E

The first *Singener Stadtrennen* for motorcycles took place in May 1952 on a 3.33 km circuit just south of the city centre, close to the railway station. A part of the course was so narrow it was declared a no-passing zone! The second edition of the event was then announced for May 1954, but whether this indeed took place has not yet been confirmed.

Singen (Singen/Hohentwiel) – Baden-Württemberg / Alemannenring / 1980-1981 and 1991-1995 (7) / motorcycles + cars

Location: 47°45'17.50"N / 8°52'31.08"E

Further motorcycle races were held in Singen in July 1980 and September 1981. Remarkably, these meetings were held on a street circuit - a rarity in West-Germany at the time - which was a 2.78541 km (sic) version of what was later dubbed the Alemannenring. Both meetings counted towards the German road racing championship, but the second was marred by a fatal accident, and so the event scheduled for June 1982 was cancelled. Sergio Pellandini recorded the fastest lap of the 1980 races, in 1.20,8 = 124.1 km/h.

Singen is much better known for the DTM races held here from 1991-1995. These took place on the 2.8 km Alemannenring, which was a modified version of the earlier motorcycle course. A DTM race had already been scheduled in 1990 but this did not take place. The DTM lap records are as follows: 1.14,84 (qualifying) and 1.14,53 = 135.2 km/h (race), both set by Dario Franchitti in 1995. The best Formula 3 laps are: 1.14,06 by Sascha Maaßen in 1992 (qualifying) and 1.13,70 = 136.8 km/h by Massimiliano Angelelli in 1993 (race).

Speyer – Rheinland-Pfalz / 1925-1927 (3) / cars + motorcycles

There were races for automobiles and motorcycles titled *Dreiecksrennen Speyer* in 1925 (month unknown), August 1926 and May 1927. The 19 km circuit began at the Wartturm in Speyer. It then ran via Rehhütte and Kohlhof to nearby Schifferstadt, where it ran through the streets Mannheimerstraße, Bahnhofstraße, Hauptstraße and the Speyererstraße. The course returned to Speyer through the woods. Apart from this nothing is known about these races. Much later, in the 1980s and 1990s, there were motorcycle races on the Speyer airfield, see the appropriate section below.

Stockach (Stockach/Baden) – Baden-Württemberg / 1950-1953 (4) / motorcycles

Location: 47°51'2.65"N / 9°0'29.02"E

Stockach hosted several rather obscure motorcycle races for junior riders, from 1950-1952 (each time in June) and in 1953 (May). A further meeting was announced for May 1954, but this was cancelled. The circuit came in at least two layouts, both measuring 1.2 km. The first was used only in 1950, while the second debuted in 1951. For 1952-1953, newspaper clippings and the official race programmes give a length of 1.5 km, but it seems the circuit, which ran anti-clockwise, actually remained the same as in 1951. In any case, Walter Heeß (Triumph) clocked the best lap in 1953 in 57 seconds flat.

Stolp – Pommern (now Słupsk in Poland) / Strecke Gumbin / December 1924 / motorcycles

The *Ostpommersche Motorrad-Meisterschaften* took place in early December 1924, a rather unusual time of the year for motorcycle road races! The racing was done over two or three laps - depending on class - of a circuit over 30 km in length near Stolp, nowadays a city called Słupsk in northern-Poland. It followed a route via Stolp, Rathsdamnitz (Dębica Kaszubska), Dübrow (Dobieszewo), Borzin (Borzęcino), Warbelow (Warblew) and Gumbin (Głobino).

Stolpmünde – Pommern (now Ustka in Poland) / July 1926 (1) / motorcycles

A 25.3 km circuit in Stolpmünde hosted the *Bäderrennen* motorcycle race in July 1926. This must not to be confused with the much better known high-profile *Bäderrennen* in Kolberg (see above), which, strangely, was held exactly one week earlier that year...!? Stolpmünde is nowadays located in Poland and named Ustka.

Stralsund – Mecklenburg-Vorpommern / Hansaring / July 1949 (DDR) (1) / motorcycles

Location: 54°18'38.29"N / 13°4'24.72"E

A 2.575 km circuit in Stralsund known as Hansaring was used for a motorcycle race in July 1949. After that racing continued on a different course known as the Knieper-Kurs, see below.

Stralsund – Mecklenburg-Vorpommern / Knieper-Kurs / 1950-1956 (DDR) (7) / motorcycles + cars

Location: 54°18'52.77"N / 13°5'1.43"E

The successor of the Hansaring listed above was the Knieper-Kurs, a 3.088 km street circuit around a large pond. This was used for motorcycle races titled *Stralsunder Bäderrennen* from 1950-1956. The 1951 meeting also included a Formula 3 race.

Stuttgart – Baden-Württemberg / Solitude / Rund um die Solitude / for years see below / motorcycles + cars

Location: 48°46'5.13"N / 9°2'50.04"E / www.solitude-revival.org

One of Germany's most famous circuits was the Solitude near Stuttgart, used in various configurations in the years 1925-1931, 1935-1937, 1949-1956 and 1959-1965. The circuit, essentially the successor of a hillclimb that had been active since 1903, was mainly a motorcycle course, although auto races were included as well in the years 1925-1927, 1949-1950, 1956 and finally from 1959-1965 (although it should be noted the 1927 automobile races were actually over a single lap with individual starts only).

The original layout measured 22.3 km, with start-finish in front of the Solitude castle which named the circuit, but it soon moved to a new location at the so-called Schillerhöhe. A new link shortening the course to 19.9 km was then introduced in 1931, and the direction was furthermore reversed from anti-clockwise to clockwise. This change was not well-received by most riders, but the new layout was used only once, for there was no racing from 1932-1934.

Racing resumed in 1935 on the definitive layout of the Solitude circuit, which measured 11.5523 km (sic). It included a relatively short section of the original course, as well as the 1931 'shortcut' via Mahdenthal, although the direction was now anti-clockwise again. This layout was used from 1935-1937 and 1949-1950.

To allow international racing again, several changes and improvements were then made in the 1950s, but unfortunately sources conflict about the new track length as of 1951, which was variously reported as being 11.475, 11.500 and 11.515 km. In any case, the Solitude was widened and further improved ahead of the 1954 season, the most significant modification being the complete reprofiling of start-finish and the first turn, bringing the length to 11.453 km. This in turn became 11.417 km as of 1956 after more work was done.

There was no racing in the years 1957-1958, although the circuit was used for the *Rallye Solitude* during this time. Proper racing resumed in July 1959, and the very last race on the Solitude took place in July 1965. Of particular note are the non-championship Formula 1 races staged from 1961-1964. The automobile lap record was recorded by Jim Clark (Lotus) in 3.49,1 = 179.4 km/h in 1963, while the motorcycle record belongs to Jim Redman (Honda), thanks to the 4.15,9 = 160.6 km/h he clocked in 1964.

A number of revival events have been held in recent years, the first on a 4.6 km long course around the Schloß Solitude (2003) and a very small 0.6 km circuit in nearby Gerlingen (2004). Next was a historic hillclimb in 2006, held on a 1.67 km section of the former circuit, which was lengthened for a further event in 2008. The biggest and most interesting editions of the *Solitude Revival* were held in July 2011 and July 2013, when the complete circuit, now measuring 12.7 km due to a change to the road network, was used for demonstration runs with vintage machinery. The most recent edition took place in July 2015.

Suhl – Thüringen / Rund um den Adlersberg / September 1923 / motorcycles

The city of Suhl hosted a motorcycle meeting titled *Rund um den Adlersberg* in September 1923, which was originally announced and described as a regularity run. However, from reading a report it is clear the event was actually a race, modelled after the Isle of Man TT. The 42 km circuit via Suhl - Schmiedefeld - Schleusingen - Suhl led the riders through the Thuringian Forest and its hills, and included countless curves and elevation changes up to 18%. The race distance was one lap for the smaller classes, and two laps for the bigger motorcycles. The event was repeated in July 1924, but apparently now as an actual regularity run rather than a speed event, and later seemingly became a hillclimb.

Swinemünde – Pommern (now Świnoujście in Poland) / 1923-1926 and 1928-1929 / motorcycles

Location: 53°54'7.85"N / 14°10'53.27"E

One of the most significant motorcycle races in pre-war Germany was the high-profile *Bäderrennen*, which was held on several circuits, beginning with a 19.6 km course near Swinemünde from 1923-1925. One lap began just outside of the city, and the course then ran via Ahlbeck - Korswandt - Ulrichshorst - Zirchow - Swinemünde. Bertus van Hamersveld (Harley-Davidson) recorded the fastest lap in 1925 in 11.49 = 99.0 km/h. The *Bäderrennen* moved to a new circuit in Kolberg as of 1926, see above.

There was a second event in Swinemünde titled *Ostseepokal*, held from 1923-1926 and 1928-1929, while the meetings for 1927 and 1930 were both cancelled. However, the first three editions were actually point-to-point events, running from Stettin-Altdamm to Swinemünde and then back again, a total distance of just over 190 km. When the *Bäderrennen* moved away from Swinemünde in 1926, the *Ostseepokal* began using the aforementioned 19.6 km circuit, although that year's event was not an actual race but a *Wertungsfahrt*, which probably means it was held as a regularity run. Apparently, the course was now also used as a test bed for road building, as it had no less than seventeen different types of surface! Karl Stegmann (DKW) clocked the best lap in 1928 at 109 km/h average speed.

Although Swinemünde was German territory at the time, it is nowadays a city named Świnoujście just over the border with Poland, but about ¾ of the old circuit is still located in Germany, while the rest is in Poland. Stettin is nowadays named Szczecin.

Tabarz (Tabarz im Thüringer Wald) – Thüringen / 1924-1925 (2) / motorcycles

Location: 50°52'18.51"N / 10°31'43.34"E

The *Inselsberg-Rennen* was a motorcycle race held twice, in August 1924 and June 1925. The venue for these races was a 33.5 km course in the heart of Germany, with start-finish just outside of Tabarz. It then ran clockwise to Friedrichroda, Kleinschmalkalden and Brotteroda, before returning to Tabarz. This beast of a circuit included almost 400 metres of elevation change and countless curves of every imaginable kind, and then some. It may well have been the most demanding circuit in Germany at that time. The fastest lap of the 1924 meeting is a matter of contention, with one source suggesting it was Harley-Davidson-rider Rudolf Ott who was quickest - in 29.10,3 = 68.9 km/h - while another points to Albert Schuster (Wanderer) with a lap of 28.40.

Trier-Grüneberg – Rheinland-Pfalz / Rundkurs Grüneberg / April 1976 (1) / cars

Location: 49°45'33.94"N / 6°41'59.64"E

The International Sports Car Club Kaiserslautern im AvD organised races at Sembach airfield from 1969-1975 - more details of which can be found in the appropriate section further below. When the airfield was not available anymore in 1976, the club found a replacement in a challenging 6.19 km military test course near Trier. As this was normally used to test heavy tanks, it had a fairly good but not particularly wide concrete surface, as well as elevation changes up to 7.5% and a great variety of curves, leading some to label it a 'mini-Nürburgring'. The German press, however, unanimously agreed this downright dangerous circuit should never have been approved for racing. In some places, the armco barriers were so high a car could skid underneath, in others they were missing altogether. The number of track marshalls and other safety measures were also far from sufficient.

Strangely, the meeting still carried the title *Flugplatzrennen Sembach* despite the change of location, although the organisers had added the subtitle *Rundstreckenrennen Trier*. The programme featured touring cars and GTs, Formula Vee, Formula Ford and a Formula 3 race, which suffered from a weak entry despite being a German championship round. Marc Surer (March-BMW) claimed pole position for that race by six seconds, in 2.23,4 = 155.4 km/h, but the fastest race lap is not known. Sadly, what was already a wet and miserable weekend was further marred by the fatal crash of a Formula Ford driver - suffice to say this bizarre meeting remained a one-off.

Trostberg (Trostberg an der Alz) – Bayern / Trostberger Dreieck / 1951-1954 and 1957 (5) / motorcycles + cars

Location: 48° 1'26.62"N / 12°32'17.26"E

A 1.65 km circuit in Trostberg hosted motorcycle races from 1951-1954, and once more in 1957. There was no racing in 1955, and events announced for 1956 and 1959 were both cancelled. The 1952 meeting was the only to also include an auto race, for sports cars up to 2-litres. This was won by Alex von Falkenhausen (BMW). No fastest laps are known, but the best overall race average appears to have been recorded by Gilera-rider Fritz Kläger, who won the 20-lap 500cc race of the 1954 meeting at 91.5 km/h.

Tübingen – Baden-Württemberg / Stadtring / 1949-1950 (2) / cars + motorcycles

Location: 48°30'47.50"N / 9°3'49.82"E

The Automobil- und Motorradclub Tübingen organised a street race in Reutlingen in 1948, before moving to a new 3.008 km circuit in their home town, which was used for combined car- and motorcycle meetings in June 1949 and 1950. The quickest lap on two wheels the first year was courtesy of Georg Meier at 124.3 km/h average speed, which is also the lap record as the best lap of the second year - by Siegfried Wünsche - equalled only 117.7 km/h. A new circuit was then used for the 1951 race, see below.

Tübingen (Dußlingen) – Baden-Württemberg / June 1951 (1) / motorcycles

Location: 48°27'48.51"N / 9°4'0.93"E

The new circuit was located about four kilometres south of Tübingen, near Dußlingen. The 4.117 km course was more attractive and challenging than the old, as it included elevation changes, three tight corners and a few S-curves, but as some parts were relatively narrow, it was only suitable and approved for solo motorcycles, unlike the old city circuit. Norton-rider Karl Rührschneck clocked the fastest lap of the sole meeting here at 112.4 km/h average speed. While most of the course remains today, the roads have changed quite significantly, especially on the western portion of the former circuit (today's B27), where start-finish was located.

Übersee-Feldwies – Bayern / 1950-1951 / possibly also in 1952 / motorcycles

The first motorcycle race in Übersee-Feldwies took place in December 1950, a very unusual month for such an event. The second race then followed in October 1951, and a further meeting for junior riders was announced for September 1952, but this may well have been cancelled. No further details of the races in Übersee-Feldwies are known, and all are best filed under 'obscure' to say the least.

Ulm – Baden-Württemberg / Stadtring / August 1948 (1) / motorcycles

Location: 48°24'22.26"N / 9°59'17.22"E

The *Stadtring-Rennen* motorcycle race took place on a 2.626 km street circuit in Ulm in August 1948. The course was located near the railway station, with start-finish at the Karlstraße, and included several sharp turns as well as some steep inclines. As a result average speeds were not very high, as evident from BMW-rider Walter Zeller's fastest overall lap of 2.04,1 = 76.1 km/h.

Ulm – Baden-Württemberg / May 1954 / perhaps also May 1955 / motorcycles

There was another motorcycle race in Ulm in May 1954, possibly titled *Rund ums Stadion*. While it is not known where this took place, a magazine report called the circuit "completely unsuitable!" A further race was announced for May 1955, but this appears to have been cancelled.

Usedom – Mecklenburg-Vorpommern / 1960s (DDR) / motorcycles

A circuit of unknown length hosted races for production motorcycles titled *Bäderrennen* in the early to mid-1960s, with documented meetings in May and October 1964, but there may well have been races one or two years earlier as well.

Waiblingen – Baden-Württemberg / Waiblinger Dreieck / 1950-1951 (2) / motorcycles

Location: 48°49'35.91"N / 9°19'18.62"E

Waiblingen hosted motorcycle races in July 1950 and April 1951. A further race was announced for April 1952, but this was almost certainly cancelled. The circuit used for the *Waiblinger Dreiecksrennen* was a simple 2.2 km triangle, located directly below the city centre. The fastest race laps were clocked by Bruno Böhler at 93.0 km/h (1950) and Hans Baltisberger at 98.8 km/h (1951).

Wald (Solingen-Wald) – Nordrhein-Westfalen / 1925-1927 (3) / motorcycles

Location: 51°11'18.64"N / 7°2'21.15"E

The *Walder Motorsportclub* organised races titled *Bergrundfahrt um den Preis der Stadt Wald* from 1925-1927, each time in October. The circuit measured 3.6 km, rather short by the standards of the time, and the races were likewise held over only five to eight laps, depending on class. The course included substantial elevation changes, but was severely criticized for being much too narrow in places, and the road surface was also not very good. Nonetheless, the three events attracted some very well-known riders. While Wald was an independent city at the time of the races, it became a part of Solingen in 1929.

Wegberg – Nordrhein-Westfalen / Grenzlandring / 1948-1952 (5) / cars + motorcycles

Location: 51°8'22.71"N / 6°17'22.94"E

Of all the circuits in Germany, the Grenzlandring in Wegberg must rank among the most remarkable. The 9.005 km circuit, which completely enclosed Wegberg and several other villages, was the scene of the *Grenzlandring-Rennen* for cars and motorcycles from 1948-1952. The course had a concrete surface and was traversed anti-clockwise, except for the September 1949 meeting - which was subtitled *Preis von Deutschland* - when the other direction was tried instead.

The circuit was advertised at the time as the fastest in world - which it in fact was, albeit only in 1949, when Georg Meier clocked a race lap of 2.30,6 = 215.3 km/h (incorrectly equalled to 216.0 km/h at the time) on his 500cc BMW. The only other circuit where such averages could be achieved at that time was the Indianapolis Motor Speedway, and except for that one year, the American superspeedway was marginally quicker than the Grenzlandring, despite Toni Ulmen and Theo Helfrich (both Veritas) each raising the outright lap record there to an astounding 2.27,2 = 220.2 km/h in 1951.

Sadly, the fifth *Grenzlandringrennen*, held on the last day of August 1952, ended in a terrible tragedy when a high-speed crash in the Formula 2 race killed thirteen spectators, one of the worst accidents in motorsport history. Further races were announced for August 1953 and September 1954, but these never took place as no permission was granted anymore for races on this unique and bizarre circuit.

Wehrheim (Wehrheim/Taunus) – Hessen / 1904, 1907 and 1924-1925 / cars

Location: 50°18'10.39"N / 8°34'9.63"E

The Taunus is a hilly region in the state of Hessen, roughly in between Wiesbaden, Frankfurt am Main, Wetzlar and Limburg an der Lahn, with the 881-metre tall Feldberg as its highest point. The area has been the scene of various circuits and hillclimbs, starting with the *Gordon Bennett* automobile race in June 1904. This took place on a circuit with start-finish at the Saalburg, a Roman fort just south of Wehrheim. The course then looped around the entire Taunus, running anti-clockwise via Weilburg, Limburg an der Lahn, Esch and Bad Homburg before returning to start-finish 137.5 km later. Each passage through a village was neutralized.

A shortened version of the *Gordon Bennett* circuit was then used for the *Kaiserpreis* automobile race in June 1907. Start-finish was now closer to Wehrheim, at the Kloster Thron, a monastery, and the circuit also ran clockwise unlike before. The course diverged from the earlier circuit in Esch, before rejoining again further north in Weilburg. The entire 117.7 km circuit was closed-off, with a total of 36 pedestrian bridges allowing spectators to cross the road.

The next race was the *ADAC-Kleinauto-Rennen* for small cars in May 1924, which was held on a shorter, 65 km version of the 1907 circuit, although the start took place off the actual course, at the Karlsbrücke in Dornholzhausen. The circuit itself then ran north to Obernhain, Altweinau, Emmershausen and Weilmünster, before returning south via Dietershausen and Usingen to the finish at the aforementioned Thron monastery just below Wehrheim.

The better known *Taunus-Rennen* for sports cars, sometimes considered the predecessor of the German Grand Prix, was then held in August 1925. This time, the start seems to have been at the monastery again, about two kilometres from the Saalburg fort. The rest of the 31.3 km course followed the same clockwise loop as the year before, except that just before reaching Altweinau it took a shortcut east directly to Usingen. August Momberger recorded the fastest lap in 21.12,3 = 88.6 km/h.

Finally, there were motorcycle races on a circuit around the Feldberg in the 1950s, see the entry for Oberreifenberg above.

Weimar – Thüringen / July 1964 (DDR) (1) / motorcycles

There was a race for production motorcycles in Weimar in July 1964.

Werder (Werder/Havel) – Brandenburg / circa 1962-1963 (DDR) / possibly also later / cars + motorcycles

The *Stakener Kleeblatt* races were held at an airfield in Staaken, on the western outskirts of Berlin, from 1959-1962. More details can be found in the appropriate section below. Racing seems to have moved to a new course on the motorway between Werder and Marquardt, some twenty kilometres south-west of Staaken, later in 1962. The circuit there, of which no details are available, is known to have been used in October 1962 and April, May, June and October 1963.

Werneuchen – Brandenburg / Werneucher Dreieck / 1908 and 1924-1929 (7) / motorcycles

Location: 52°38'53.70"N / 13°49'45.14"E

The first motorcycle race in Werneuchen, a town north-east of Berlin, was organised in July 1908, on a 25 km circuit that ran from Werneuchen to Hirschfelde, turning left onto the Tiefenseer Chaussee, and then left again to Wertpfohl before returning to the start. It would appear the race was not repeated at the time, but the early pre-World War One races are not very well documented.

After the war, racing resumed under the title *Märkische Herbstfahrt* in September 1924, on the same circuit as before. One fastest lap is known, a 12.28 = 120.3 km/h recorded by BMW-rider Schoth in 1928. When permission to organise the races ceased after 1929, the *Herbstfahrt* continued as a regularity run for some years instead.

Wiesbaden – Hessen / Rund um den Neroberg / 1924-1929 and 1931 (7) / cars + motorcycles

Location: 50°6'39.84"N / 8°14'10.09"E

The *Wiesbadener Automobil-Turnier* was an event first organised in the early 1920s. Apart from the *Hohe Wurzel* hillclimb and a gymkhana, it also included races for sports- and racing cars titled *Rund um den Neroberg* from 1924-1929 and in 1931. Motorcycles were also catered for at least once, in 1927. The races were originally held on an eight-shaped 12.5 km circuit north of the city, which comprised 86 curves through undulating terrain. Large parts of this course seem to have vanished since. The sole documented fastest lap is Hans Stuck's 9.22,0 = 80.1 km/h (1928). In 1930, the *Automobil-Turnier* did not include the *Neroberg* race, but the following year this took place once more, now on a shortened, or possibly completely new, 4.6 km circuit. Bugatti-driver Heinrich-Joachim von Morgen clocked the fastest lap in 2.41,4 = 102.6 km/h.

The new course was used just once, because after 1931 the *Neroberg* races were dropped in favour of grass track races at the airfield of Erbenheim, just south-east of Wiesbaden. That same airfield was later paved and hosted a one-off auto race in 1958, see the appropriate section further below.

Wiesbaden – Hessen / Rund um den Kochbrunnen / 1935-1936 (2) / cars + motorcycles

Location: 50°5'2.65"N / 8°14'18.21"E

The next races in Wiesbaden took place in May 1935 and 1936 as part of the *Wiesbadener Motorsportkämpfe*, which was more or less the successor of the *Automobil-Turnier* mentioned above. The event included a long-distance regularity run, but also a speed event (*Hochleistungsprüfung*) on a 7.48 km street circuit in Wiesbaden, for touring cars, sports cars and motorcycles, although it should be noted there is a possibility these actually used some sort of time trial-like format.

Wismar – Mecklenburg-Vorpommern / Hanseatenring / 1955-1959 (6) (DDR) / motorcycles + cars

Location: 53°53'12.44"N / 11°26'50.44"E

The 1.85 km Hanseatenring in Wismar hosted a motorcycle race in August 1955. The course ran up and down the Bürgermeister-Haupt-Straße, with hairpins at both ends. Further meetings were then held on a 2.953 km circuit, possibly a lengthened version of the original, from 1956-1959, now including automobile races as well. It seems likely racing ceased as a result of the very serious accident that happened the final year.

Wittenberg (Lutherstadt Wittenberg) – Sachsen-Anhalt / Stadtkurs / 1948-1949 (2) / motorcycles

Location: 51°51'59.38"N / 12°38'49.87"E

Wittenberg held motorcycle races in October 1948 and July 1949 - the former was in fact the very first circuit race in the Soviet-controlled eastern zone, which later became East-Germany (the DDR). The venue was a 2.48 km street circuit through the town centre. Strangely, the race programme for 1949 incorrectly gives the length as 3.1 km, even though the layout did not change, as evident from the accompanying track map.

Wittenberge – Brandenburg / September 1924 (1) / motorcycles

The *Großer Herbstpreis des Motorsportclubs Wittenberge-Perleberg* was a motorcycle race announced for September 1924. It has not yet been confirmed it took place, but the race was to be over two or three laps - depending on class - of a circuit some 65 km (!) in length via Wittenberge - Lanz - Lenzen - Karstädt - Perleberg - Wittenberge. While the goal of the meeting was to complete the race distance in the shortest time possible, the regulations state there was a 30 km/h speed limit in the villages, and that overtaking there was only allowed if the rider in front was travelling slower than that!

Wunstorf – Niedersachsen / May 1927 / motorcycles

A motorcycle meeting titled *Goldener Löwe von Wunstorf* is known to have been held on a 12.2 km circuit in May 1927. All classes raced over eight laps, the fastest being recorded in 8.55 = 82.1 km/h. It is not known whether the *Goldener Löwe* was held in other years as well, but of course Wunstorf is much better known for the later races on its airfield, see the appropriate section further below.

Wunsiedel – Bayern / Luisenburg-Dreieck / Fichtelgebirgrundstrecke / 1950-1952 and 1954 (4) / motorcycles

Location: 50°1'33.09"N / 12°0'21.45"E

The *Luisenburg-Dreieck-Rennen* motorcycle races were held from 1950-1952 and in 1954. Further meetings announced for 1953, 1955 and 1956 were all cancelled. The circuit was a 5.1 km triangle south of town, which included climbs up to 12% and several difficult corners. It comprised the present-day B303, Markredwitzerstraße, and Luisenburgstraße. Local rider Ernst Riedelbauch clocked the fastest practice lap of the 1954 meeting at a record-breaking 128.5 km/h, which he improved further to 130.9 km/h during the 500cc-race on his BMW.

Wuppertal-Elberfeld (Elberfeld-Varresbeck) – Nordrhein-Westfalen / September 1924 / cars + motorcycles

The *Meisterschaft des Bergischen Landes* was a meeting for motorcycles and touring cars organised in September 1924. The riders and drivers had to complete five laps of a 7 km circuit with start-finish in Varresbeck. Rush-rider Ehrlenbruch recorded the overall quickest time in 27.55 = 75.2 km/h, but the meeting was sadly marred by a fatal practice accident.

Wuppertal-Hatzfeld – Nordrhein-Westfalen / April and October 1924 / cars + motorcycles

There was a meeting for autos and motorcycles on a 7 km circuit via Hatzfeld - Einern - Herzkamp - Dönberg - Hatzfeld in April 1924. The *Berggrundfahrt des Barmer Automobilclubs* then took place in October of the same year, over five laps of what appears to have been a similar course of 9 km in length, via Hatzfeld - Einern - Schaumlöffel - Herzkamp - Horath - Hatzfeld.

Wuppertal-Öhde (Öhde bei Barmen) – Nordrhein-Westfalen / November 1923 / possibly cancelled / motorcycles

The *Bergisch-Märkischer Motorrad-Club* announced a motorcycle race for October 1923, to be held on an approximately 25 km circuit via Wuppertal-Öhde - at the time Öhde bei Barmen - Rittershausen, Beyenburg, Olper Höhe, Lüttringhausen, Linde and Blombach. However, the meeting was postponed to November, but seeing as no further reports have been found it may have been cancelled altogether at some point after that. One final note: at the time Barmen was an independent city, but it has been part of Wuppertal since 1929.

Wuppertal – Nordrhein-Westfalen / September 1925 / cars + motorcycles

Location: 51°16'7.81"N / 7°6'59.83"E

A further meeting, for both cars and motorcycles again, took place in Wuppertal in September 1925. The 5.6 km long course had to be completed five times and ran via the streets Katernberger Schulweg - In den Birken - In der Beek - Katernberger Straße - Nüllerstraße - Brillerstraße - Mannesmannstraße - Kruppstraße - Katernberger Schulweg.

Wuppertal – Nordrhein-Westfalen / Wuppertaler-Ring / June 1935 / motorcycles

Ten years after the last road race was staged in Wuppertal - see above - a further motorcycle race was organised in June 1935. This was titled *Preis der Roemryke Berge* and held on an 8.350 km circuit called Wuppertaler-Ring. All classes had to complete twelve laps, and 500cc winner Demand (NSU) clocked the best race average at 93.8 km/h, in very wet conditions.

Wurzen – Sachsen / October 1964 (DDR) (1) / unknown

There was an unspecified race titled *Dreieckrennen* in Wurzen in October 1964, most likely for production motorbikes.

Wüschheim (Wüschheim/Hunsrück) – Rheinland-Pfalz / Fahrtechnikanlage Wüschheim / 2008-2011 (6) / cars

In the late 1990s, the former US military ammunition depot just west of Wüschheim was converted into a drivers's training centre. Between April 2008 and July 2011, a motorsport club from the Pfalz area, *MSC Westpfalz*, organised a total of six club race meetings on an 800-metre circuit here.

Zittau – Sachsen / Zittauer Stadtring / 1935-1936 (2) / motorcycles + cars

Location: 50°53'47.93"N / 14°48'23.28"E

Zittau is a town tucked away at the intersection between the borders of Germany, Poland and the Czech Republic. A 2.88 km street circuit encircling the town centre was used twice, in September 1935 (motorcycles) and June 1936 (cars and motorcycles). These meetings were replacements for the hillclimb in nearby Lückendorf, which was last held in 1934 (although this was later revived). While the fastest laps of the two meetings in Zittau are not known, the highest race averages were 95.0 km/h (1935) and 88.3 km/h (1936), both recorded by Rudge-rider Bernhard Petruschke.

Zschorlau – Sachsen / Zschorlauer Dreieck / 1962-1966 (DDR) (5) / motorcycles

Location: 50°33'49.31"N / 12°38'15.5"E

There were motorcycle races on a 2.7 km circuit in Zschorlau between June 1962 and 1966, and revival events have been staged annually since 1997 - the 18th edition took place in July 2014.

Zweibrücken – Rheinland-Pfalz / 1927 (month unknown) / motorcycles

There was a motorcycle race in Zweibrücken in 1927, but no details of this meeting are known. A further race was then scheduled for 1928, but when no permission was granted it was replaced by a meeting titled *Pfälzer Rundstreckenrennen* on a new circuit near Kaiserslautern, see above.

Total number of entries in the above section: 212

Cancelled Circuits

The places listed below all appeared on the German motorcycle schedule at some point, but these races are either confirmed to have been cancelled, or strongly believed to have been done so.

- **Amberg** - Bayern - June 1948
- **Augsburg** - Bayern - August 1948 and August 1953
- **Dortmund** - Nordrhein-Westfalen - July and September 1951 / *Rund um die Westfalenhalle*
- **Düsseldorf** - Nordrhein-Westfalen - September 1947 and 1948 and June 1952
- **Egeln** - Sachsen-Anhalt (DDR) - July 1964 / race for production motorcycles / cancelled on financial grounds
- **Elmshorn** - Schleswig-Holstein - May 1952 / *Holstenring-Rennen*
- **Hamburg-Wilhelmsburg** - Hamburg - September 1961 / motorcycle race for junior riders on new 6.5 km circuit
- **Hameln** - Niedersachsen - September 1952
- **Iserlohn** - Nordrhein-Westfalen - July 1949
- **Kitzingen** - Bayern - May 1952
- **Königswinter** - Nordrhein-Westfalen - September 1949 / new 2.9 km street circuit / *Goldener Kranz*
- **Königswinter** - Nordrhein-Westfalen - June 1950 / different circuit outside city / *Goldener Kranz*
- **Lübeck** - Schleswig-Holstein - October 1950 / *Hansaring-Rennen*
- **Mönchengladbach** - Nordrhein-Westfalen - August 1950 / *600 Jahre Mönchengladbach*
- **Rottenburg/Neckar** - Baden-Württemberg - September 1951
- **Salzwedel** - Sachsen-Anhalt (DDR) - April 1950 / races for junior riders
- **Soltau** - Niedersachsen - April 1968 / *Hansa-Rennen Rheinsehlen* / the OMK did not approve the circuit
- **Traunstein** - Bayern - September 1951
- **Velbert** - Nordrhein-Westfalen - July 1948 / *Um und Durch Velbert*
- **Wilhelmshaven** - Niedersachsen - May 1953
- **Wuppertal** - Nordrhein-Westfalen - May 1952 / *Wuppertaler-ADAC-Dreiecksrennen*
- **Zwickau** - Sachsen - August 1950

Below are some further noteworthy circuits that never saw any actual racing.

Hohnstein – Sachsen / Großdeutschlandring / October 1940 / the race was cancelled / cars

Location: 50°59'44.23"N / 14°5'12.18"E

The 10.0 km Großdeutschlandring near Dresden was partly purpose-built to host the 1940 *Großer Preis von Großdeutschland* for racing cars, but it was never finished as the war intervened. Plans to complete the circuit after the war also never came to fruition. Note there had been hillclimbs on a part of the circuit in the years 1926-1927, 1930 and 1932-1933, and possibly also in 1934.

Marburg-Wehrda – Hessen / Lahnring / April 2007 / the race did not go ahead / motorcycles

Location: 50°50'27.43"N / 8°46'5.93"E

In April 2007, an organisation called *German Road Racing*, which puts on the *Fischereihafenrennen* in Bremerhaven (see above), planned to organise a similar meeting in Marburg, with races for vintage and modern motorcycles. A circuit of about 1.8 km called Lahnring was laid out in the industrial area of nearby Wehrda. However, about two weeks before the event, one of the local property owners withdrew his support. As a result, the circuit had to be modified, and it was decided the *Lahnring-Rennen* would consist of non-competitive demonstration runs rather than proper races as initially planned.

Naunhof – Sachsen / Naunhofer Stadt-Kurs / August 2008 and June 2010 / both races were cancelled / motorcycles

Location: 51°16'36.06"N / 12°35'26.41"E

In August 2008 and June 2010, the organisation behind the Bremerhaven *Fischereihafenrennen* (see above), *German Road Racing*, planned to put on similar meetings on a 1.5 km street circuit in Naunhof, with races for vintage and modern motorcycles. However, both events were cancelled as local authorities apparently did not grant permission.

Naurod-Niedernhausen – Hessen / Taunus-Ring / October 1950 / the race was cancelled / motorcycles

In early 1950, George Scheuermann of the DMV conceived a new circuit in between Naurod and Niedernhausen, two towns about nine kilometres north-east of Wiesbaden. The course measured approximately 5.2 km and was to include a section of the motorway between Frankfurt and Cologne. The first race at this circuit was originally scheduled for August but later postponed until October, yet it never actually took place - the new Feldbergring near Oberreifenberg, slightly further east, actually hosted its first race on the October date instead.

Permanent Facilities

Bad Driburg – Nordrhein-Westfalen / Bilster Berg Drive Resort / April 2013 - present / cars

Location: 51°47'33.48"N / 9°4'1.90"E / www.bilster-berg.de

The Bilster Berg Drive Resort, built at a former military ammunition depot north-east of Bad Driburg, is a Hermann Tilke-designed facility mainly intended as a test and presentation venue for the German automobile industry. The 4.2 km circuit, which also has shorter 1.8 and 2.4 km layouts, began operations in April 2013, when the first track days and driving courses were held. The official opening took place on 1 June. The undulating course comprises 72 metres of elevation change, and gradient changes up to 26% at the so-called *Mausefalle* ('Mouse Trap') section. NAVC events for amateur car racers were announced twice, for October 2012 and September 2013, but both events were cancelled. The first actual race meeting finally took place in May 2015, when the DMV BMW Challenge ran the *Bilster Berg Battle* here.

Bad Oldesloe – Schleswig-Holstein / Travering / for years see below / cars

Location: 53°48'34.72"N / 10°24'23.43"E / www.travering.de

The Travering is an ADAC facility that opened just east of Bad Oldesloe in September 1964. It is used for driving seminars, safety training, practicing and so on. However, a 650-metre long make-shift racing course was used for the *ADAC-Travering-Rennen* from about 1965 onwards. The 26th edition of the event took place in August 1982, but the 1983 and 1984 meetings were cancelled. After that, the so-called *Prix Maritim Veteranen-Rennen* for classic cars continued until about the year 2000. Despite its extremely short length, the Travering was actually a fairly challenging course that included some elevation changes, as the facility is set in a natural bowl.

Geesthacht – Schleswig-Holstein / Heidbergring / 1980 - present / cars + motorcycles + karts

Location: 53°27'7.44"N / 10°21'47.99"E / www.heidbergring.de

A motorcross course named Heidbergring opened near Geesthacht in the early 1950s, and an autocross course and go-kart track later followed. In 1979, the local motor club boldly decided to construct a permanent road course on the land, which was to become Germany's third purpose-built racing circuit. Built at a cost of approximately 550,000 DM, it was inaugurated with the *ADAC-Rundstreckenrennen-Geesthacht* for touring cars and Formula Ford on 15 May 1980. With a length of 850 metres and an average width of nine, about a dozen cars were allowed to compete in a race, the track being approved for touring cars of groups one to four, Formula Ford, Formula 3 and later Formula König, as well as motorcycles (including sidecars) and karts.

Frankly, today it seems utterly bizarre that the extremely tight Heidbergring was used for single-seater racing. The circuit did offer good views for spectators as it was completely surrounded by earth embankments. Its main claim-to-fame may well be the June 1988 Formula König race, won by none other than Michael Schumacher...! The last *ADAC-Rundstreckenrennen-Geesthacht* seems to have been held in 1991, for the 1992 meeting was cancelled, although motorcycle racing apparently continued for a few more years. Today, the course is mainly used for riding courses and karting. The lap record reportedly stands at 0.32 = 95.6 km/h, but nothing is known as to who set it and when.

Groß Dölln – Brandenburg / Flugplatz Templin / Driving Center Groß Dölln / for years see below / cars + motorcycles

Location: 53°1'48.51"N / 13°33'44.34"E / www.drivingcenter.de

The Driving Center Groß Dölln is a state-of-the-art training and practice facility, built at the former cold war military airfield south of Templin. It was designed by Tilke GmbH, a firm known for designing racing circuits worldwide, and opened in 2002. The facility has had a number of road courses over the years, but the current full-length track measures 4.35 km. This can be divided into several shorter courses, which in turn can be combined at will. Groß Dölln has been used for club racing, with motorcycle meetings on a 3.4 km layout (circa 2003-2004) and NAVC meetings for amateur car racers on 2.4 km (2006) and 2.5 km (2010, 2015) circuits. A further NAVC event in October 2011 used layouts of 1.3 and 2.5 km, and the NAVC held another meeting on the latter course in September 2012. The ADAC Chevrolet Cruze Cup meanwhile raced on a 2.05 km circuit from 2010-2012.

Hockenheim – Baden-Württemberg / Motodrom Hockenheim / Hockenheimring Baden-Württemberg / 1965 - present

Location: 49°19'49.14"N / 8°34'14.04"E / www.hockenheimring.net

The history of the original Hockenheim circuit - detailed in the main section for Germany above - goes back to the early 1930s, but it was the construction of a new motorway in the mid-1960s that necessitated a rebuild which turned the Hockenheimring into a modern, fully permanent facility. It is not entirely clear when the first race meeting on the new circuit - which was now traversed clockwise unlike before - took place. The first confirmed races were held as part of a Swiss FRC club event on 18 July 1965, but there may have been one or two earlier meetings. In any case, all races that year used the short 2.63439 km course (this was later reported as 2.638 km) around the new 'Motodrom', the Hockenheimring's signature stadium section. The 6.768 km full-length circuit was finally inaugurated with the German motorcycle Grand Prix, a world championship event, on 22 May 1966.

Apart from the two main layouts mentioned above, the new Hockenheimring also offered further layouts for testing, including the Industriekurs (5.46 km) and the very short Motodromkurs (length unknown). Porsche used these extensively for developing and testing their Carrera 6 model (906) in late 1965 and 1966.

The first circuit change came in 1970, when two chicanes were installed on the long straights for the German Grand Prix, bringing the length to 6.78861 km (sic). A further chicane was then added just before the fast Ostkurve in 1982, while the first chicane, named after Jim Clark, was tightened. Both were then further modified in 1992: the former was changed from a quick left-right flick to a much tighter right-left, while the Clark chicane was reprofiled slightly. The third chicane, named after Ayrton Senna, was tightened circa 1996. However, note that motorcycle races on the Hockenheimring used the optional faster configurations of the first and third chicanes, while omitting the second - at the Ostkurve - altogether.

In 2001, the final season of the old high-speed Hockenheimring, the lengths of the various layouts were as follows: 6.823 km (Grand Prix Circuit), 6.79276 km (motorcycle layout) and 2.63854 km (short course). Juan-Pablo Montoya (Williams) clocked the outright lap record in 1.38,117 = 250.342 km/h during qualifying for the 2001 German Grand Prix.

The circuit was then completely rebuilt in 2002, the new course being inaugurated in July of that year. Since then, the main layout has measured 4.574 km, but several optional layouts are also available, one of which was slightly modified to 3.736 km for a DTM race in October 2010.

Hohenstein-Ernstthal – Sachsen / Sachsenring / May 1996 - present / cars + motorcycles

Location: 50°47'30.18"N / 12°41'17.74"E / www.sachsenring-circuit.com

The old Sachsenring, a circuit on public roads through and near Hohenstein-Ernstthal, was last used in July 1990, as detailed in the main section for Germany above. In 1995, a driving safety centre opened on what used to be the site of start-finish. The facility included a small 3.580 km make-do racing circuit, which was inaugurated with national motorcycle races in May 1996 (note an additional temporary chicane brought the length to 3.583 km on that occasion). The second race on the new circuit was the Super Touren Wagen Cup's *Preis Der Freien Presse* in June.

In 1997, the course was modified by removing the tight, busstop-like curves before start-finish, decreasing the length to 3.517 km while making the circuit faster. In addition, the pit lane moved to the other side of the start-finish straight. That year's races were again for motorcycles and the STW Cup.

In order to bring the German motorcycle Grand Prix to the Sachsenring, the circuit was heavily modified in three different places in 1998, one of the changes being the addition of a new left-right combo before start-finish. The course now measured 3.508 km but because it was still considered too slow - top speeds for the 500cc class did not exceed 257 km/h at the 1998 Grand Prix - yet another change was made in the year 2000, resulting in a new length of 3.386 km.

However, the circuit was again reworked before the 2001 season - the final section being lengthened to increase the distance of one lap to 3.704 km. The as-yet final change was the reprofiling of the Castrol-Omega Kurve in 2003, and so the Sachsenring has measured exactly 3670.59 metres (sic) since then. The circuit has some fairly significant elevation changes, the maximum descent being a rather steep 12.8% (this used to be 8.5% before the 2001 rebuild).

Klettwitz – Brandenburg / Lausitzring / EuroSpeedway Lausitz / August 2000 - present / cars + motorcycles

Location: 51°31'57.83"N / 13°55'43.48"E / www.eurospeedway.de

More than a decade of discussing and planning preceded the construction of the circuit near Klettwitz, which finally began in 1998. The facility opened as the Lausitzring on 20 August 2000, with the first actual races taking place the next weekend. It was renamed EuroSpeedway Lausitz soon after, although the original name is still widely used. The facility is unique in mainland Europe as it has an American-style 3.2 km (2.023 mi) banked oval, in addition to a variety of infield road course layouts, measuring between 1.8 and 4.534 km. CART/Champ Car races were held on the oval in September 2001 (*The American Memorial*) and May 2003 (*German 500*), while the German Formula 3 Cup raced there in August 2005 and July 2006 (*Eastside 100*). Only the British ASCAR series (2002-2003) and the V8Star championship (2003) also raced on the oval. Events on the road courses have included races of DTM, A1GP, the World Series by Nissan, FIA Sportscar Championship, World Superbike, IDM and many others.

In addition to the racing circuit, the remarkable facility also includes an adjacent test complex with a 5.8 km banked oval. It is in fact possible to combine this with the racing oval and road course, to form one giant circuit. This was done for open driving days in late 2008 and 2009, but the as-yet only time the combined circuit was used for an actual motorsport event was in August 2012, when the *RCN Langstrecken-Challenge Lausitz* used a 12.030 km layout. Although this was not a race, but rather a mix between a regularity run and time trial, the best laps appear to have been around the 4.10 mark, at some 173 km/h average speed. Finally, in June 2012 the *Classic Grand Prix East Germany* for vintage motorcycles was held on a 3.1 km circuit using the southern portion of the test oval.

Meppen – Nordrhein-Westfalen / Racepark Meppen / Funpark Meppen / 2016 - present / cars

Location: 52°45'23.57"N / 7°16'51.56"E / www.raceparkmeppen.com / www.funpark-meppen.de

Text to be added.

Nürburg – Rheinland-Pfalz / Nürburgring / 1927-1939, 1947 and 1949 - present / cars + motorcycles + karts

Location: 50°20'8.05"N / 6°56'51.34"E / www.nuerburgring.de

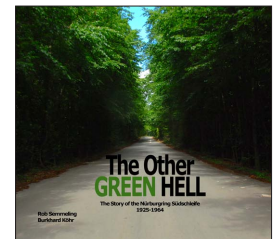
The Nürburgring has been Germany's most famous circuit since it opened in 1927. It has seen racing every year since then, except for the period 1940-46 and in 1948. The circuit originally had four layouts, known as the Betonschleife or Start-und-Ziel Schleife (2.293 km), Südschleife (South Loop, 7.747 km), Nordschleife (North Loop, 22.810 km), and the Gesamtstrecke (28.265 km). Each of these has its own history, which obviously can only be hinted at in this brief overview.

The full-length circuit or Gesamtstrecke hosted the inaugural meeting at the Nürburgring, the *Eifelrennen* held on 18-19 June 1927, and this layout was also used for the German Grands Prix for automobiles (1927-29) and motorcycles (1927-31). However, apart from the *Marathon de la Route* (1966-1970) it never hosted any meetings of note after that, although it was used more or less on a regular basis for rallies and regularity runs until the 1970s. Note the original length of 28.265 km increased to 28.290 km with the addition of the Hohenrain chicane in 1967 - this layout remains by far the longest purpose-built circuit ever used in the world.

The Südschleife was first used as a stand-alone circuit in May 1928, for a special stage of the *Westdeutsche Gebirgsprüfungsfahrt*. It subsequently hosted the *Eifelrennen* and many other races from 1928-1931, but then lay dormant until the *Eifel-Pokal-Rennen* in August 1947. After another quiet period the Südschleife was used frequently between 1958 and 1971, the last major race being the *Mayener Rundstreckenrennen* in October 1971. Only minor meetings, mostly hillclimbs, were held on the circuit after that, the last in 1979. Note that a shortened layout - known as Südschleife-mit-Stichstraße and measuring 5.72 km - was available as of 1938, but primarily for testing purposes.

My book *The Other Green Hell* tells the history of the Südschleife in great detail. It covers the years 1925-1964, but also lists all races and other events the circuit ever hosted, as well as the lap records per class.

The Other Green Hell: the Story of the Nürburgring Südschleife 1925-1964
Written by Rob Semmeling & Burkhard Köhr
Hardcover / english language / published in 2010
24 x 22 cm / 195 pages / full-colour / Euro 49.95
Shaker Media / NL / ISBN: 978-90-489-0045-9



The Betonschleife's maiden race was the inaugural round of the *Westdeutsche Kraftradmeisterschaft* in April 1931, and it hosted a handful of minor meetings until 1934 but was then abandoned. Racing returned on a regular basis between 1970 and 1982 with events such as *Rund um den Contiturm*, *Rund um das Bayerkreuz*, the *Oldtimer Grand Prix* and the *ADAC-Bilstein-Super-Sprint*. The length of the Nürburgring's shortest layout was initially given as 2.293 km, but later for some reason as 2.292 km. A different but incorrect length of 2.238 km can also be found in many publications.

The most famous and most frequently used layout was the legendary Nordschleife, which debuted as a stand-alone circuit in July 1931 with the *Großer Preis von Deutschland* for racing cars. After that it became the preferred layout for nearly all major races. The Nordschleife's original length increased by 25 metres after the addition of the Hohenrain chicane in 1967, to 22.835 km.

Strangely, that was actually the only time the circuit's length changed, with even a major rebuild in 1971 not having any effect. Considering the countless improvements and modifications made to all four circuits over the years, which are far too numerous to outline here, it is rather remarkable, and frankly, unlikely, that the track lengths always stayed the same - hence the circuits were obviously not remeasured properly, if at all.

The last races on the old Betonschleife and Nordschleife were held in October 1982. The other two of the original layouts had long been abandoned for racing by then. From 1982-1984, the Südschleife and Betonschleife were torn down and replaced by the new Grand Prix Strecke, while the Nordschleife was abbreviated to 20.832 km via a newly-built link in early 1983. This layout has been available ever since, although its official length was corrected to 20.793 km in March 2009.

The new, modern circuit opened in May 1984. The length of its main layout evolved as follows: 4.542 km (1984-1994), 4.556 km (1995-2001), 5.145 km (2002) and 5.148 km (2003-present). However, there have been and still are numerous other layouts as well. It is also possible to combine the GP circuit with the Nordschleife, as is done for the annual *ADAC-24-Stunden-Rennen*, which at present uses a 25.378 km layout - slightly shorter than the 25.888 km longest possibility.

Below is an overview of some of the Nürburgring lap records of past and present.

Südschleife (7.747 km):

- Cars (qualifying): 2.39,5 = 174.854 km/h by Helmut Kelleners (March 707), AvD-SCM-Rundstreckenrennen, 17.10.1970
- Cars (race): 2.38,6 = 175.846 km/h by Helmut Kelleners (March 707), AvD-SCM-Rundstreckenrennen, 18.10.1970
- Motorcycles (race): 3.06,7 = 149.380 km/h by Giacomo Agostini (MV Agusta), Eifelrennen / Großer Preis von Deutschland, 21.04.1968

Betonschleife (2.292 km):

- Cars (qualifying): 0.46,53 = 177.331 km/h by Bob Wollek (Porsche 936), Super-Sprint, 25.09.1982
- Cars (race): 0.47,80 = 172.619 km/h by Herbert Müller (Porsche 917/30), Super-Sprint, 1974 and Tim Schenken (Porsche 917/10), Super-Sprint, 1975

Nordschleife (22.810 km):

- Cars (qualifying): 8.16,5 = 165.390 km/h by Jim Clark (Lotus-Climax), Großer Preis von Deutschland, 06.08.1966
- Cars (race): 8.24,1 = 162.896 km/h by Jim Clark (Lotus-Climax), Großer Preis von Deutschland, 01.08.1965
- Motorcycles (qualifying): 10.19,8 = 132.488 km/h by John Surtees (MV Agusta), Großer Preis von Deutschland, 19.07.1958
- Motorcycles (race): 10.23,2 = 131.765 km/h by John Surtees (MV Agusta), Großer Preis von Deutschland, 20.07.1958

Nordschleife (22.835 km):

- Cars (qualifying): 6.58,6 = 196.383 km/h by Niki Lauda (Ferrari), Großer Preis von Deutschland, 02.08.1975
- Cars (race): 7.06,4 = 192.791 km/h by Clay Regazzoni (Ferrari), Großer Preis von Deutschland, 03.08.1975
- Note that Lauda reportedly recorded a 6.58,2 = 196.571 km/h lap during a private Ferrari test session in May 1974
- Motorcycles (qualifying): 8.24,91 = 162.813 km/h by Randy Mamola (Suzuki), Großer Preis von Deutschland, 23.08.1980
- Motorcycles (race): 8.22,23 = 163.682 km/h by Marco Lucchinelli (Suzuki), Großer Preis von Deutschland, 24.08.1980

Nordschleife (20.832 km)

- Cars (qualifying): 6.11,13 = 202.073 km/h by Stefan Bellof (Porsche 956), 1000-km-Rennen, 28.05.1983
- Cars (race): 6.25,91 = 194.333 km/h by Stefan Bellof (Porsche 956), 1000-km-Rennen, 29.05.1983
- Motorcycles (qualifying): 7.52,03 = 158.878 km/h by Jacques Cornu (Kawasaki), 8-Stunden-Rennen, 11.06.1983
- Motorcycles (race): 7.56,47 = 157.398 km/h by Gérard Coudray (Kawasaki), 8-Stunden-Rennen, 12.06.1983
- The outright record on this layout was recorded by Timo Bernhard (Porsche 919 Evo) in 5.19,546 = 234.693 km/h, set during a special record attempt by Porsche on Friday 29.06.2018.
- The length of this layout was corrected to 20.793 km in 2009 - the average speeds above correspond with the original length
- Helmut Dähne's well-known time of 7.49,71 as recorded in May 1993 and often cited as the outright motorcycle lap record on the Nordschleife was actually recorded with standing start and over a distance of circa 20.6 km rather than a full lap

Grand Prix Strecke (4.542 km):

- Cars (qualifying): 1.17,429 = 211.177 km/h by Theo Fabi (Toleman-Hart), Großer Preis von Deutschland, 02.08.1985
- Cars (race): 1.21,553 = 200.498 km/h by Theo Fabi (Jaguar XJR-14), Sportwagen-Weltmeisterschaft, 18.08.1991
- Motorcycles (race): 1.39,048 = 165.084 km/h by Kevin Schwantz (Suzuki), Großer Preis von Deutschland, 27.05.1990

Grand Prix Strecke (4.556 km):

- Cars (qualifying): 1.14,960 = 218.805 km/h by Michael Schumacher (Ferrari), Warsteiner Grand Prix of Europe, 23.06.2001
- Cars (race): 1.18,354 = 209.327 km/h by Juan Pablo Montoya (Williams-BMW), Warsteiner Grand Prix of Europe, 24.06.2001

Grand Prix Strecke (5.145 km):

- Cars (qualifying): 1.29,906 = 206.015 km/h by Juan Pablo Montoya (Williams-BMW), Allianz Grand Prix of Europe, 22.06.2002
- Cars (race): 1.32,226 = 200.833 km/h by Michael Schumacher (Ferrari), Allianz Grand Prix of Europe, 23.06.2002

Grand Prix Strecke (5.148 km):

- Cars (qualifying): 1.25,269 = 217.345 km/h by Valtteri Bottas (Mercedes), Aramco Grosser Preis der Eifel, 10.10.2020 - current record
- Cars (race): 1.28,139 = 210.267 km/h by Max Verstappen (Red Bull Racing), Aramco Grosser Preis der Eifel, 11.10.2020 - current record

Grand Prix Strecke + Nordschleife (24.358 km) (VLN):

- Cars (qualifying): 7.52,578 = 185.554 km/h by Christian Krognes (BMW M6 GT3), DMV-Münsterlandpokal, 20.10.2018 - current record
- Cars (race): 7.56,259 = 184.120 km/h by Klaus Bachler (Porsche 911 GT3 R), RCM-DMV-Grenzlandrennen, 01.09.2018 - current record

Grand Prix Strecke + Nordschleife (25.378 km) (24-Stunden-Rennen):

- Cars (qualifying): 8.09,105 = 186.792 km/h by Laurens Vanthoor (Porsche 911 GT3 R), ADAC Zurich 24h-Rennen, 11.05.2018 - current record
- Cars (race): 8.17,340 = 183.699 km/h by Lietz/Pilet/Makowiecki/Tandy (Porsche 911 GT3 R), ADAC Zurich 24h-Rennen, 12.05.2018 - current record

Updated through: 14.10.2020

Oschersleben (Oschersleben/Bode) – Sachsen-Anhalt / Motorsport Arena Oschersleben / July 1997 - present / see below

Location: 52°1'42.76"N / 11°16'44.24"E / www.motorsportarena.com

The Motopark Oschersleben was built from 1996-1997 and officially inaugurated on 25 July 1997. The circuit is eleven to thirteen metres in width and originally measured 3.667 km per lap (with rarely-used optional shorter layouts of 1.155 and 2.435 km). The facility was renamed Motorsport Arena Oschersleben circa 2005-2006. The first and so far only circuit change came in 2007 when the first turn was tightened, resulting in a new length of 3.696 km per lap since March of that year - although the original layout is still available and used for motorcycle racing. Series that have raced at Oschersleben include FIA GT, World Series by Renault, DTM, WTCC, the Formula 3 Euroseries, WSBK and IDM. Also noteworthy are the motorcycle races that counted towards the FIM World Endurance Championship, over 24 hours (1998-2007) and 8 hours (2008-2009, 2012-2014).

According to the circuit's official website, the lap record (on the original layout) belongs to Andreas Zuber, who recorded a lap of 1.15,050 = 175.9 km/h at the World Series by Renault meeting in August 2005. Robert Kubica had been fastest in qualifying with a time of 1.11,904 = 183.6 km/h, which unlike Zuber's time was set in dry conditions.

Papenburg – Niedersachsen / ATP Prüfgelände / ATP Papenburg / 2007-2011 (5) / cars

Location: 53°3'5.86"N / 7°30'29.82"E / www.atp-papenburg.de

The ATP Prüfgelände is a large testing facility just east of Papenburg, active since August 1997 (although the official opening was in October 1998). Its main feature is a huge 12.3 km high-speed oval, but among the other available courses is also an exact copy of the pre-2002 short course at Hockenheim. This 2.6 km circuit, known as the Handlingkurs, was used for races of the ADAC Dacia Logan Cup (2007-2009) and the ADAC Chevrolet Cruze Cup (2010-2011, the 2012 event was cancelled).

Schönwald – Brandenburg / Spreewaldring Training Center / July 2007 - present / there is no actual racing

Location: 51°59'55.18"N / 13°41'14.10"E / www.stc-motodrom.de

The Spreewaldring Training Center is a 2.7 km permanent circuit that opened in July 2007. However, as the name suggests, it is used for training courses rather than racing, as well as track days and karting events.

Total number of entries in the above section: 12

Airfield Circuits

Aalen-Elchingen (Neresheim-Elchingen) – Baden-Württemberg / Flugplatz Aalen-Heidenheim / for years see below
Location: 48°46'41.51"N / 10°15'53.23"E

The airfield near Elchingen was the scene of motorcycle races between July 1983 and September 1996, although it would appear there was no racing from 1988-1990. By 1997, the airfield was known as Neresheim-Elchingen, but that year's race was called off. As for the circuit, this measured 2.150 km and varied in width between 8 and 25 metres. An announcement for the September 1991 meeting gives the lap record at that time as 0.57,97 = 133.5 km/h, recorded by Helmut Bischof (Wiwa-Rotax) in 1987.

Achum (Bückeburg-Achum) – Niedersachsen / Heeresflugplatz Bückeburg / 1961-1963 (3) / cars + motorcycles
Location: 52°16'42.28"N / 9°4'56.30"E

Achum airfield hosted meetings for automobiles in April 1961 (*Flugplatzrennen Niedersachsen*) and September 1962 and 1963 (*Flugplatzrennen Achum*), although the latter event also included motorcycle races. The circuit seems to have come in two slightly different layouts, strangely both listed as 4 km despite one having an extra loop. Some sources suggest a shorter 3.7 km version was used the final year, but this is not clear. In any case, racing moved to the nearby airfield of Wunstorf as of 1964, see below.

Ahlhorn (Großenkneten-Ahlhorn) – Niedersachsen / Fliegerhorst Ahlhorn / 1993, 1996 and 2006 (3) / cars
Location: 52°53'13.26"N / 8°13'56.55"E

Ahlhorn was a 2.51 km airfield circuit used for the *Bilstein-Weekend* automobile races in September 1993 and May 1996, while the meeting scheduled for May 1994 was cancelled. In August 2006, the ADAC Dacia Logan Cup used a completely different 1.34 km circuit, laid out at the other end of the airfield. Pole position on that occasion was a 0.37,183 = 129.7 km/h.

Alkersleben (Alkersleben-Wülfershausen) – Thüringen / Flugplatz Alkersleben / June 2004 / cars

There was a club meeting for amateur car racers in Alkersleben in June 2004, organised by the *Neuer Automobil- und Verkehrsclub* or NAVC, which organises all sorts of low-budget racing for amateurs and drivers wanting to get started in motorsport. The club has organised circuit races since 1999, as part of the *Deutsche Amateur Rundstreckenmeisterschaft*. A second meeting in Alkersleben was announced for August 2005, but this appears to have been cancelled.

Arnsberg (Arnsberg/Sauerland) – Nordrhein-Westfalen / Flugplatz Arnsberg-Menden / July 1989 (1) / motorcycles

There was a motorcycle race of the *Deutscher-Rundstrecken-Pokal* at Arnsberg airfield in July 1989, but nothing about this one-off event is known.

Augsburg-Gablingen – Bayern / Flugplatz Gersthofen-Gablingen / September 1969 (1) / motorcycles + cars

The *Flugplatzrennen Augsburg* was a fixture on the German motorcycle calendar for just over three decades, between September 1969 and July 2001. During that time, the event was held at three different locations. The first edition in September 1969 used a 2.2 km circuit laid out at the military airfield near Gablingen, north of Augsburg and Gersthofen. The meeting included motorcycles and Formula Vee single-seaters.

Augsburg-Mühlhausen – Bayern / Flughafen Augsburg / 1970-1992 (23) / motorcycles + cars
Location: 48°25'30.23"N / 10°55'54.54"E

In 1970, the Augsburg airfield races moved from Gablingen to the nearby facility at Mühlhausen, on the other side of the Lech river. Here racing continued for many years, although Formula Vee racing cars were last catered for in 1973, so that all subsequent events were for motorcycles only. The last meeting here was ultimately held in September 1992, before racing moved once more, now to the Lagerlechfeld airfield, see below. As for the circuit, this originally measured 2.2 km much like its predecessor, and was described as comprising a 930-metre straight, two 180-degree turns and a chicane. The course was later lengthened to 2.7 km - some time after 1975 but prior to 1979 - and of this second layout a track map is available. Known fastest laps include: 1.12,91 by Reinhold Roth (1984), 1.12,03 by Manfred Fischer (1985), 1.10,47 also by Fischer (1988) and 1.08,22 = 142.5 km/h by Udo Mark (1990).

Augsburg-Lagerlechfeld (Lechfeld) – Bayern / Fliegerhorst Lechfeld / 1994 and 1996-2001 (7) / motorcycles
Location: 48°10'52.38"N / 10°51'27.28"E

Lagerlechfeld airfield, located some 20 km south of Augsburg, was the successor the Mühlhausen course listed above. The 3.6 km circuit laid out here used only service roads rather than the wide runway, and therefore was not a typical airfield circuit. Races were held here every year from 1994-2001, except in 1995 when the meeting was cancelled as the fighter jets stationed at the airbase had to be on stand-by due to the war in former Yugoslavia. Jürgen Fuchs (Honda) recorded the fastest lap of the inaugural event, in 1.24,44 = 153.5 km/h.

Berlin (Berlin-Tempelhof) – Berlin / Flughafen Berlin-Tempelhof / May 2015 (1) / electric cars (Formula E)

Location: 52°28'45.88"N / 13°23'26.14"E

In May 2015, the eighth round of the inaugural FIA Formula E Championship for electric racing cars was held at the former airfield of Tempelhof, south of the Berlin city centre. A purpose-designed, 2.470 km artificial course, which packed 17 turns in its short length, was laid out on the concrete apron in front of the old terminal. The very tight and twisty circuit meant average speeds were rather low, even in comparison with the street circuits normally used by Formula E: pole position for the *Berlin ePrix* was clocked by Jarno Trulli in 1.21,547 = 109.0 km/h, while the fastest race lap was a 1.24,435 by Nelson Piquet Jr.

Bitburg – Rheinland-Pfalz / Flugplatz Bitburg / Motopark Bitburg / 2000-2003 and 2007 / cars

NAVC club races for amateur car racers in Bitburg are documented for April 2000 to June 2003, and June and September 2007. It would appear a new circuit layout debuted the final year, but further details are missing, and I am also not sure whether there was any (competitive) racing in the years 2004-2006. The airfield has also been used for motorcycle testing, drag racing and slaloms.

Bremen – Freie Hansestadt Bremen / Flughafen Bremen / Rollbahn Neuenlanderfelde / 1949-1952 (4) / motorcycles + cars

Bremen airfield was the venue of a combined car- and motorcycle meeting in July 1949. Contemporary sources describe the course as near-oval in shape, between 15 and 30 metres wide, and 3 km long. The programme booklet - which does not include a track map - gives the circuit length as 3.3 km. The second *Bremer Flughafen-Rennen*, in June 1950, included motorcycles only and used a 2.5 km layout. BMW-rider Hein Krings recorded the fastest lap of the meeting at 115 km/h average speed. The same course was also used in 1951, but this time, the event also included a 10-lap race for touring and sports cars. This was reportedly witnessed by some 30,000 spectators. No details are available for 1952, but apparently that year's meeting was a financial fiasco, and so no further races took place.

Bremerhaven – Freie Hansestadt Bremen / Flugplatz Luneort / Flughafen Bremerhaven / 2007-2009 / motorcycles

There were races for two-stroke and vintage motorcycles on the Luneort airfield in Bremerhaven from 2007-2009. Racing moved to a different German airfield, much further north, in 2011 - see the entry for Husum below.

Bremgarten – Baden-Württemberg / Militärflugplatz Bremgarten / 1970-1971 (2) / cars

Location: 47°54'10.18"N / 7°37'8.46"E

Auto races titled *Markgräfler-ADAC-Flugplatzrennen-Bremgarten* were held on a 3.7 km circuit at Bremgarten airfield, not far from the French and Swiss borders, in May 1970 and 1971. Further meetings were announced for July 1972 and 1973, but both of these were cancelled. Xavier Parrot (March) clocked the fastest lap of the inaugural meeting in 1.17,5 = 171.9 km/h.

Burbach (Burbach-Siegerland) – Nordrhein-Westfalen / Siegerland-Flughafen / Siegerlandring / 1978-2000 (23) / cars + karts

Location: 50°42'28.22"N / 8°4'49.36"E

This airfield hosted a total of 23 automobile meetings titled *Siegerland-Flughafenrennen* between September 1978 and May 2000, most of them headlined by Interserie. The 24th was scheduled for June 2001 but cancelled. The circuit's simple layout varied only slightly, initially measuring 3.4 km and later 3.34 and 3.32 km, although over the years racing was done in both directions.

Celle (Celle-Wietzenbruch) – Niedersachsen / Heeresflugplatz Celle / November 1967 (1) / cars

Location: 52°35'30.77"N / 10°1'44.05"E

The *Hansa-Automobilprüfung* meeting was held on a 4.5 km circuit at Celle airfield in November 1967. There were races for sports cars, touring cars, GTs, and Formula Vee. The fastest lap of the day was recorded in the latter class by Manfred Berthold (Austro V), at 120.2 km/h average speed. No further races took place in Celle as the local authorities objected to the noise, but the organising ASC Hamburg found a replacement at Hohn-Rendsburg, an airfield about 200 kilometres further north - see below.

Dahlem (Dahlem/Nordeifel) – Nordrhein-Westfalen / Flugplatz Dahlemer Binz / 1978-2014 (37) / motorcycles

Location: 50°24'20.06"N / 6°31'44.41"E

The small airfield known as Dahlemer Binz was used for annual motorcycle races between 1978 and 2014, it being one of the few remaining courses of this type in Germany in later years. The regulation booklet for the inaugural meeting gave the circuit length as 'circa 2.5 km', but the following year, when the exact same layout was used, this was corrected to a much more accurate 2.185 km measurement, although more recently the course was apparently listed as 2.190 km. The simple layout was basically oblong, with two semi-circular curves at each end and three chicanes in between. Only one fastest lap is known, a 1.03,213 = 124.4 km/h recorded in 2009, but the best laps were basically just over one minute. The 37th *Flugplatzrennen Dahlemer Binz* took place in June 2014, but the event was not held in 2015. Incidentally, the airfield has also been used for scooter races and riding courses, and there is a kart track next door.

Diepholz – Niedersachsen / Fliegerhorst Diepholz / Flugplatz Diepholz / 1968-1998 / cars + motorcycles + karts

Location: 52°35'11.55"N / 8°20'32.99"E

Automobile races were held at Diepholz every year between July 1968 and 1998, while motorcycles raced here three times, in 1968, 1969, and 1976. The flat circuit always had the same basic layout, but the length varied between 2.60, 2.69 and 2.72 km due to the set-up of the chicanes differing from time to time. Several other curves were also reprofiled around the early 1990s. The main categories that raced here include touring cars, GTs, sports cars and prototypes, Formula 3, DRM, DTM and ITC. The July 1985 meeting marked the first appearance of the 250cc superkarts at Diepholz. It is interesting to compare the fastest laps of that occasion: 0.57,31 (superkarts) and 0.53,80 = 174.0 km/h (Formula 3).

Eisenach-Kindel – Thüringen / Verkehrslandeplatz Eisenach-Kindel / September 2003 / cars

The NAVC organised club races for amateur car racers at this airfield in September 2003.

Erding – Bayern / Fliegerhorst Erding / Flugplatz Erding / 1978-1986 / cars + karts / possibly also motorcycles in 1988

Location: 48°19'21.35"N / 11°57'1.81"E

Erding airfield was used for automobile racing from 1978-1986, before the 1987 meeting was cancelled. The airfield then appeared on the 1988 German motorcycle road racing schedule, but it is not known if that event did take place. The circuit itself measured 2.54 km, but the set-up of the chicanes varied slightly, and the course was furthermore traversed both clockwise and anti-clockwise over the years. Categories that raced here include Formula 3, Formula Ford, DTM, Interserie and others.

Fassberg – Niedersachsen / Fliegerhorst Fassberg / 1967-1971, 1978-1979 and 1989-1998 (17) / cars + motorcycles

Location: 52°55'5.11"N / 10°11'21.35"E

The first automobile races in Fassberg were titled *AvD-Rundstreckenrennen Fassberg um die Silberne Kogge von Hamburg*, and held between April 1967 and May 1971. Teddy Pilette (Lola T70) recorded the fastest lap in 1970 in 1.39,2 = 163.3 km/h, a record at the time. The 1972 meeting was then cancelled, but further auto races took place in April 1978 and May 1979, of which the latter year included a Formula 3 race. The 4.5 km circuit incorporated the airfield's sole runway, three chicanes and one hairpin.

Motorcycles later raced in Fassberg from 1989-1998, but on a completely different 2.65 km layout, which, interestingly, did not use the runway, but rather the service and taxi area just below. The sole known fastest lap is Stefan Scheschowitsch's 1.24,43 = 113.0 km/h (1992). Incidentally, there was also a kart race at the airfield in 1976, and a permanent kart track opened nearby in 1983, which is still active today.

Geilenkirchen – Nordrhein-Westfalen / NATO-Flugplatz Geilenkirchen / Fliegerhorst Teveren / 1970-1971 (2) / cars

Location: 50°57'42.21"N / 6°2'17.05"E

The *Flugplatzrennen Geilenkirchen* for automobiles was held in September 1970 and 1971, while the meeting for 1972 did not go ahead. The circuit, located a stone's throw from the Dutch border, measured 5.1 km and reportedly included sixteen curves and two chicanes. No fastest laps are known as they were not published at the time, but the best race average was Walter Lehmann's 152.4 km/h, recorded with his Lola T212 over a distance of ten laps in 1971.

Giebelstadt (Ochsenfurt) (Würzburg) – Bayern / Giebelstadt Air Base / 1969 and 1980-1987 (9) / motorcycles

Location: 49°38'56.50"N / 9°58'23.39"E

The first motorcycle race at Giebelstadt airfield was held in August 1969 and titled *Flugplatzrennen Ochsenfurt*, after the nearby city. The 4 km circuit was a simple up-and-down-the-runway affair, with a wide but fairly tight curve at one end and a larger at the other. This was a quick course, with the fastest lap reportedly clocked at 167.25 km/h, although that seems unlikely fast given that the winner's race average in that class was over 20 km/h slower - normally the difference with the best lap is not that great.

The first *Flugplatzrennen Giebelstadt* for automobiles was later announced for September 1978, but whereas this meeting did not take place, motorcycle racing returned to the American Air Base from 1980-1987. The new layout was a simple 5-turn course some 2.45 km in length.

Hahn (Hahn/Hunsrück) – Rheinland-Pfalz / Frankfurt-Hahn Airport / 1999 / perhaps also 1998 / cars

The NAVC staged auto races for amateurs at the small airfield of Hahn for one or two years in the late 1990s. The airfield is infamously called Frankfurt-Hahn Airport, even though it is located some 100 km from Frankfurt am Main...!

Haunstetten (Augsburg-Haunstetten) – Bayern / Flughafen Haunstetten / 1953-1955 (3) / motorcycles

Motorcycle races for junior riders titled *Haunstetter Flughafen-Rennen* were organised on an approximately 1.6 to 1.7 km airfield circuit in Haunstetten in October 1953, July 1954 and June 1955. There was no race in 1956, while the meeting announced for September 1957 did not go ahead. The airfield was later replaced by that of Augsburg-Mühlhausen - where racing took place as well (see above) - and does not exist anymore. Haunstetten was an independent city at the time of the races, but it became part of Augsburg in 1972.

Heringsdorf-Zirchow (Usedom) – Mecklenburg-Vorpommern / Flughafen Heringsdorf-Zirchow / 1997-1998

Location: 53°52'42.94"N / 14°9'9.79"E

There were motorcycle races on a 2.5 km circuit at the airfield near Zirchow in April 1997 and October 1998, but nothing further about these meetings is known.

Hildesheim – Niedersachsen / Flugplatz Hildesheim / circa 2009 - present / regularity runs only / cars + motorcycles

Location: 52°10'47.02"N / 9°56'44.12"E

The *Technorama Hildesheim* is a large annual oldtimer gathering, held at the Hildesheim airfield since 2005. The event is known to have included regularity runs for vintage motorcycles and racing cars since at least 2009, on an approximately 2.7 km course laid out over the runway and service roads.

Hohenlockstedt – Schleswig-Holstein / Flugplatz Hungriger Wolf / October 1966 / seemingly also in April 1967 / cars

The *Hansa-Automobilprüfung* was an automobile meeting first held in October 1966, on a 3.6 km circuit laid out at an airfield named Hungriger Wolf (hungry wolf), located just north of Itzehoe and north-west of Hohenlockstedt. While this event was subsequently held in Celle (1967) and Hohn-Rendsburg (1968) - see those entries - there seems to have been a further race in Hohenlockstedt in April 1967, as a special stage of a rally event.

Hohn-Rendsburg – Schleswig-Holstein / Fliegerhorst Hohn-Rendsburg / 1968-1969 (2) / cars

Location: 54°18'49.22"N / 9°32'47.51"E

The airfield near Hohn, west of Rendsburg, hosted automobile races in October 1968 (*Hansa-Automobilprüfung*) and October 1969 (*Flugplatzrennen Hohn-Rendsburg*). Further events were scheduled for October 1970, 1971 and 1972 but all cancelled. The circuit measured 3.27 km, with fastest laps of 1.28,2 by Rainer Ising (Porsche 906) in 1968, and 1.20,0 = 147.2 km/h clocked by Dieter Fröhlich (Porsche 908) in 1969.

Husum – Schleswig-Holstein / Flughafen Husum / July 2011 (1) / motorcycles

There were races for two-stroke and vintage motorcycles on a short circuit at the airfield just north-east of Husum in July 2011, but due to increasing air traffic, the airfield was not available anymore subsequently. The Hohenlockstedt airfield (see above) was considered as a replacement for 2012, but ultimately found unsuitable.

Kassel-Calden – Hessen / Flughafen Kassel-Calden / Verkehrslandeplatz Kassel-Calden / 1971-1987 / cars + motorcycles

Location: 51°24'24.50"N / 9°22'38.31"E

The airfield of Kassel-Calden hosted a wide range of auto and motorcycle races over a period of seventeen years. Auto races were initially organised between August 1971 and October 1982. The 1983-1984 events were then both cancelled, but further races took place from 1985-1987. Motorcycle racing at Kassel-Calden also debuted at the August 1971 inaugural meeting, but did not return until separate motorcycle-only events titled *ADAC-Motorrad-Preis* were held from 1977-1987, before the 1988 event was called off.

The layout of the circuit changed only slightly over the years, and measured 2.646 km for the auto races up to the early 1980s, and 2.59 km subsequently. Motorcycle races initially used a course almost identical to the original auto circuit (first measured as 2.65 km but later also as 2.646 km), before switching to a partially different 2.8 km layout in 1982. This was lapped in 1.10,10 = 143.8 km/h by Gustav Reiner (Honda) in 1985, a new lap record at that time. Note that the airfield where the racing took place opened in July 1970, and it must not be confused with the newly-built airport which opened in April 2013, adjacent to the old facility.

Kaufbeuren – Bayern / Flugplatz Kaufbeuren / 1969-1971 and 1983-1984 / cars + motorcycles + superkarts

Location: 47°51'47.26"N / 10°36'54.45"E

Kaufbeuren initially hosted automobile races in May 1969, 1970 and 1971, although the latter meeting also catered to motorcycles. Apparently, no meeting was scheduled for 1972, while the June 1973 event was cancelled. After a long break, further races then took place in June 1983 and 1984. The original layout utilized the entire length of the airfield's sole runway, as well as an adjacent service road, to form a 4.5 km lap (1969). A different layout over only half the runway was used in the 1980s, which measured 2.55 km (1984). Categories that raced here include touring cars, GTs, sports cars, prototypes, Formula 3, Formula Vee, Formula Ford, superkarts and others.

Lahr (Lahr/Schwarzwald) – Baden-Württemberg / Flughafen Lahr / Black Forest Airport / Regio-Ring Lahr / 1996-1998 / cars

Location: 48°21'47.02"N / 7°49'15.57"E

The *Regio-Preis Lahr* auto races were held in September 1996 and 1997 and in July 1998. The circuit came in two slightly different layouts, measuring 3.355 km (1996-1997) and 3.240 km (1998), although some sources give a length of 3.337 km for the latter year. A further event was announced for July 1999 but cancelled, as was a German Pro-Superbike race scheduled for August.

Landstuhl – Bayern / Landstuhl Air Base / Ramstein Air Base / circa mid-1950s / cars

The Hesse Motor Sports Club from Wiesbaden, founded by American soldiers stationed in Germany, organised a number of races on military airfields in the 1950s, for example at Pferdsfeld (see below). Around 1956, the club ran a meeting at Landstuhl Air Base informally billed as a 'Little Sebring'. The racing reportedly took place on a course of no less than 3.9 miles (almost 6.3 km) in length. Unfortunately, most of these early American races in Germany are poorly documented, and so nothing further is known. Landstuhl Air Base later merged with the adjacent Ramstein Air Base, which today is the headquarters of the US Air Forces in Europe.

Mainz-Finthen – Rheinland-Pfalz / Flugplatz Mainz-Finthen / 1964-1968 and 1970-1990 / cars + motorcycles + karts

Location: 49°58'12.42"N / 8°8'58.29"E

One of the best-known and longest-used airfield circuits was that of Mainz-Finthen, which was active for automobile racing between June 1964 and May 1990, except for 1969 when there was no racing due to a renovation of the facility. Additional races were announced for July 1991 and 1992 but both cancelled. Motorcycle meetings were organised at the airfield between 1967 and circa 1974, and again from 1980-1981. The track length evolved as follows over the years: 2.1 km (1964-1968), 2.15 km (1970-1983) and 2.25 to 2.3 km (1984-1990). All layouts could be lapped in less than one minute by the fastest classes.

Mendig (Niedermendig) – Rheinland-Pfalz / Flugplatz Niedermendig / 1969-1971 (3) / cars + motorcycles

Location: 50°21'47.88"N / 7°18'36.38"E

Mendig airfield was the scene of auto- and motorcycle races in October 1969, October 1970 and August 1971. The events planned for 1968, 1972 and 1973 were all cancelled. The 3.59 km circuit was a simple rectangle with three artificial chicanes added.

Mosbach-Lohrbach – Baden-Württemberg / Flugplatz Mosbach / 1977-78, 1982-84, 1988-89, 1991-92 (9) / motorcycles

Location: 49°23'55.91"N / 9°7'24.89"E

The small airfield of Mosbach first hosted motorcycle racing in April 1977 and June 1978, before the organising club moved its races to a different airfield at Speyer, see below. However, racing returned to Mosbach under a different organisation, which staged low-key motorcycle meetings here called *Odenwald-Serienmotorradrennen* from 1982-1984, 1988-1989 and 1991-1992.

München-Neubiberg – Bayern / Flughafen Neubiberg / 1961-1962, 1964, 1969-1970 and 1974 / cars + motorcycles

Location: 48°4'26.72"N / 11°38'24.10"E

Neubiberg airfield, located directly south of Munich, hosted races rather irregularly, with meetings taking place in August 1961, July 1962, August 1964, October 1969 and 1970, and finally in May 1974 - all for both automobiles and motorcycles. Several further events, announced for 1971-1973, 1975 and 1977, were cancelled. As for the circuit, this totalled 5.75 km in 1974, but the length may have been different in earlier years as the layout varied slightly. Likewise, it would appear the driving direction was reversed from anti-clockwise to clockwise in 1970.

München-Oberschleißheim – Bayern / Flugplatz Schleißheim / 1961-1962 (2) / cars

The airfield of Schleißheim, just north of Munich, first appeared on the schedule when a race of the Auto-Touring and Motorsport Association (ATMA) was announced for August 1958. However, this was most likely cancelled. The facility later hosted automobile races for touring cars and GTs titled *BSCC-Flugplatzrennen*, in May 1961 and June 1962. The best lap around the 3 km course the second year was a 1.27,5 = 123.4 km/h. In addition, a motorcycle race for junior riders was announced for July 1961, but this appears to have been replaced by an August meeting at München-Neubiberg.

München-Riem – Bayern / Flughafen München-Riem / 1949 and 1951-1952 (3) / cars + motorcycles

Location: 48°7'56.55"N / 11°41'9.14"E

Although there had been grass track races at airfields before the war, München-Riem was the very first real airfield circuit - laid out on runways - in Germany, and as these pages show many would follow...! The first meeting took place in June 1949 and included races for motorcycles, sports cars and Formula 2 racing cars. The 2.71 km circuit consisted of two slightly curved parallel sections, linked by wide, sweeping loops on both ends. During practice in the dry, the course allowed average speeds up to 117 km/h, as clocked by BMW-rider Georg Meier. However, several rain showers on race day resulted in a fastest overall race lap of only 105.9 km/h, now clocked by Fritz Rieß in a sports car.

Further meetings at Riem airfield were held on a shortened 2.3 km layout in May 1951 and August 1952, with fastest overall laps of 1.18,6 by AFM-driver Fritz Rieß and 1.11,5 = 115.7 km/h by BMW-rider Walter Zeller, respectively. The races announced for 1950, 1953 and 1954 were all cancelled. München-Riem Airport was replaced by the new Franz-Josef-Strauss Airport near Freising in May 1992, and has since been turned into *Messestadt Riem*, a large convention complex, shopping mall and residential area.

Neuhausen ob Eck (Schwenningen) – Baden-Württemberg / Flugplatz Neuhausen ob Eck / 1969-1971 (3) / see below

Location: 47°58'37.72"N / 8°54'15.66"E

This airfield hosted combined car- and motorcycle meetings in 1969 (June), 1970 (June) and 1971 (May), although the motorcycle races of the latter meeting were actually cancelled, after an accident in one of the preceding car races killed three marshalls. This accident also resulted in the cancellation of a 6-hour motorcycle race scheduled later that year. The circuit ran over the 30-metre wide runway and 6-metre wide service road to form a 2.975 km lap. Helmut Leuze recorded the fastest lap in 1970 with his Porsche 908 in 1.05,7 = 162.8 km/h. Also see the entry for Schwenningen in the main section for Germany above.

Niederstetten (Künzelsau-Niederstetten) – Baden-Württemberg / Heeresflugplatz Niederstetten / 1968-73, 1975-77 (9)
 Location: 49°23'28.15"N / 9°57'36.56"E

A club from Künzelsau organised the *Hohenloher Flugplatzrennen* at the airfield of Niederstetten, which is located just over twenty kilometres to the north-east. The annual event was first held in July 1968 and comprised races for various car classes. Motorcycles were then added in 1973, but the following year's meeting was cancelled, and all subsequent events - in July 1975, July 1976 and June 1977 - comprised motorcycles only. The circuit measured 2.665 km per lap and actually included some elevation changes, an unusual but very welcome feature for an airfield course. Xavier Perrot (March) clocked the fastest lap of the 1971 meeting with a 1.08,6 = 139.9 km/h, a record at the time, but no other fastest laps are available.

Nobitz – Thüringen / Flugplatz Altenburg-Nobitz / October 1997 / the race was likely cancelled / unknown

A race at Altenburg-Nobitz airfield was announced for October 1997, but it was likely cancelled. It is not known if the meeting was for motorcycles or automobiles.

Paderborn-Ahden – Nordrhein-Westfalen / Flughafen Paderborn / 1973-1974 / both races were cancelled / cars

Races at the airfield near Ahden were announced for September 1973 and 1974, but both were cancelled, and so the airfield was most likely never actually used for racing.

Peenemünde – Mecklenburg-Vorpommern / Flugplatz Peenemünde / May 1997 / possibly also in 1996 / motorcycles

There was a motorcycle race at Peenemünde airfield in May 1997, while an earlier race in 1996 may have been cancelled. A 2.2 km course at the airfield is nowadays used for motorcycle training and track days, but whether this layout was also used for the earlier race(s) is unknown.

Pferdsfeld (Bad Kreuznach) – Rheinland-Pfalz / NATO-Flugplatz Pferdsfeld / 1955 and 1958-1961 (8) / cars
 Location: 49°51'22.29"N / 7°36'12.45"E

Pferdsfeld airfield, west of Bad Kreuznach, was used for touring car- and GT races organised by the Wiesbaden-based Hesse Motor Sports Club, with the first meetings taking place in April and September 1955 and October 1958. There were two meetings every year from 1959-1961, in March and May, except in 1960 when the May event was cancelled and replaced by an October race at the Nürburgring Südschleife. Finally, one further meeting was announced for May 1962 but cancelled.

Remarkably, the airfield's runway actually included some unusual but very welcome elevation change, so that an interesting course could be laid out. The exact layout is known only for 1959 but varied over the years, with reported lengths of 6.9 km (April 1955), 6.2 km (September 1955), 5.6 km (1958), 5.3 km (March 1961) and 5.06 km (May 1961). Both known fastest laps were set by Wolfgang Seidel with his Ferrari 250 GT, in 2.54,9 = 115.3 km/h (1958) and at 136.4 km/h (March 1961).

Schlotheim – Thüringen / Flughafen Obermehler / Unstrutring / 2002 - present / cars
 Location: 51°16'2.11"N / 10°38'4.07"E

The Obermehler airfield near Schlotheim has hosted NAVC club races for amateur car racers since July 2002. The circuit laid out over the sole runway and service roads is known as the Unstrutring, and measured approximately 2.25 km for the May 2010 meeting, but a different layout of 1.98 km may have been used in earlier years. The 2013 races took place in early June.

Sembach – Rheinland-Pfalz / Air Base Sembach / Flugplatz Sembach / 1969-1975 (7) / cars
 Location: 49°30'25.40"N / 7°51'49.25"E

Air Base Sembach hosted automobile races on a 5.61 km course between November 1969 and May 1975. When the airfield was not available anymore in 1976, the organising club relocated to a different circuit in Trier-Grüneberg, see the main section above. One more meeting at Sembach airfield was announced after that, for April 1977, but this was cancelled. The lap record was held by Hans-Dieter Blatzheim (Porsche 907) at one point, at 156.9 km/h, but it seems likely this was later improved further. In recent years, the airfield has been turned into an industrial area, and very little of the old circuit still remains.

Speyer – Rheinland-Pfalz / Flugplatz Speyer / Flughafen Speyer-Ludwigshafen / 1979-1996 (18) / motorcycles
 Location: 49°18'16.54"N / 8°27'7.61"E

Speyer airfield was a fixture on the German motorcycle schedule between May 1979 and April 1996. The original course measured 2.01 km and was traversed clockwise. In 1985, the circuit was modified to 2.43 km and it was used anti-clockwise from then on. By the early 1990s the lap record stood at 0.51,84 = 168.8 km/h, as recorded by Andreas Hofmann (Honda) in 1989. Many photographs of the Speyer airfield circuit feature the city's landmark cathedral, a UNESCO world heritage site, in the background.

Staaken (Berlin-Staaken) – Berlin / Flugplatz Staaken / 1959-1960, 1962 (DDR) / possibly also 1961 / cars + motorcycles

The *Staakener Kleeblatt* races were originally held on a 3.8674 km (sic) circuit laid out at the airfield of Berlin-Staaken. 'Kleeblatt' means four-leaf clover, which referred to the very weird X-shaped layout of the course. Meetings seem to have included both cars and motorcycles and were held in June 1959, October 1960 and April 1962. Racing later moved to a new circuit on the motorway near Werder, see the main section for Germany above.

Straubing-Wallmühle – Bayern / Flugplatz Straubing-Wallmühle / 1978-2006 but see note below / motorcycles

Location: 48°54'4.27"N / 12°30'59.07"E

Motorcycle races were held at Straubing-Wallmühle airfield from September 1978 until 2006, although between 2000 and 2005 there was no racing in certain years due to financial difficulties. The September 2006 meeting was billed as the 26th edition of the *Flugplatzrennen*. The circuit measured 2.1 km for the 1978 inaugural meeting, while the 1984 race programme gives the length as 2.12 km. It is likely the layout never changed, perhaps apart from the addition of a chicane on the main straight.

Sylt (Westerland) – Schleswig-Holstein / Flughafen Sylt / 1976-1977 and 1979-1980 (4) / cars

Location: 54°54'35.44"N / 8°20'21.88"E

The airfield just east of Westerland, on the North Sea island of Sylt, near Denmark, hosted four race meetings between the mid-1970s and 1980. The inaugural *Rundstreckenrennen Sylt* took place in April 1976 and included races for touring cars and GTs, Formula Vee 1300 and Formula Super Vee, plus the VW Junior Cup and Renault 5 Pokal. The circuit measured 6.2 km, making it one of the longest airfield courses in Germany, and was lapped quickest by Mika Arpiainen (Veemax) during the Super Vee race, a round of the Castrol-Trophy, in 2.07,5 = 175.1 km/h.

The April 1977 meeting featured an almost identical programme, but the circuit was modified in several places and furthermore shortened to 4.2 km, as local residents had complained about the noise and drivers about the poor surface the year before. The Super Vees were again quickest: Axel Plankenhorn (Lola) clocked 1.32,4 = 163.6 km/h (qualifying) and 1.38,4 (race). The event announced for May 1978 then did not take place, while details for the next meeting, in July 1979, are unfortunately missing. The fourth and final race at Sylt airfield was held in July 1980 and included Formula Vee 1300, Formula Ford, touring cars, and GTs, but the circuit length was now down to just 1.6 km. Incidentally, racing at Sylt was relatively costly, as the only connections with the mainland were by train or ferry, which meant competitors had to ship their cars to the island.

Trier (Trier-Euren) – Rheinland-Pfalz / Flugplatz Trier-Euren / 1956-1966 (15) / cars

Airfield Trier-Euren, located just south-west of the historic city of Trier, was the venue for auto racing for a decade, between the mid-1950s and mid-1960s. The first known race took place in April 1957, but given the numbering of later events there must have been a race in 1956 as well. There were in fact two races every year from 1960-1963, before the last meeting was held in May 1966. A further event announced for May 1967 was then cancelled. The *Trierer Flugplatzrennen* included races for touring cars and GTs, as well as Formula Junior and Formula 3 on occasion, and took place on a 1.9 km circuit, although a magazine report gives a track length of 2.2 km for the April 1958 event, so there may have been more than one layout. The airfield closed in the mid-1970s and was subsequently converted into an industrial area, but the former runway is still recognizable both from the air and on the ground.

Ulm-Laupheim – Baden-Württemberg / Heeresflugplatz Laupheim / Fliegerhorst Ulm-Laupheim / 1967-1970 (4) / cars

Location: 48°13'12.64"N / 9°54'34.10"E

The first meeting at Laupheim airfield, which is actually located some twenty kilometres from Ulm, was announced for August 1966 but cancelled. Racing did take place between September 1967 and July 1970, before the events scheduled for 1971 and 1972 were also called off, although the former was replaced by a meeting at the Austrian Salzburgring. Racing subsequently moved to Mengen airfield, see below. The 4.620 km circuit in Laupheim was described as one of the best airfield courses in Europe, as the layout incorporated enough curves to do without any artificial chicanes. The width varied between six and thirty metres. March-driver Xavier Perrot recorded the lap record in 1.52,4 = 148.0 km/h (1970).

Ulm-Mengen (Sigmaringen) – Baden-Württemberg / Flugplatz Mengen-Hohentengen / 1973-1978 (6) / cars

Location: 48°3'12.73"N / 9°22'14.63"E

Mengen airfield is located near Sigmaringen, no less than sixty straight-line kilometres from Ulm. The facility was the successor of the Laupheim airfield listed above, and played host to the *ADAC-Rundstreckenrennen Ulm* six times between September 1973 and August 1978. After that, there was one more event at a new location in Leipheim, see below. A lap around the anti-clockwise course measured 2.88 km, which the fastest Formula 3 drivers could complete in just over one minute, at about 166 km/h average speed. Other classes that raced here include Interserie, Formula Vee 1600 and Formula Ford.

Ulm-Leipheim – Bayern / Flugplatz Leipheim / August 1979 (1) / cars

Location: 48°26'24.54"N / 10°14'9.85"E

There was a one-off meeting at Leipheim airfield in August 1979, which included the *ONS-Rundstrecken-Pokal*, Formula 3, and a number of support races. The 2.7 km course was not used again, as the meeting scheduled for June 1980 was cancelled. Please note that whereas the city of Ulm is located in Baden-Württemberg, the airfield where the racing took place is situated in Bayern.

Walldürn – Baden-Württemberg / Flugplatz Walldürn / 2008 - present / motorcycles

Location: 49°34'54.37"N / 9°24'8.13"E

The airfield of Walldürn has hosted the *Odenwaldring-Klassik* since 2008. This event is a revival of the motorcycle road races held in nearby Buchen in the 1950s (see the main section for Germany above) and includes exhibition- and regularity runs, but also a number of proper races for vintage motorcycles and Supermoto. The circuit measures 1.98 km, and as of 2009 the lap record was held by Werner Michael (Aprilia SXV 550) in 0.50,122 = 142.2 km/h. The 2014 edition took place in early June.

Wiesbaden-Erbenheim – Hessen / Flugplatz Erbenheim / Militärflugplatz Wiesbaden-Erbenheim / June 1958 (1) / cars

The Hesse Motor Sports Club organised a meeting for touring cars and GTs at Erbenheim airfield, an American air base just south-east of Wiesbaden, in June 1958. The races were held on a 1.7 km circuit, but ended on a sad note when one of the cars crashed into a group of spectators. The organising club subsequently returned to Pferdsfeld airfield, where it had already held two meetings in 1955, see above.

Wittstock (Wittstock/Dosse) – Brandenburg / Flugplatz Alt Daber / 2007-2008 / test sessions only / motorcycles

Location: 53°12'3.53"N / 12°31'22.76"E

This 4.2 km airfield course hosted motorcycle practice and test sessions in 2007 and 2008. The course had a concrete surface and was quite bumpy. The former airfield has since been turned into an energy park and is now covered with solar panels.

Wunstorf – Niedersachsen / Fliegerhorst Wunstorf / 1964-1972, 1974-1994 and 1996-1998 / cars + motorcycles

Location: 52°27'17.31"N / 9°25'45.92"E

Wunstorf was among the best-known and longest-used airfield circuits in Germany, with races organised in the years 1964-1972, 1974-1994 and 1996-1998. There was no racing in 1973 (meeting cancelled) and 1995 (meeting relocated to the Österreichring). The original circuit measured 5.1 km, but the airfield was large enough to allow several different layouts, and so a 3.5 km course was used in 1975, and modified versions of this in 1976-1977 (3.85 km) and from 1978 onwards (3.30 km).

In either 1980 or 1981, racing reverted to the original course, although this now measured 5.05 km due to the chicanes being set up slightly different (these were later again changed several times). In addition, the race direction appears to have been reversed from the usual anti-clockwise to clockwise roughly between the early 1980s and mid-1990s.

During its three-decade stint as a racing circuit, Wunstorf airfield hosted a wide range of races. Nearly all meetings until circa 1978 included both cars and motorcycles, but the latter seemingly returned only twice after that, in 1985 and 1988. Auto racing included races for Formula 3, Formula Ford, Interserie, STW and other series, but Wunstorf is probably best known for the nine visits of the popular DTM between 1984 and 1993. Alfa Romeo-driver Nicola Larini recorded the fastest lap times in this class the latter year, in 1.44,45 = 174.1 km/h (qualifying) and 1.44,62 (race) - not quite as fast as the time Helmut Kelleners (March 707) clocked in 1970, a 1.37,9 = 187.5 km/h. This was a record at the time but may have been improved further in later years.

Zweibrücken – Rheinland-Pfalz / Flughafen Zweibrücken / 1996-1999 / possibly also in July 1958 / cars + motorcycles

Location: 49°12'38.58"N / 7°23'58.62"E

A race organised by the Auto Touring and Motorsport Association (ATMA) at Zweibrücken airfield was announced for July 1958, but whether it took place is not known. A different club later announced races for August 1976 and September 1977, but these were both cancelled. However, between August 1996 and May 1999 the airfield played host to races of the Super Tourenwagen Cup (STW) and German Formula 3 championship, before the May 2000 event was cancelled. The circuit length during this time was circa 2.71 km (1996-1997) and 2.79 km (1998-1999), with the best STW laps in 1996 being as follows: 1.02,983 = 154.9 km/h by Laurent Aiello (qualifying) and 1.03,361 by Emanuelle Pirro (race).

Separate meetings for motorcycles were staged from 1997-1999, the first year on a very fast 4.35 km layout and then on the same 2.79 km circuit as the auto races. Known fastest laps: 1.26,855 = 180.3 km/h by Gregorio Lavilla (1997) and 1.09,394 = 144.7 km/h by Mike Baldinger (1999).

Total number of entries in the above section: 60

Velodrome Racing

Introduction

Track racing is a form of motorcycle racing that takes place on ovals. These can have many different surfaces, such as dirt, sand, grass, cinders or ice. However, this text is about velodrome racing – a form of track racing that was once popular in several western-European countries – including France, England, Belgium, the Netherlands and Germany – especially in pre-war days. In the United States, such races took a different form known as board track racing.

A velodrome is a short oval built for bicycle racing. It is typically around 400 metres in length. The corners are usually banked and may be surfaced with various materials, the most common being wood and concrete (cement). Velodromes were originally developed in France, but by the late 1800s they had spread to other countries in Europe and across the ocean to the United States.

The motorcycle was invented around that same time, and it did not take long before these new machines were used for so-called motor-paced races, where the bicycle racer (stayer) competed in the slipstream of a motorcycle (the pace-maker) in order to achieve greater speeds. Of course, the next logical step was racing motorcycles against each other without any bicycles involved, which was much more exciting – not to mention more dangerous.

Belgium

In Belgium, the first velodrome races were held as early as 1899. Racing took place over the following years at tracks in places like Brussels, Antwerp and Liège, and it seems even regional and national championships were held. However, as there was no official sanctioning body yet – the Belgium Motorcycle Federation FMB wasn't established until December 1912 – the significance of these championships may be limited.

By the end of the first decade of the 20th century public interest began to decline, and manufacturers increasingly shifted their attention to road racing. As such, velodrome racing in Belgium faded well before the first World War. In later years, however, there were races in Brussels around the mid-1920s and early 1930s, but I don't believe the FMB had anything to do with these – it would appear these races were mostly a means to spice up bicycle meetings. I did not find a single mention of velodrome racing in the federation's official magazine.

Finally, in the early- to mid-1950s an unrecognized organisation led by a driver named Albert van Hove held 'pirate' races for small single-seater racing cars and, in some cases, motorcycles on all sorts of small street circuits, as well as on velodromes in Antwerp, Brussels, Charleroi, Ostend and other places – but again, the official sanctioning bodies, these being the RACB for cars and the FMB for motorcycles, did not approve these races and had nothing to do with them.

England

In England, the velodrome races of the early 1900s were centred around London, at tracks in Crystal Palace, Canning Town, White City and Herne Hill. However, the number of races declined after several accidents, and with the initiation of the Isle of Man TT and the opening of Brooklands in 1907 the velodromes quickly lost their significance for motorcycle racing altogether.

There is, however, one interesting footnote: in 1962 there were two races for 50cc motorbikes at banked bicycle tracks, in Welwyn Garden City in April, and at the Paddington Recreation Grounds in central London in August.

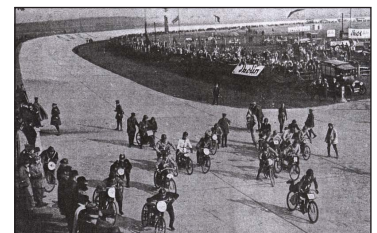
Germany

Track racing was very popular in Germany, be it on dirt (*Aschenbahnrennen*), sand (*Sandbahnrennen*), on horse race tracks (*Trabrennbahnrennen*) or concrete velodromes (*Zementbahnrennen*). More so than anywhere else, velodrome racing was an important type of motor-sport in Germany – there was a championship as early as 1920 – and for some reason, also lasted much longer here than elsewhere, despite road racing gaining more importance around the mid-1920s.

In 1924, the one-year-old Association of Motorcyclists or DMV, a newly-founded organisation, decided the motorbike was a road vehicle, and as such it made more sense to race it on public roads than on velodromes. The DMV initiated a multi-race road racing championship that year, while the rivalling ADAC crowned its own champions in a single race at the Schleizer Dreieck. In 1926, the two sanctioning bodies teamed up to organise a combined, joint road racing series. But even with attention shifting in that direction, races on banked bicycle ovals remained very popular. Many riders actually competed on both road and track.

Apart from numerous concrete and some wooden velodromes, two bigger circuits were also used for this type of track racing: the 1.5 km *Opelbahn* near Rüsselsheim, which opened in 1920 and mainly served as a test track (photo top right), and the so-called *Fichtenhainbahn* in Heide/Holstein, a 1.25 km steeply banked oil-crayon oval built specifically for automobile- and motorcycle racing in 1925 (middle & bottom photos).

The velodrome races seem to have faded slightly as the 1930s progressed, and such races were reportedly banned altogether in 1937, when apparently the risks and accidents were finally deemed unacceptable.



After the war, racing on bicycle tracks resumed in 1947, and the first post-war championship or *Zementbahnmeisterschaft* was held in 1950. However, several big accidents, such as those in Wuppertal (1951), Bamberg (1952), Nürnberg (1954) and Stuttgart (1955) marked the end of velodrome racing in West-Germany, although there were races as late as 1956 (Karl-Marx-Stadt), 1957 (Erfurt) and 1958 (Nordhausen) in the DDR.

Incidentally, cars raced regularly on the aforementioned two bigger tracks, the Opelbahn and Heide, but car races on velodromes were much less common. There were incidental races at the Berlin Stadium and some demo runs elsewhere, but obviously bicycle tracks were not very suitable for automobile racing.

One interesting footnote: as mentioned above, a Belgian driver named Albert van Hove organised 'pirate' races for small single-seater racing cars and motorcycles in his home country in the 1950s. In 1954, he succeeded in also organising a number of such races on German velodromes in Cologne and Nürnberg, but sadly there was a very serious accident at the latter.

Netherlands

In the Netherlands, the earliest known motorcycle races were held on velodromes in the early 1900s. At the time, it was common to combine races for solo bicycles, motor-paced bicycles and motorcycles into a single meeting. Tracks in Breda, Bergen op Zoom and Amsterdam are known to have hosted such meetings, but the emphasis was usually on bicycles.

After the First World War, some tracks began having stand-alone meetings for motorcycles, although their significance remained limited, especially compared to neighbouring Germany where velodrome racing attracted much more attention. In the Netherlands, the dominant form of pre-war motorcycle sports was grass track racing, and as such the number of races on velodromes was limited. Most of the time, motorcycles were simply added to bicycle meetings to provide some additional thrills and frills for the audience. It would appear the KNMV's involvement was limited to a small number of bigger stand-alone events, for example at the so-called *Twembaan* in Tilburg. This opened in August 1921, and as the name indicates (Twem is an acronym of Tilburgish Cycling- and Motor Track) this was in part specially-built for motorbike racing (photos on right).

One of the best known Dutch motorbikers of the era was Hans Herkuleyns (Arnhem, 17 June 1888 - Amsterdam, 8 February 1948), a true specialist of velodrome racing who competed at home and abroad with great success. However, a horrible accident in Amsterdam in 1931 broke both of his legs and forced him to give up motorcycle racing, although he later switched to automobiles. Velodrome races in the Netherlands seem to have largely died out for the remainder of the 1930s after Herkuleyns's accident, but interestingly, there were actually a few of such races *during* the war, until the German military authorities prohibited races on bicycle tracks in July 1944. Shortly after the war came to an end, velodrome racing resumed once more, albeit now only for the 125 and 175cc classes. Unfortunately, a race in Amsterdam on 1 July 1945 was marred by the fatal accident of well-known rider Joop Vleeschhouwer.

Photographs of velodrome races from this time prove that this type of racing was still popular - with well-filled grandstands - but in spite of this, the sport did not last long anymore: the KNMV last organised bicycle-track races in 1946 and after that gave up on velodrome racing. Perhaps this had something to do with a problem evident here and abroad: due to the high risks involved, races were sometimes fixed, meaning riders made agreements beforehand.

Although the KNMV never organised velodrome races again, the rivalling RKZNM - the later NMB - briefly attempted to revive this type of motorsport in 1952. While the first race in the Goffert Stadium in Nijmegen went well, the second ended with the worst-ever accident in Dutch motorsports history, when one rider and three children were killed. Unsurprisingly, this marked the definitive end of velodrome racing in the Netherlands.

Cars raced on velodromes only sporadically in this country, with a handful of races known to have been held in Bergen op Zoom, Amsterdam and Tilburg. However, karts ran exhibition-races or demos on the concrete track of Amsterdam's Olympic Stadium as late as 1982.

Austria

In Austria, where sand track racing and hillclimbing were easily the dominant forms of motorsport in pre-war days, velodrome races were almost non-existent. The only such races I am aware of in this country took place in Vienna around the mid-1950s, but it seems plausible that early pre-war Austrian bicycle meetings also included motorcycles, as they did in other countries.

Switzerland

Not much is known about velodrome racing in Switzerland, but there were races for small single seater racing cars (Kleinstrennwagen) in Oerlikon (October 1947) and Geneva (April 1948). The velodrome in Oerlikon, a 333-metre track with curves banked at 44.5 degrees that opened in 1912, has also been used for exhibition runs in recent years, with all sorts of vehicles taking to the track, ranging from sidecars to 1960s F1 cars and sports cars! These demos are held once a year, in conjunction with bicycle races, and although they of course lack a competitive element, provide a fascinating and unique glimpse of what velodrome racing was like back in the day.



United States

In the United States, motorcycles started competing on horse race tracks shortly after the 20th century began, but dust and mud often caused problems. Velodromes posed an alternative, but due to their short length and narrow width were also far from ideal. Motorcycle racing at velodromes was particularly commonplace in New England, at tracks like Charles River Park near Boston, the six-laps-to-the-mile Clifton Stadium in Paterson, New Jersey, and at New York City's Madison Square Garden track. On the West Coast, there was racing at Fiesta Park in Los Angeles, and probably at many other venues not known.

By the late 1900s and early 1910s, velodromes became obsolete for motorcycle racing when new wooden tracks built specifically for this purpose sprung up in cities all over the country. The vast majority of these 'board tracks' were masterminded and built by an incomparable former bicycle racer from Great Britain named John Shillington Prince, better known as Jack Prince (1859-1927).

Prince had already built some thirty bicycle ovals in the United States before he decided to build tracks specifically for motorbikes. These motordromes were usually $\frac{1}{4}$ or $\frac{1}{2}$ -mile in length, longer than the earlier velodromes, and they often had much steeper banking as well. During my research I found some 22 motordromes built between 1909 and 1914, beginning with the Los Angeles Coliseum in California. Next followed Springfield Stadium in Massachusetts and Wandamere Motordrome in Salt Lake City, Utah. Other early tracks were the Tuileries Motordrome near Denver and Riverview Motordrome in Chicago. Los Angeles had a second track named Los Angeles Stadium, while Philadelphia had the Point Breeze Park Motordrome, and New York City the Brighton Beach Motordrome in Brooklyn, not to be confused with the dirt oval of the same name.

Ohio had two motordromes, at Luna Park in Cleveland and a $\frac{1}{2}$ -mi track in Columbus of which not much is known. Further tracks included the Vailsburg Motordrome in New Jersey, Milwaukee Motordrome in Wisconsin, Saint Louis Motordrome in Missouri, the Stadium Speedway near Omaha, Nebraska and the track in Chattanooga, Tennessee.

Detroit, Michigan had a motordrome, as did Atlanta in Georgia. Pennsylvania also had the Eastend Motordrome in Pittsburgh, while Lagoon Motordrome opened in Ludlow, Kentucky, across the river from Cincinnati. A track called Twin City Motordrome was built in St. Paul, Minnesota, and over the border in Canada, Toronto had a track as well. Further tracks may have existed in a few other American cities.

The success of the motordromes did not last very long. The early 1910s saw several horrible accidents: eight people were killed at the Vailsburg Motordrome in Newark, New Jersey in September 1912, and ten more died after an accident at the Lagoon Motordrome in Ludlow near Cincinnati in July 1913 - the worst-ever accident on record in motorcycle racing history. Further fatal accidents happened at other tracks, such as Wandamere Motordrome, Luna Park Motordrome, Riverview Motordrome, Detroit Motordrome, Eastend Motordrome and the Los Angeles Stadium, all in the years 1911-1914. As a result of these accidents, the press allegedly started labeling the tracks *murderdromes*, and this marked the beginning of the end for these venues. It would appear no motorcycle races were held on these tracks beyond 1915, although some may have switched to (motor-paced) bicycle races.

On top of this, the short motordromes, built specifically for motorcycle racing, were being superseded by the larger board tracks Jack Prince had begun building which were also suitable for automobile racing. These big wood saucers ranged in length from 0.5 to 2.0 miles, and ironically, were relatively safe compared to the smaller motordromes, despite allowing even greater speeds.

It is interesting to note the first two of these big board tracks – the Los Angeles Motordrome in Playa del Rey (which opened in 1910) and the Oakland Motordrome in Elmhurst (1911) – were still named 'motordrome', yet all of the later large tracks were named 'speedway', beginning with the Chicago Speedway in 1915. It seems likely this was a conscious attempt to distance the new and bigger board tracks from the older and smaller motordromes, which were marred by a very negative image after the horrific accidents mentioned above.

Shortly after World War One, Jack Prince briefly tried to revive the motordromes, but this time the Motorcycle and Allied Trades Association - forerunner of the AMA - banned the short speed-bowls outright, and so only the large board tracks remained. A total of 24 of these big wooden saucers operated in the United States in the period 1910-1931. These tracks are much better documented than the motordromes. More info can be found in Ovals & Bankings section of the Racing Circuits Factbook pdf-file, available for download from my website www.wegcircuits.nl.

Like the motordromes, the big board tracks did not last very long: motorcycles stopped racing on them in the late 1920s, and the board track era ended definitively when automobiles also abandoned these dangerous tracks in the early 1930s. About two dozen small board tracks hosted car- or motorbike races after this time, most of them velodromes originally built for bicycle racing. For example, the Coney Island Velodrome, which had turns banked at 45 degrees, ran motorcycles in 1932 and midgets in 1939-40. One small footnote: mini-cup cars reportedly raced at the $\frac{1}{8}$ -mile concrete Indianapolis Velodrome around 1994-1995.

Australia

Motorcycles are known to have raced on a velodrome in Adelaide in October 1902, and perhaps as early as 1899. Several steeply banked concrete tracks were later built specifically for motorsport use, including Aspendale Racecourse, Brooklands, the Melbourne Motordrome, and Olympia Motor Speedway in Maroubra near Sydney. For more information on these tracks, see the Racing Circuits Factbook pdf-file at www.wegcircuits.nl.



Luna Park Motordrome in Cleveland, Ohio (top) and the St. Louis Motordrome in Missouri (bottom). Some of the motordromes had turns banked at 62 degrees!

Below is a list of German velodromes used for motorcycle racing. Please note this list is actually far from complete, as it mainly focuses on tracks used in the 1920s and beyond. In the early 1900s, however, meetings at velodromes commonly included races for bicycles, motor-paced bicycles and motorcycles, and dozens of venues were active in those days. Only a few of these early tracks are mentioned here. Finally, all velodromes listed below had a concrete surface unless noted otherwise.

Aachen (Aachen-Krummerück) – Nordrhein-Westfalen / Olympia Jugend Stadion / August 1947 / motorcycles

In August 1947, a 400-metre velodrome in Aachen hosted a motorcycle race in front of a reported 15,000 spectators. A further race was announced for June 1948, but this was cancelled, probably as a result of a fatal accident during a practice session earlier that month. The velodrome was apparently located in a stadium called *Olympia Jugend Stadion*, the location of which is not known. There were also races in Aachen in the very early twentieth century, on a velodrome at the *Sportplatz Zoologischer Garten*.

Bad Aibling – Bayern / 1920s-1930s / motorcycles

A 500-metre velodrome in Bad Aibling seems to have hosted motorcycle races in 1929. The track was apparently reconstructed and reopened in 1932, and it was awarded a round of the German track racing championship in 1933. However, the race was called off due to the bad weather, and it is not known whether it was rescheduled or if any further events took place.

Bamberg – Bayern / Volksparkstadion / Fuchs-Park-Stadion / 1920s-1930s and 1950s / motorcycles

Location: 49°54'1.85"N / 10°55'43.84"E

Motorcycles raced at a 500-metre velodrome in Bamberg from the late 1920s to the early-1930s, and again after the war roughly around 1952-1953. The track record was improved to 121 km/h at the April 1952 meeting. The oval itself opened circa 1926-1928, and although it was torn down in 1982, the outline can still be seen from the air, while the infield is now a football pitch.

Berlin (Berlin-Friedenau) – Berlin / Sportpark Friedenau / early 1900s / motorcycles

Location: 52°28'32.55"N / 13°19'50.15"E

A 500-metre velodrome opened in the *Friedenau* sports park in 1897. Motorcycles ran here in the early 1900s, but the oval did not last long as it was torn down in 1904. It was more or less replaced by a new course in Steglitz (see below), and the site is now the Cosimaplatz in Berlin-Friedenau.

Berlin (Berlin-Steglitz) – Berlin / Sportpark Steglitz / 1900s-1910 / motorcycles

The 500-metre velodrome in Berlin-Steglitz existed from 1905-1910, and apart from bicycle racing, also hosted motorcycle racing during that time. The track was located roughly in between the present-day Lothar-Bucher-Straße, Körnerstraße and Bergstraße.

Berlin (Berlin-Treptow) – Berlin / Nudeltopp / early 1900s / motorcycles

Location: 52°29'30.64"N / 13°27'32.59"E

This velodrome originally opened as a sand track with three curves circa 1898-1899, but it was soon rebuilt in concrete. The now egg-shaped course measured 312 metres, with the smaller curve reportedly banked at an astounding 68 degrees - although one source speaks of a slightly more modest 50.5 degrees - while the larger curve was less steeply banked. Motorcycle races were held at the track in the early 1900s, with several meetings known for 1905 and one for 1907, the *Großer Preis von Berlin* in May. Sadly, this latter meeting was marred by several accidents, and no further races took place here. The oval was eventually torn down in the winter of 1926, and the site is now a movie theatre in the north-west corner of the Treptower Park.

Berlin (Berlin-Plötzensee) – Berlin / Olympiabahn / 1910s-1930s / motorcycles

The *Olympiabahn* was a 400-metre velodrome that opened in Berlin-Plötzensee in 1911. It was the successor of a velodrome called *Botanischer Garten* in Berlin-Schöneberg, which opened in 1909 but closed after an accident during a motor-paced bicycle race later that year. The *Olympiabahn* was reportedly destroyed by fire in 1930 but later rebuilt, only to be partly destroyed once again by an airplane crash during the war. It was apparently torn down in the 1950s. Motorcycles are known to have raced here from 1912-1914 and 1919-1924 (the race on 7 September 1919 was in fact the first motorcycle race in Germany after World War One), and a further event was announced for August 1935, the first here in many years.

Berlin (Berlin-Westend) – Berlin / Kaiser-Wilhelm-Stadion / Grunewald-Bahn / Deutsches Stadion / 1920s-1930s / see below

Location: 52°30'52.52"N / 13°14'22.32"E

The *Deutsches Stadion*, also known as *Kaiser-Wilhelm-Stadion* and *Grunewald-Bahn*, opened in 1913 near the Grunewald in Berlin. The stadium housed a 666-metre velodrome that hosted motorcycle races from circa 1921 until the mid-1930s or so, with small cars occasionally joining around the mid-1920s. The facility was torn down in 1934 and replaced by the new *Olympiastadion*, which must not be confused with the earlier *Olympiabahn* listed above.

Berlin (Berlin-Neukölln) – Berlin / Werner-Seelenbinder-Kampfbahn / Stadion Neukölln / 1948-1949 / motorcycles

Location: 52°28'6.13"N / 13°25'3.14"E

The 500-metre velodrome in Berlin-Neukölln opened in 1948 and hosted three motorcycle races in total, in June 1948, July 1949, and October 1949, of which the latter two were sadly marred by fatal accidents.

Bielefeld – Nordrhein-Westfalen / Radrennbahn Bielefeld / 1950s / motorcycles + autos

Location: 52°1'50.51"N / 8°34'50.10"E

The velodrome in Bielefeld was reportedly built in the early 1950s, and the 333-metre long course with curves banked 49 degrees was used for motorcycle races from 1953-1955. Interestingly, it also hosted races for small single seaters several times, reportedly in the years 1954-1955, 1957 and 1959. The velodrome, located between the Heeper Straße and Radrennbahnweg, is still in good condition today, and is in fact occasionally used for exhibition runs with vintage motorcycles.

Bocholt – Nordrhein-Westfalen / Radrennbahn Bocholt / Stadion am Hünting / 1950s / motorcycles

Location: 51°51'24.93"N / 6°36'28.83"E

The velodrome in Bocholt dates from shortly after the second World War and ran motorcycles around 1951-1954. It allowed speeds up to about 106 km/h. The concrete oval still exists, north of town at the Moddenborgstraße, but today it is not in use anymore.

Bochum – Nordrhein-Westfalen / Radrennbahn Bochum / 1940s-1950s / motorcycles

Location: 51°27'58.55"N / 7°12'26.53"E

This velodrome opened in 1924 in the triangle of the present-day streets Hattinger Straße, Friederika Straße and Kulmer Straße, between Bochum and Weitmar. It operated until circa 1963 but was torn down in the 1970s to make way for a residential area. Motorcycles raced through its 46-degree banking in the post-war years, with races known for July 1948 and August 1954.

Bonn – Nordrhein-Westfalen / Schmidt-Schneiders-Stadion / Poststadion / 1940s / motorcycles

Location: 50°44'42.14"N / 7°4'49.36"E

A sports park named *Schmidt-Schneiders-Stadion* opened at the Lielielingsweg in Bonn in 1927. It was later renamed to *Poststadion* and included a velodrome. Motorcycle races were staged there in June and October 1948, while another was cancelled in 1950. No further races are documented but there may well have been more. The stadium fell into disuse around the mid-1960s and has been largely abandoned since then. It still existed as of December 2009 but was increasingly deteriorating and may well be torn down in the future.

Brandenburg an der Havel – Brandenburg / 1920s / motorcycles

A motorcycle race on a velodrome in Brandenburg an der Havel was announced for July 1922, but further details are missing.

Braunschweig – Niedersachsen / Sportpark Richmond / 1948-1950 / motorcycles

Motorcycle races are known to have been staged on a velodrome in Braunschweig in 1948 (October), 1949 (April and September) and 1950 (June), but for some reason the latter meeting was billed as the third rather than fourth. Wolfgang Brand clocked the lap record of 111.1 km/h on that occasion. The 500-metre long concrete velodrome was located in a sports park called Richmond, which was situated at the Salzdahlumer Straße in Heidberg, south of the Braunschweig city centre. It opened in September 1926 and existed until January 1960.

Breslau – Niederschlesien (now Wrocław in Poland) / Grüneicher Radrennbahn / Stadion Grüneiche / 1900s-30s / motorcycles

The 400-metre *Grüneiche* velodrome held motorbike races more or less on-and-off throughout the 1900s to 1930s, roughly until 1935. The city of Breslau is nowadays located in Poland and named Wrocław, while the Grüneiche district is called Dąbie.

Chemnitz (Chemnitz-Altendorf) – Sachsen / Sportplatz Chemnitz / Radrennbahn Altendorf / 1920s-1930s / motorcycles

The *Altendorf* velodrome, a 500-metre long course of eight metres wide and with curves banked at 45 degrees, opened in 1909. Motorcycle races are documented for 1913-1914 and 1920-1925, but there may well have been more races not yet known. The oval was damaged beyond repair during the war, and a replacement was eventually built elsewhere, see below.

Chemnitz (Karl-Marx-Stadt) – Sachsen / Großkampfbahn / Ernst-Thälmann-Stadion / Sportforum Chemnitz / 1950s (DDR)

Location: 50°48'12.39"N / 12°55'47.84"E

The *Südkampfbahn* sports facility opened in July 1926, and it is known to have been the scene of a combined car- and motorcycle grass track race in 1931. The facility was renovated and then renamed to *Großkampfbahn* later that decade. After the war, a 333-metre concrete velodrome was added as a replacement for the above Altendorf course, before the facility was renamed once again to *Ernst-Thälmann-Stadion*. The oval hosted motorcycle races from 1955-1956, at which time the city of Chemnitz was a part of the DDR and named Karl-Marx-Stadt. The sports park is nowadays named *Sportforum Chemnitz* and the velodrome still exists.

Dortmund – Nordrhein-Westfalen / Radrennbahn Kaiser-Wilhelm-Tal / 1920s and 1950s / motorcycles + cars

The *Kaiser-Wilhelm-Tal* velodrome in Dortmund is known to have hosted motorcycle races in October 1922 and May 1924, but no further details are available. Much later, there was a race in July 1954 of which the location is not known, although that same year there was also an unofficial event for small single seater racing cars on a wooden velodrome in the *Westfalenhalle*.

Dresden (Dresden-Reick) – Sachsen / Radrennbahn Dresden-Reick / 1920s-1930s / motorcycles

The velodrome of Dresden-Reick was built in 1909 and officially opened in March 1910. The 500-metre long and eight metres wide course had corners banked at 45 degrees. Motorcycle races were staged throughout the 1920s and early 1930s, but the track was abandoned midway the latter decade and closed definitively in 1939. Its exact location is not known, but it was close to the horse race track which still exists in Dresden-Reick.

Dudenhofen – Rheinland-Pfalz / 1920s / motorcycles

Several motorcycle races took place at a velodrome in Dudenhofen in 1923, with meetings in April, May and June. Today there is an outdoor track just north of town, but it is not known if this is the same venue.

Duisburg (Duisburg-Neudorf) – Nordrhein-Westfalen / Radrennbahn Grünewald / Neudorfer Radrennbahn / 1950s

Location: 51°24'54.69"N / 6°46'32.19"E

The concrete velodrome at the Sternbuschweg in Duisburg-Neudorf opened in June 1951 and seems to have staged one or two motorcycle races in 1954. The site is now an indoor sports facility named Fit 4 Life, but the outline of the old track is still visible. Also see the entry for Hamborn further below.

Düren (Düren-Rölsdorf) – Nordrhein-Westfalen / Jugendstadion / 1920s and 1940s / motorcycles

Location: 50°47'21.30"N / 6°28'30.05"E

The *Jugendstadion* sports park opened in Düren in 1921, and a 420-metre concrete oval was reportedly added one or two years later. This subsequently hosted motorcycle races until circa 1927, and then again after the war, with one meeting documented for October 1948. The track, which is fairly narrow and with a relatively low banking, still exists today but is not used anymore.

Düsseldorf (Düsseldorf-Oberkassel) – Nordrhein-Westfalen / Radrennbahn Düsseldorf-Oberkassel / 1910s-1930s

The 400-metre velodrome in Oberkassel was used for motorcycle racing as early as 1914, and again throughout the 1920s until the early 1930s or so. The track appears to have been located at what is now a street named Am Kirschbaumwäldchen.

Elberfeld (Wuppertal-Elberfeld) – Nordrhein-Westfalen / Zoostadion / Stadion am Zoo / 1920s-1950s / motorcycles + cars

Location: 51°14'20.86"N / 7°6'18.01"E

The *Stadion am Zoo* opened in October 1924, and its concrete velodrome hosted its first motorcycle race merely a week later. Many race meetings followed until 1936. Racing resumed after the war in April 1947, and the last meeting was likely held in July 1954. The 500-metre velodrome, which could be floodlit for nighttime racing, was twelve metres wide and had extremely wide curves banked at 45 degrees, while the straights had 25 degrees of banking. This allowed tremendous speeds of up to 150 km/h, making this the fastest velodrome in Germany. While the stadium still exists, the concrete oval has been torn down, and so unfortunately, no trace remains of what was once one of the most significant venues for track racing in Germany. One final note: Elberfeld was an independent city prior to 1929, but has been a part of Wuppertal since.

Erfurt – Thüringen / Radrennbahn Andreasried / 1910s-1950s (DDR as of 1949) / motorcycles

Location: 51°0'5.56"N / 11°0'37.73"E

The concrete *Andreasried* velodrome opened in Erfurt in 1899 as the successor of an earlier sand track. The course was lengthened from 400 to 454 metres in the mid-1920s. Motorcycle races go back here to at least 1907, and were later staged throughout the 1920s and into the mid-1930s. After the war, racing resumed in 1949 when Erfurt became a part of the DDR, and the last race took place as late as May 1957, making this one of the longest-used venues for velodrome racing. It is also interesting to note that go-kart races were staged on the concrete oval, from 1966 until at least 1971. The track itself was later rebuilt several times and is now a modern 250-metre semi-indoor facility.

Erkelenz – Nordrhein-Westfalen / 1920s / motorcycles

The velodrome of Erkelenz was built circa 1922-1923 as a 400-metre clay and sand track with banked curves. It ran motorcycle races at least in 1923-1924. Paul Rüttchen - a local rider who later became a very successful road racer - began his career here.

Eselsfürth (Kaiserslautern-Eselsfürth) – Rheinland-Pfalz / Barbarossapark / 1920s / motorcycles

The *Barbarossapark* in Eselsfürth - nowadays a part of Kaiserslautern - had a velodrome that was built sometime before 1900. It fell into decay during the First World War, but was later overhauled and turned into a 475-metre concrete track with curves banked at 38 degrees. The oval hosted about two motorcycle races in 1924, but no further meetings are documented. Today, a street name is the sole reminder of the former *Barbarossapark* velodrome.

Forst (Forst/Lausitz) – Brandenburg / Radrennbahn Forst / 1920s-1930s / motorcycles

Location: 51°43'44.87"N / 14°37'19.72"E

The velodrome in Forst opened in June 1906 and is still active today, making this one of the oldest remaining tracks in Germany. Motorcycles raced on the 400-metre course in the 1920s and 1930s, with documented meetings in May and July 1923 and October 1933.

Frankfurt am Main – Hessen / Frankfurter Radrennbahn / 1925-1930s and 1947 - circa 1953 / motorcycles

Location: 50°4'8.10"N / 8°38'58.96"E

A sports stadium named *Waldstadion* opened south of Frankfurt in May 1925, and in September the adjacent velodrome opened as well. The course was 400 metres in length and had curves banked at 49 degrees, which allowed speeds up to about 140 km/h. The first motorcycle race was held in September 1925, and further meetings took place throughout the 1920s and into the early 1930s. After the war, riders once again conquered the concrete curves from 1947 to circa 1953. The next-door *Waldstadion* was renovated several times after that, and finally torn down along with the velodrome in 2002 to make way for the new *Commerzbank Arena*.

Gladbeck – Nordrhein-Westfalen / 1920s and 1940s / motorcycles

Gladbeck's 400-metre velodrome was used for motorcycle races circa 1922 and again after the war circa 1948. The course had a fairly low banking, which allowed only relatively low speeds of less than 85 km/h. It is not known where the track was located, but it was most likely in the close vicinity of the present-day street *Alte Radrennbahn*, seemingly the only reminder of the former oval.

Halle (Halle/Saale) – Sachsen-Anhalt / Radrennbahn Böllberger Weg / 1930s / motorcycles

Location: 51°27'51.05"N / 11°57'6.70"E

Halle/Saale had a 333-metre wooden velodrome that opened at the Böllberger Weg in June 1930. The track did not last very long as it was levelled in 1938, and the site later became a football pitch, which it still is today. Motorcycles raced here circa 1930-1932.

Hamborn (Duisburg-Hamborn) – Nordrhein-Westfalen / Schwelgern Stadion / 1920s-1950s / motorcycles

Location: 51°30'11.47"N / 6°44'38.50"E

The velodrome in the *Schwelgern Stadion* in Hamborn, nowadays a part of Duisburg, reportedly opened in 1925 and was used for motorcycle racing roughly from the mid-1920s to early 1930s. Further races were held post-war circa 1947-1954. At 570 metres, it was unusually long for a velodrome, but despite this average speeds were not that high, below 100 km/h or so. The stadium still exists today, but of the old oval only the grass embankment remains, upon which the concrete curves once rested.

Hannover – Niedersachsen / Radrennbahn am Pferdeturm / 1900s and 1920s-1940s / motorcycles

The 500-metre velodrome at Hannover's *Pferdeturm*, an old watchtower east of the city centre, ran motorcycles in the early years of the twentieth century, at least from 1906-1908. After the First World War, there were more races in the 1920s, and seemingly also in 1932 and 1948. A further velodrome race in Hannover was held on a wooden indoor track in the so-called *Messesportpalast*, an exhibition and sports centre, in November 1951.

Heegermühle (Finow) (Eberswalde-Finow) – Brandenburg / 1920s / motorcycles

There was a motorcycle race at the Heegermühle velodrome in June 1923, but as this track already existed since the early 1900s, there may well have been more races here. Heegermühle later became a part of the city of Finow, which in turn now belongs to Eberswalde, north-east of Berlin.

Köln (Köln-Riehl) – Nordrhein-Westfalen / Radrennbahn Köln-Riehl / 1920s and 1947-1950s / motorcycles + cars

Location: 50°57'45.79"N / 6°58'38.26"E

Köln-Riehl's 400-metre velodrome opened in May 1889, but it was later rebuilt several times. It staged motorcycle races both pre- and post-war, with documented races from 1920-1926 and 1947-1951. There was also an unsanctioned race for small single seater racing cars at the track in 1954, organised by the same group of people behind many such races in Belgium. The facility was then demolished two years later to make way for an expansion of the nearby zoo.

Leipzig (Leipzig-Lindenau) – Sachsen / Radrennbahn Lindenau / 1900s and 1920s-1930s / motorcycles

Motorcycle races were staged on a 500-metre velodrome in Leipzig roughly from 1921 to the early 1930s, but it would appear there were also events much earlier than that. The course was likely located in Lindenau, where a velodrome reportedly existed between 1892 and 1938.

Magdeburg – Sachsen-Anhalt / 1910s-1920s / motorcycles

This 400-metre velodrome hosted motorcycle races in the 1910s and 1920s, but nothing further is known.

Mainz – Rheinland-Pfalz / Velodrome Mainz / 1920s / motorcycles

A 333-metre velodrome in Mainz - which seemingly operated from 1897-1928 - ran motorcycles in the 1920s.

Moosburg (Moosburg/Isar) – Bayern / 1920s / motorcycles

Motorcycles raced on a velodrome in Moosburg - presumably the 1925-built *Concordia-Rennbahn* - circa 1929.

München – Bayern / Amorbahn / 1948-1949 and 1952 / motorcycles

Location: 48°7'32.52"N / 11°31'58.24"E

The history of the *Amorbahn* velodrome goes back to 1938, when the facility opened as a slightly banked dirt track. After the war, a new 333-metre long concrete oval was built instead. This opened in April 1948 and hosted its first motorcycle race in November of that year as well. The track's two curves were banked at 44 and 41 degrees, respectively, which allowed average speeds up to about 115 km/h for individual laps. Further events are known to have been held in October 1949 and May 1952. The *Amorbahn*, which was located at the Fuggerstraße in what is now a part of the Westpark, directly opposite the ADAC building, survived until the early 1980s but was then torn down.

Münster – Nordrhein-Westfalen / Sportbahn / 1920s / motorcycles

Münster had a 400-metre velodrome that was apparently active from 1898-1936. Race meetings are documented for June 1923 and July 1928, but there may well have been more in other years as well.

Nordhausen – Thüringen / 1920s and 1950s (DDR as of 1949) / motorcycles

Location: 51°29'6.27"N / 10°46'54.24"E

Nordhausen had a 454-metre velodrome that hosted motorcycle races in the 1920s, but also between circa 1952 and September 1958, when the seventh and last post-war meeting took place. This may well have been the final velodrome race in Germany as well, for no such races are known to have been held after that. The track was largely demolished when the adjacent ADAC training facility was expanded in 2009, although part of the old banking may still exist.

Nürnberg (Nürnberg-Reichelsdorf) – Bayern / Reichelsdorfer Keller / 1900s-1930s and 1949-1950s / motorcycles + cars

Location: 49°22'8.26"N / 11°2'36.61"E

The *Reichelsdorfer Keller* is a 400-metre velodrome which opened in August 1904, and it is still active today as one of the oldest remaining tracks in Germany. The course is eight metres in width and its curves are banked at 47 degrees. Motorcycle races were staged here for many years, from shortly after the track's opening through the 1930s, and after the war from July 1949 until circa 1954. There was also an unsanctioned meeting for small single-seater racing cars in May of the latter year, which sadly ended with a very serious accident.

Oldenburg (Oldenburg in Oldenburg) – Niedersachsen / Radrennbahn Bloherfelde-Oldenburg / 1920s / motorcycles

Location: 53°8'24.05"N / 8°10'10.33"E

The bicycle club from Oldenburg-Bloherfelde opened a 333-metre long velodrome in May 1910. Originally an unpaved track, it was later renovated several times and paved with concrete. Motorcycles are known to have raced here in the 1920s, reportedly clocking speeds up to 107 km/h after an extensive rebuild in 1927. The track was in use until the early 1930s but torn down in 1934, and the site, located in between the present-day Sportweg, Niederkamp and Theodor-Neuss-Straße, is now a residential area.

Plauen (Plauen-Kauschwitz) – Sachsen / 1920s / motorcycles

A velodrome 333 metres in length in Plauen-Kauschwitz was used for motorbike races around the early 1920s.

Solingen – Nordrhein-Westfalen / Stadtwaldbahn / 1950s / motorcycles

Location: 51°9'4.60"N / 7°7'37.76"E

Solingen has a 384-metre long velodrome with a fairly low banking, which ran motorcycles in the early to mid-1950s. Today the track is still used for motor-paced bicycle racing, and in recent years also hosted occasional exhibition runs with vintage motorbikes.

Stettin – Pommern (now Szczecin in Poland) / 1920s-1930s / motorcycles

Stettin is nowadays a city in Poland named Szczecin, but back when it was still German territory there were motorcycle races on a 400-metre velodrome here circa 1929-1932, and again in September 1935.

Stuttgart – Baden-Württemberg / Radrennbahn am Gaskessel / 1950s / motorcycles

A 400-metre velodrome called *Radrennbahn am Gaskessel* opened in October 1950. It hosted its first motorcycle race the following month, with further meetings known for 1951 and 1955, of which the latter was sadly marred by a serious accident. While the track reportedly closed shortly thereafter, the *Gaskessel* after which it was named, a large gas holder, still exists. It is located along the Talstraße, close to the Neckar river. Incidentally, there may also have been a velodrome race in Stuttgart in 1932, at an unknown earlier wood track.

Wassenberg – Nordrhein-Westfalen / 1900s and 1920s / motorcycles

Wassenberg had a 500-metre unpaved velodrome that operated from 1906-1926. During that time it was rebuilt in 1924 with more steeply banked curves. Motorcycle races are documented for the years 1906-1908 and 1922-1926.

Zwickau – Sachsen / Südkampfbahn / Georgi-Dimitrov-Stadion / Westsachsenstadion / 1940s (DDR) / motorcycles + cars

Location: 50°41'49.57"N / 12°29'8.40"E

The *Georgi-Dimitrov-Stadion* in Zwickau opened during the war as the *Südkampfbahn*, although it wasn't entirely finished until 1951. The 450-metre track hosted a meeting for motorcycles and small single seaters (*Kleinstrennwagen*) in October 1949. DKW-rider Krumpholz recorded the best race average on that occasion, at 96.4 km/h. After East- and West-Germany were reunited in 1990, the stadium was renamed *Westsachsenstadion*, and today it is used for football matches. The old velodrome still exists but is not used anymore - in fact parts of it are obscured by several grandstands built over the track.

Apart from the velodromes, two bigger purpose-built ovals were also used for track racing:

Heide (Heide/Holstein) – Schleswig-Holstein / Fichtenhainbahn / 1925-1932 (18) / cars + motorcycles

Location: 54°12'33.96"N / 9°6'51.95"E

The *Fichtenhainbahn* is a horse race track (*Trabrennbahn*) that opened in Heide, Schleswig-Holstein in June 1907. It first served as a motorsport venue in 1924, when the local automobile club staged a small car- and motorcycle meeting on the grass track. It was subsequently decided to built a special, steeply banked track specifically for motorsport purposes. The result was a 1.25 km oval of 10-12 metres in width. It opened on 24 May 1925 and hosted numerous races for automobiles and motorcycles over the following years, with no less than three meetings per year from 1925-1927 and two each year from 1928-1931.

The oval was overhauled around June 1926 after it became apparent the curves were not suitable for the ever increasing speeds. The banking was raised to a height of approximately five metres and 45-50 degrees at the top. The circuit was also repaved, while further improvements included the construction of a new pedestrian bridge and grandstand. Ernst Zündorf later recorded the race record at 143.1 km/h during the *Fichtenhain-Bahnrennen* of May 1930, while the fastest individual laps topped out at 150 km/h.

Despite all of this, the *Fichtenhain* circuit - one of only a handful of banked ovals in Europe - did not last long. The economic crisis took its toll in Heide as well and the local automobile club ran into financial difficulties. The last race, for motorcycles only, took place on 4 September 1932. After that, the banked oval was abandoned. Grass track races for motorcycles (1951-1978) and auto-cross meetings (1973-1983) were later staged on the older horse oval, and this still exists today.

Rüsselsheim – Hessen / Opelbahn / 1920-1930 (circa 20) / cars + motorcycles

Location: 49°57'53.81"N / 8°24'59.37"E

Automobile manufacturer Opel built a concrete test track in the woods south of Rüsselsheim from 1917-1919. It opened in 1920 and measured 1.5 km per lap, but the circuit's fairly low banking allowed top speeds of only 140-145 km/h at best. As such it quickly became obsolete, and the last documented race took place in May 1930. Among the most noteworthy events at the *Opelbahn* were the 24-hour races for motorcycles of April-May 1927 and July 1928. Opel reportedly continued testing at the track until 1949. It was abandoned after that, and today the remaining sections are either completely overgrown or increasingly deteriorating.

Total number of entries in the above section: 53

Kart Tracks

Like in neighbouring Belgium, the Netherlands, Austria and Switzerland, karting arrived in what was then West-Germany in 1960. The first official race was organised in Wiesbaden on 24 April of that year, and many street races soon followed. Interestingly, the first indoor race took place later that year on a temporary course laid out in the Deutschlandhalle in Berlin.

The first purpose-built track opened in Dorstfeld near Dortmund on 1 October 1961. The 356-metre long course was built at the site of a former coal mine, but it did not last very long and may have been abandoned by the late 1960s.

Below is a list of all known purpose-built kart tracks that opened in West-Germany before 1990. However, it is possible the list is incomplete. Also, the circuits are listed roughly in chronological order, but the exact date or month of opening is not known in many cases, and in others proved impossible to verify - some reservation is therefore necessary. This list is partly based on the book *Kart-Sport in Deutschland: die Geschichte 1960-1996* by Botho Wagner.

- **Dortmund-Dorstfeld** - October 1961 / the track was 356 metres in length / now long gone
- **München-Garching** (Garching-Hochbrück) - 1962 / the track was lengthened several times / still active
- **Bickenbach** (Bergstraße) - 1962 / still there / defunct as a kart track but possibly now used as a traffic practice area
- **Hagen** - 1963 / south of town / hosted the 1976 World Karting Championship / still active
- **Roxheim** - 1963 / between Roxheim and Gutenberg / possibly originally a traffic practice area / now abandoned
- **Wittgenborn** - May 1964 / lengthened several times / known as the Vogelsbergring / still active
- **Oberuhldingen** (Uhlhdingen-Mühlhofen) - 1964 / now the Verkehrsübungsplatz Rebstock / this is a traffic practice area
- **Gerolzhofen** - 1964 / renovated and lengthened several times / still active
- **Amberg** (Amberg-Haidweiher) - 1964 / south-east of town / still active
- **Horrem** - April 1965 / Michael Schumacher began his career here / turned into a residential area in the 2000s
- **Eichelhardt** - 1965 / Westerwaldring / in the woods just east of town / still active
- **Hahn-Wildbergerhütte** - 1965 / still active
- **Braunschweig** - 1965 / no further details known
- **Liedolsheim** (Dettenheim) - May 1966 / south-east of town / lengthened several times / still active
- **Oppenrod** - August 1967 / lengthened several times / now known as Motorsport Arena Stefan Bellof / still active
- **Niederkrüchten** - 1968 but possibly 1966 / still active
- **Frauenaurach** - 1968 / no further details known
- **Dietershausen** (Künzell-Dietershausen) - 1969 / now the Verkehrsübungsplatz Dietershausen / a traffic practice area
- **Stuttgart** - circa 1970 / at the old Solitude circuit / likely where now the traffic practice area is / length: 600 metres
- **Hüfingen** - 1970 / possibly succeeded an earlier track in nearby Donaueschingen
- **Straubing** - circa 1971 / still active
- **Walldorf** - 1972 / the track was recently rebuilt / still active
- **Bopfingen** - June 1973 / built inside a sand track oval / lengthened for 2011 / still active
- **Teningen** - 1970s / exact year unknown / still active
- **Kerpen-Manheim** - March 1980 / replaced the earlier Horrem track listed above / Erftlandring / still active
- **Harsewinkel** - June 1980 / built inside a sand track oval / still active
- **Dahlem** - July 1980 / Dahlemer Binz / still active
- **Schaaflheim** - early 1980s / circa 1980-1982 / Odenwaldring / still active
- **Urloffen** (Appenweiler-Urloffen) - 1983 / rebuilt in 2005 / still active
- **Faßberg** - 1983 / just below the airfield / still active
- **Nürburg** - 1985 / Zakspeed Kart Motodrom at the Nürburgring / torn down to make way for Mercedes Arena late 2001
- **Boksee** - circa 1988-1989 / east of town / now used as a traffic practice area

Many more outdoor tracks have followed since the 1990s, while Germany's first *indoor* kart track opened in Sinsheim in September 1990, according to Botho Wagner.

The first race in the east-German DDR, where go-karts were called K-Wagen, is believed to have been held indoor in the Leipziger Messehalle in November 1961. The first permanent track in East-Germany is thought to have been the Lausitz-Kartring in Lohsa, which opened circa 1967-1968.

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- | | |
|----------------------|---------------------|
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Austria

Amstetten-Zeillern – Niederösterreich / 1975-1980 (6) / motorcycles

Location: 48°7'36.31"N / 14°48'53.53"E

Motorcycles raced on a 6.4 km circuit near Amstetten from 1975-1980. The course ran through Zeillern and Ludwigsdorf. The races were titled *Jim-Beam-Motorrad-Rennen* as of 1977.

Andorf – Oberösterreich / May 1953 / possibly also May 1955 / motorcycles

There was a motorcycle race in Andorf in May 1953, but nothing is known about the race or circuit. A further meeting was then announced for May 1955, but whether this took place is also a question mark.

Ansfelden – Oberösterreich / 1977-1979 (3) / motorcycles

Motorcycle racing debuted in Ansfelden in October 1977, but sadly, that first meeting was marred by a fatal accident. As a result, the riders suggested reversing the direction of travel for the second meeting the following year, but whether this indeed happened is unknown. The third and final race in Ansfelden took place in September 1979, but unfortunately, no details about the circuit are available.

Aurach am Hongar (Aurach/Hongar) – Oberösterreich / April 1973 (1) / motorcycles

The first - and probably only - motorcycle race in Aurach am Hongar was held in April 1973. This was a national meeting held on a circuit 6.6 km in length.

Baden bei Wien (Baden) – Niederösterreich / 1953-1955 (3) / cars + motorcycles

Location: 48°0'22.20"N / 16°13'56.55"E

There were combined car- and motorcycle meetings in Baden bei Wien in June 1953, July 1954 and May 1955, of which the latter two carried the title *Bäderpreis*. A different circuit layout was used for every race, measuring 2.6 km (1953), 5.030 km (1954) and 3.2 km (1955). While the layout for the first year is not known, the circuit used in 1954 was a fairly long and complex course with over twenty turns. The fastest overall lap was clocked by 500cc-winner Leonhard Fassel (Norton) in 3.06,0 = 97.4 km/h. The circuit was shortened for 1955 by omitting the entire southern half. In 1956, the *Bäderpreis* moved to Traiskirchen, see below.

Bad Ischl – Oberösterreich / July 1953 / the race was possibly cancelled / motorcycles

A motorcycle race in Bad Ischl was announced for July 1953, but it is unknown if it indeed took place.

Bad Vöslau (Vöslau) – Niederösterreich / 1928-1929 (2) / motorcycles

Location: 47°58'2.00"N / 16°12'39.29"E

The first motorcycle races in Bad Vöslau were titled *Vöslauer Bäderrennen* and held in June 1928 and May 1929. The 2.5 km street circuit began in the Badnerstraße in front of the Thermalbad, and then ran via Badnerstraße - Schlumbergerstraße - Florastraße - Johann Strauß Straße - Hochstraße - Schloßplatz - Badnerstraße. It is possible, but not confirmed, that the direction of travel was reversed for the second year.

The 1928 event was a club race, open only to members of the organising club. The 1929 meeting was also open to others, with rider Walla (Coventry-Eagle) recording the fastest lap in 2.04,4 = 72.3 km/h - although a rider named Jackl actually managed a 2.02 lap, but all results of the class in which he participated were nullified due to some sort of problem with the start of the race.

Bad Vöslau (Vöslau) – Niederösterreich / September 1954 / possibly also May 1955 / motorcycles

After the war, there was a meeting in Bad Vöslau in September 1954. This was to include both automobiles and motorcycles, but when only three cars showed up the auto race was cancelled. The circuit measured 1.6 km on this occasion. There may also have been a motorbike-only race the following year, but this is not clear.

Braunau – Oberösterreich / September 1955 / the race was possibly cancelled / motorcycles

Braunau appeared on the 1955 motorcycle road racing schedule, but whether the race indeed took place is unknown.

Bregenz – Vorarlberg / September 1935 (1) / motorcycles

The lakeside city of Bregenz staged its first motorcycle race in September 1935, on a typically short street circuit of 1.224 km. A rider named Walter (Rudge-Whitworth) rode the fastest race lap, in either 0.49,4 or 0.49,8 - depending on what source is right - giving an average speed between 88.5 and 89.2 km/h. The second street race in Bregenz was scheduled for October 1936, but it was first moved to September and then cancelled.

Breitenfurt bei Wien – Niederösterreich / 1923-1924 and 1926-1930 (7) / motorcycles

Location: 48°8'46.31"N / 16°9'28.51"E

The Austrian Tourist Trophy or *Österreichische TT* was the first major motorcycle race in Austria, the maiden edition being held in May 1923. Over the years, the event was held at three different circuits, of which the 18.1 km course in Breitenfurt was the first and the most often used. The TT took place here from 1923-1924 and 1926-1930.

The circuit included all sorts of bends, climbs and descents, and started in what is now Breitenfurt-Ost, at an old house known as Grüner Baum. It then ran via Laab im Walde - Wolfsgraben - Breitenfurt-West - Breitenfurt bei Wien - Breitenfurt-Ost. Although it was initially believed to be 20 km long, it was later remeasured as 18.1 km. The fastest laps are as follows: 14.24 (1923), 14.07 (1924), 12.49 (1926), 12.13,4 (1927), 11.49,4 = 91.9 km/h by Karl Gall (1928), 12.03,8 (1929) and finally 11.51,2 (1930).

The other two circuits used for the Austrian TT were Hinterbrühl (1925) and Wolkersdorf im Weinviertel (1931-1932), see below.

Breitenfurt bei Wien – Niederösterreich / June 1948 (1) / motorcycles

There was also a one-off motorcycle race in Breitenfurt in June 1948, this time on a 2.4 km circuit of which nothing else is known.

Bruck an der Leitha – Niederösterreich / October 1954 / possibly also October 1955 / motorcycles

Motorsport club Rund um Wien organised a motorcycle street race in Bruck an der Leitha in October 1954. The short course of 1.1 km was described as difficult, and did not allow the riders any respite. Leonard Fassl (AJS) recorded the fastest lap of the 500cc race at 82.1 km/h. A further meeting was then announced for October 1955, but whether that took place is not known.

Bruck an der Mur (Bruck/Mur) – Steiermark / June 1955 / unconfirmed / motorcycles

A motorcycle race to be held either in Graz or Bruck an der Mur was announced for June 1955, but it is unknown whether this indeed took place, and if so, where.

Dornbirn – Vorarlberg / April 1949 (1) / motorcycles

A motorcycle race in Dornbirn was announced for July 1938, but this appears to have been cancelled. However, another meeting in April 1949 did take place, on a circuit of unknown length, with two sports cars apparently turning in some demo laps.

Eggersdorf – Steiermark / June 1930 / the race was cancelled / motorcycles

A motorcycle race in Eggersdorf announced for June 1930 was cancelled and replaced by a dirt track race in Graz.

Eisenstadt – Burgenland / July 1953 / possibly also in 1955 and 1960 / motorcycles

There was a motorcycle race in Eisenstadt in July 1953, organised by the ÖMRV. Nothing is known about the street circuit, except that it ran past the city's picturesque Schloß Esterházy. Further meetings were then announced for June 1955 and May 1960, but whether these took place is also not known.

Eisenstadt – Burgenland / September 1976 (1) / motorcycles

An additional motorcycle race was held on a motorway near Eisenstadt in September 1976, but again, nothing further is known.

Gmünd – Niederösterreich / 1930-1932 (3) / motorcycles

The city of Gmünd, located right against the Czech Republic border, has a relatively long history when it comes to motorcycle racing. The first events were staged on a 1.4 km circuit from 1930-1932. Known fastest laps are: 1.12,6 (1930) and 1.03,4 = 79.5 km/h by Martin Schneeweiß on Rudge-Whitworth (1932).

Gmünd – Niederösterreich / Gmünd-Neustadt / 1936-1937 (2) / motorcycles

Two further motorcycle races took place in Gmünd in May 1936 and June 1937. The circuit measured a mere 900 metres (!) the former year, with Martin Schneeweiß (Austro-Omega) again being the quickest rider over one lap in 1.02,2 = 52.1 km/h. The 1937 course was 1.15 km long and ran via the streets Schubertstraße - Weitraerstraße - Conrathstraße. Whether this was a lengthened version of the earlier circuit or a different layout altogether is unknown, but it was a little quicker, as Leonard Fassl managed a best lap of 1.00,8 = 68.1 km/h on his NSU. Perhaps the most distinctive feature of this dusty, poorly-surfaced course was the passage underneath the concrete arch at the end of the Schubertstraße. The races were rather brief: between three and ten laps!

Gmünd – Niederösterreich / Grenzlandring / 1949-1954 (6) / motorcycles + cars

The final races in Gmünd were the 1949-1954 *Grenzlandring-Rennen*. These were of course for motorcycles as before, but cars joined from 1951 onwards. The circuit was originally a short, roughly rectangular course with four curves, but much of the 2.1 km circuit comprised of rough, unpaved roads. It was then lengthened to 3.4 km in 1953, but the new layout was hardly ideal either: as it was located near the train station, it featured no fewer than three railway crossings! Potholes, cobblestones and sidewalks formed additional hazards of the Grenzlandring - a very different kettle of fish than the German circuit of the same name.

Graz – Steiermark / 1947-1949 (3) / motorcycles

Motorcycles raced in Graz from 1947-1949, each time in June, but nothing is known about these races.

Graz-Wetzelsdorf – Steiermark / 1924 / the race was cancelled / motorcycles

The very first Austrian Grand Prix or *Großer Preis von Österreich* was to be held near Graz in June 1924. The circuit chosen for the event measured 34.5 km and ran via Graz-Wetzelsdorf - Steinberg - Lieboch - Tobelbad - Graz-Straßgang - Graz-Wetzelsdorf. For some reason, the race was first postponed to July and then apparently cancelled altogether.

The maiden *Großer Preis von Österreich* was subsequently held in July the following year - strangely not as a road race, but rather as a dirt track event on a horse oval or *Trabrennbahn* in Vienna. It was not until 1927 that the event was first staged on a road course, see the entry for Wien-Vösendorf below.

Großraming – Oberösterreich / Ennstalring / 1952-1953, 1955, 1957-1959, 1967-1972 and 1974-1978 (17) / motorcycles

Location: 47°53'9.03"N / 14°32'38.95"E

One of the better known Austrian motorcycle circuits was that of Großraming, which was used between 1952 and 1978, although there were several gaps with no racing within that period, mostly notably between the sixth race in 1959 and the seventh in 1967. The races of 1968-1970 and 1975-1977 were international events, while the 1973 meeting was cancelled due to road works.

The 3.72 km circuit, occasionally known as the Ennstalring, was among the most challenging and beautiful in the country, but also among the most dangerous, with rock faces and steep drops next to the road. It had a total elevation change of some 70 metres. The known fastest laps are Karl Auer's 1.52,01 (1975) and Max Wiener's 1.48,51 = 123.4 km/h (1976). When both the 1977 and 1978 events were marred by fatal accidents, racing in Großraming came to an end. However, in more recent years a number of revival meetings (regularity runs) have been staged on the old course.

Hallein – Salzburg / 1951-1954 / possibly also in 1947 and 1958 / motorcycles + cars

Hallein first appeared on the motorcycle schedule in 1947, but it is not clear if that year's race indeed took place. Further motorbike meetings were held from 1951-1954, with automobile races added in 1951 and 1953. The original circuit was a 1.3 km course somewhere between Hallein and Neualm, which consisted of paved country lanes, but also some very dusty and narrow unpaved roads - photos of that year's auto race could easily be mistaken as showing a rally stage! A 2.6 km circuit at a different location was then used from 1952-1953, while the 1954 meeting took place on a 1.5 km course near Oberalm. Finally, a motorcycle-only race was announced for October 1958, but this appears to have been cancelled.

Hinterbrühl – Niederösterreich / May 1925 and May 1935 (2) / motorcycles

Location: 48°57'9.98"N / 16°13'54.61"E

The 1925 *Österreichische TT* was held on a 11.040 km circuit in Hinterbrühl, south of Vienna. The course included numerous tight hairpins, which is also evident from Sunbeam-rider Paul Fedely's fastest lap of 10.48 = 61.3 km/h. The Tourist Trophy returned to Breitenfurt after that, and so the Hinterbrühl circuit was abandoned. Remarkably, it was revived almost exactly ten years (!) later, for a national motorcycle race in May 1935. The circuit layout was changed slightly and now measured 11.75 km, with the best lap being a 9.21 = 75.4 km/h this time, courtesy of Rudolf Runtsch (NSU). Like many Austrian circuits, the Hinterbrühl course featured a variety of surfaces, in this case ranging from tarmac - both smooth and potholed - to cobblestones, loose chippings and narrow dirt roads through the woods - suffice to say this was an extremely primitive race course.

Hollabrunn – Niederösterreich / 1950-1951 (2) / motorcycles

A 1.3 km circuit in Hollabrunn hosted motorcycle races in June 1950 and May 1951. A race report described the circuit as difficult, largely thanks to a sabulous section that included a hairpin and a climb with two gentle curves. Riders Radler and Fassl shared the quickest lap of the 1951 meeting, at an average speed of 79.3 km/h.

Horn – Niederösterreich / June 1956 (1) / motorcycles

Location: 48°39'53.55"N / 15°39'29.78"E

There was a motorcycle race in Horn in June 1956. The approximately 1.4 to 1.6 km circuit ran via the streets Robert Hamerling Straße - Stadtgraben - Hauptplatz - Wiener Straße - Robert Hamerling Straße, which were paved with slippery cobblestones.

Innsbruck (Innsbruck-Amras) – Tirol / 1932-1933 (2) / motorcycles

There were two motorcycle races in the Amras area of Innsbruck in the early 1930s, in May 1932 and September 1933. These races were occasionally called *Tiroler Straßen-Rundrennen* and held on a 3.3 km circuit with start-finish at the Hunoldstraße. Philipp Graf Boos-Waldeck (AJS) recorded the fastest lap in 1933 in 2.17 = 86.7 km/h.

Innsbruck (Innsbruck-Hofgarten) – Tirol / Rund um den Hofgarten / July 1948 and August 1952 (2) / cars + motorcycles

Location: 47°16'28.70"N / 11°24'0.48"E

There was a combined meeting for motorcycles and sports cars in Innsbruck in July 1948. This was in fact the very first automobile street race in Austria - although there were only three (!) starters - and the beginning of a series that would later end in Traiskirchen, see below. The circuit measured just under 3 km and was located in the Hofgarten area, running via the Rennweg - Karl-Kapferer-Straße - Falkstraße - Richard-Wagner-Straße - Kaiserjägerstraße - Rennweg - Herzog-Otto-Straße - Herrengasse - Rennweg.

A shortened version of the course, measuring about 1.75 km, later hosted another meeting for autos and motorcycles, in August 1952. Start-finish was again situated on the appropriately-named Rennweg, but now in a different location, on the banks of the Inn river. Motorcycle-only meetings were later announced for August 1953 and June 1956, but it is unlikely these indeed took place.

Klagenfurt (Klagenfurt am Wörthersee) – Kärnten / July 1956 / the race was possibly cancelled / motorcycles

A motorcycle race in Klagenfurt was announced for July 1956, but this was almost certainly cancelled. There was, however, a race for cars, motorbikes and go-karts at the Klagenfurt-Annabichl airfield in September 1960, see the appropriate section below.

Knittelfeld – Steiermark / May 1956 / motorcycles

Knittelfeld staged a motorcycle race in May 1956, but no details about this meeting are available, although it would appear the circuit was partly located in front of the train station. A further meeting announced for May 1957 was reportedly cancelled, but the organising club held a replacement meeting on the Zeltweg airfield instead, which also included automobile races. The permanent Österreichring was later built just across the valley from the city.

Korneuburg – Niederösterreich / 1949-1954 (6) / motorcycles + cars

Motorcycles raced in Korneuburg from 1949-1954, with auto races added for the 1951-1953 meetings. Although the circuit was reported as being 1.7 km long, magazine "Austro Motor" repeatedly expressed doubts about the accuracy of that length, due to the rather high average speeds - the circuit may therefore have been shorter in reality. While its layout is not known, a lap began on the cobblestone-paved Wiener Straße in front of the Hauptplatz, smack in the middle of town. The fastest laps of the 1952 meeting were 0.58,4 = circa 104.8 km/h (practice) and 0.59,4 (race), but in 1953 a rider named Kussin (Norton) recorded a new lap record at 115.5 km/h - but again, these speeds may not be accurate due to the questionable track length.

Krems (Krems an der Donau) – Niederösterreich / 1947-1949, 1952-1954 and 1957 / motorcycles + cars

There were motorcycle races in Krems in the years 1947-1949, 1952-1954 and in 1957, with the 1952-1953 events also including auto races. Further motorbike events were announced for September 1955 and 1958, but whether these took place is unknown. A 1957 race report describes the Krems circuit as having two long straights, a corner around the court house, one kink and one 90-degree curve. It is also known that it past by the city's landmark Steinertor, an old city gate. That year's event was organised by the ÖAMTC in cooperation with a club called Rund um Wien.

Laa an der Thaya (Laa/Thaya) – Niederösterreich / 1954-1955 and 1957-1961 (7) / motorcycles

Laa an der Thaya was the scene of seven motorcycle races between August 1954 and October 1961 (there was no race in 1956). As usual, details about the circuit are scarce, but one lap was 1.2 km in 1954 and 1.7 km in 1960. BMW-rider Peter Denzel set the fastest lap the latter year at 1.00,4 = 101.3 km/h. There was a revival event in May 2010 titled *Motorrad Classic*.

Langenlois – Niederösterreich / 1957 (month unknown) (1) / motorcycles

A 1.7 km circuit in Langenlois was used for a one-off motorcycle race organised by Rund um Wien in 1957. The race was likely held either in June or July.

Laxenburg – Niederösterreich / 1958, 1961 and 1963 / possibly also in 1959 / motorcycles

Location: 48°3'34.51"N / 16°21'1.35"E

There were motorcycle races in Laxenburg in 1958 and 1961 (*Schloßparkrennen*) and 1963 (*Goldpokalrennen*). Meetings were also announced for April and September 1959, but it is unclear if these took place. The circuit measured approximately 2.94 km, with known fastest laps of 1.41,8 = 104.0 km/h (1958) and 1.25,2 = 124.2 km/h (1961).

Linz – Oberösterreich / 1952 and 1954 / perhaps also 1955 / motorcycles + cars

The city of Linz hosted races for autos and motorcycles in 1952 and 1954, and perhaps also a motorcycle-only meeting in 1955. The circuit apparently measured 2.3 km in 1952, but only 1.6 km for second event. Judging from photos of that meeting, however, this was a well-paved and relatively wide course, unlike most other Austrian street circuits used in this era. A few years later, racing was held on the nearby airfield of Linz-Hörsching, see the appropriate section below.

Lustenau – Oberösterreich / 1934-1936 and 1948-1949 (5) / motorcycles

Location: 47°26'25.03"N / 9°39'36.86"E

The first motorcycle races in Lustenau were held from 1934-1936, on a 2.445 km circuit with start-finish at Gasthof Lustenauer Hof. The course then ran via the streets Hofsteigstraße - Steinackerstraße - Rotkreuzstraße - Bahnhofstraße, and apparently only about half of it was paved. The fastest laps were as follows: 1.38,6 (1934), 1.40,0 (1935) and 1.33,0 = 94.6 km/h (1936).

Although further races were announced for August 1937 and 1938, these were both cancelled, the next events taking place after the war, in 1948 and 1949. Since the circuit length was still the same, the races were most likely held on the old pre-war course as described above. Leonard Fassl raised the lap record to an average speed of 104 km/h in 1949, while the meetings announced for 1950 and 1952 are presumed to have been cancelled.

Mariazell – Steiermark / September 1933 / the race was possibly cancelled / motorcycles

A motorcycle road race at the Erlaufsee near Mariazell was scheduled for May 1933, but it was postponed to September and may have been cancelled altogether after that.

Mattighofen – Oberösterreich / 1952-1953 and 1955-1956 / possibly also in 1957 / motorcycles

Motorcycles raced in Mattighofen from 1952-1956, although it seems there was no racing in 1954. The races may have been known as *Schalchner Dreieckrennen*, but that is unconfirmed. Mattighofen also appeared on the 1957 schedule, but whether the race went ahead is still a question mark.

Mauer bei Amstetten – Niederösterreich / May 1956 (1) / motorcycles

The ÖAMTC Sektion Haag organised a one-off race in Mauer in May 1956. The circuit was only 1 km long and partly unpaved.

Münzkirchen – Oberösterreich / June 1973 / possibly cancelled / motorcycles

A motorcycle race in Münzkirchen was announced for June 1973, but it may have been cancelled.

Pinkafeld – Burgenland / June 1966 / motorcycles

The first edition of the *Pinkafelder Straßenrennen* for motorcycles was held in June 1966, but no details of this event are available, except that it was a round of the Austrian championship. It is also not known if there were more races in Pinkafeld.

Rankweil (Feldkirch-Rankweil) – Vorarlberg / 1947-1950 (4) / motorcycles

Location: 47°16'1.97"N / 9°37'21.67"E

Rankweil staged motorcycle races from 1947-1950, on a street circuit that initially measured 1.95 km, with start-finish at Gasthof Zum Löwen at the town square. The course basically looped around Rankweil's landmark Liebfrauenkirche - a picturesque basilica atop the hill of the same name - and so the races were occasionally known as *Jagd um den Liebfrauenberg*. Fergus Anderson (Moto Guzzi) lapped the course at an average speed of 90.7 km/h in 1949.

The better-known 1950 event was staged as the *Großer Preis von Österreich* - the first since 1930 - and the circuit was lengthened to 4.7 km for the occasion. The course ran anti-clockwise, from Rankweil to Brederis, south to Altenstadt, and north-east back to Rankweil. Inevitably, there have been some changes to the road network since, but the basic layout is still there. Velocette-rider Helmut Volzwinkler managed the best overall lap at 123 km/h average speed. Although the meeting was deemed a success, with a reported 40,000 (!) spectators, no further races took place in Rankweil, but the Austrian Grand Prix was revived at Salzburg-Liefering later that decade, see below.

Salzburg-Anif (Anif-Grödig) – Salzburg / 1966-1969 (4) / motorcycles

Location: 47°44'23.42"N / 13°3'10.36"E

The 5.2 km motorway circuit in between Anif and Grödig was the successor of the similar circuit of Salzburg-Liefering, which had been last used in 1965 (see below). The new course was active from 1966-1969 for the *Großer Preis von Österreich* for motorcycles. The circuit effectively consisted of two parallel straightaways over a then-new motorway, with hairpins at both ends and a series of curves and an overpass in the middle. Interestingly, parts of it were actually paved with cobblestones, although the organisers asphalted a few of these sections for the 1968 meeting. All in all, however, the circuit was not as spectator-friendly as the earlier course at Liefering, and it was last used in 1969 - the permanent Salzburgring opened later that year and so the Grand Prix moved there as of 1970. The fastest laps at Anif were as follows: 132.76 km/h by Mike Hailwood (1966), 2.19,22 by Giacomo Agostini (1967), 2.19,8 = 133.9 km/h by Billie Nelson (1968) and 2.18,53 = 135.13 km/h by Karl Hoppe (1969).

Salzburg-Leopoldskron – Salzburg / August or September 1953 / unconfirmed / motorcycles

There was a motorcycle meeting in Salzburg-Leopoldskron in 1953, but it is not clear if this was a hillclimb or a circuit race.

Salzburg-Liefering – Salzburg / 1947-1948 and 1950-1965 / motorcycles + cars

Location: 47°49'15.33"N / 13°0'24.43"E

A circuit traced on the motorway between Liefering and Kleßheim, north-west of Salzburg, was the scene of motorcycle races from 1947-1965, with the exception of 1949 when racing temporarily ceased. The meetings were initially simply titled *Motorrad-Straßen-Rundrennen*, although from 1951 onwards they were always held on the first of May and therefore usually called *1. Mai-Rennen*. The official race title subsequently changed to *Rupert-Hollaus-Gedächtnis-Rennen* (1955-1957) and *Grosser Preis von Österreich* (1958-1965). Note the meetings of 1950, May and October 1951, May and September 1952 and 1953 also included sports car races.

The exact circuit layout varied quite a bit through the years, but can be summarized as follows: 4.2 km (1947-1948, May 1951, May 1952 and 1955), 2.55 km (1950), 1.95 km (October 1951, September 1952 and 1953-1954) and finally 5.1 km (1956-1965). Known fastest laps include: 2.40,4 (1957), 2.28,4 (1958), 2.39,3 (1959), 2.26,9 = 125.0 km/h (1960) and 2.28,0 (1961), but the outright record is Mike Hailwood's 130.77 km/h lap which he clocked on his MV Agusta in 1963.

After 1965, the Salzburg-Liefering circuit was replaced by a similar course south of the city - see the entry for Salzburg-Anif above.

Salzburg-Nonntal – Salzburg / October 1946 (1) / motorcycles

There was a one-off motorcycle race in October 1946, on a 1.97 km circuit in Salzburg-Nonntal that ran through the Fürstenallee and the Nonntaler Hauptstraße. The best race lap was a 1.17,4 = 91.6 km/h.

Salzburg-Schallmoos – Salzburg / July 1936 (1) / motorcycles

Location: 47°48'41.59"N / 13°3'8.08"E

A 2.4 km rectangular street circuit in Salzburg's Schallmoos area was the scene of a one-off motorbike race in July 1936. The course ran via the streets Gnißler Straße - Bayerhammerstraße - Rupertgasse - Vogelweiderstraße. Sepp Jung (Norton) recorded the fastest tour around the straightfoward four-turn layout, with a time of 1.39,8 = 86.6 km/h.

Sankt Marein bei Graz – Steiermark / 1925-1928 (4) / motorcycles

There were motorcycle races titled *Steierische Straßenrennen* in Sankt Marein from 1925-1928. For the first two years, these were also often known as the *Steierische TT*, but after that it was decided there could be only one Tourist Trophy in Austria every year - namely the *Österreichische TT*, at the time held in Breitenfurt - and so that name was dropped. The fastest laps on the 19.351 km circuit were as follows: 18.30,2 (1925), 18.12,8 by Bußler on New Gerard (1926), 17.21,1 by Möslacher on Sunbeam (1927) and finally 16.44,2 = 69.4 km/h by Steinfellner on BMW (1928).

Sankt Pölten – Niederösterreich / 1948, 1953, 1955-1956 and 1962 / possibly also 1968 / motorcycles + cars

Location: 48°12'0.99"N / 15°37'33.29"E

There were motorcycle races in Sankt Pölten in the years listed above, but the April 1953 and April 1955 meetings also included auto races. The circuit initially measured 1.765 km, with the lap record likely being a 1.10 = 90.8 km/h, while the fastest lap of the 1956 event was clocked at 1.11,4 = 89.0 km/h. After a break of several years, a further meeting was announced for May 1961, but this did not take place. Racing returned to Sankt Pölten in August of the following year, however, on an utterly unimaginative 1.1 km rectangle which had one street in common with the earlier course. The new circuit featured just four turns, all lefthanders. One more meeting is known to have been announced after that, for June 1968, but whether this took place is still a question mark.

Sankt Valentin – Oberösterreich / June 1955 / the race was possibly cancelled / motorcycles

A motorcycle race in Sankt Valentin was announced for June 1955, but it is unknown if it took place.

Schwandenstadt (Rüstorf) (Schwanenstadt-Oberndorf) – Oberösterreich / 1969-1986 and 1988 (20) / motorcycles

Location: 48°3'21.96"N / 13°45'37.92"E

There were motorcycle races in Schwandenstadt between September 1969 and 1988, except in 1987 when there was no racing. Very little is known about the early years, but it is believed racing was originally done on a circuit between Schwandenstadt and the nearby village of Rüstorf, until there were some accidents and the course was abandoned. The new circuit, reportedly introduced in 1972, was a 3.250 km course around Oberndorf, just east of Schwandenstadt. This subsequently hosted international races for many years, but the September 1988 meeting marked the last time motorcycle races were staged on public roads in Austria. The only known fastest laps are: 1.27,28 by Max Wiener (1975) and 1.23,41 = 140.3 km/h by an unknown rider (1980).

Since 2003, there has been an annual revival event titled *Oldtimer Grand Prix* for vintage motorbikes on a different, 2.7 km circuit between nearby Pitzenberg and Aich, known as the Hausruckring.

Schwechat – Niederösterreich / April 1959 / the race was possibly cancelled / motorcycles

A motorcycle race in Schwechat was announced for April 1959, but it is unknown if it took place.

Steyr – Oberösterreich / May 1957 / the race was cancelled / motorcycles

A motorcycle race in Steyr was announced for May 1957, but this was cancelled.

Stockerau – Niederösterreich / 1949-1951 and 1953 / possibly also 1954 and 1969 / motorcycles + cars

Motorcycle races were staged in the streets of Stockerau in 1949 (September), 1950 (April and October), 1951 (April) and 1953 (March and October), and possibly in June 1954 as well, but it is not clear if that meeting indeed took place. Auto races were added for the events in October 1950 and March 1953, but note the April 1951 event also featured autos, despite not being mentioned in the programme. Not much is known about the circuit, but it came in various layouts - the known lengths are 2.435 km for 1949 and 4.5 km for 1950 (October) and 1951. A new layout, located more to the east but still incorporating sections of the old, was then reportedly introduced in 1953. A contemporary newspaper report gives the new length as 2.450 km, with a fastest lap of 1.36,2 = 91.6 km/h by Leonard Fassl. All layouts featured various types of surface - but none of very good quality. A further motorcycle race in Stockerau later appeared on the 1969 schedule, but whether this took place, and if so, where, is unknown.

Traiskirchen – Niederösterreich / April 1956 (1) / motorcycles + cars

Location: 48°1'2.36"N / 16°16'58.50"E

A 3.2 km circuit in Traiskirchen hosted the *Bäderpreis* for cars and motorcycles in April 1956. The event had previously been held twice in neighbouring Baden bei Wien - see above - and was one of the most important in Austria at the time. However, as it turned out, the 1956 race in Traiskirchen was not only the third and final *Bäderpreis*, but also the last-ever street race for automobiles in Austria - racing on closed-off public roads with cars was subsequently banned.

The decision was a result of a frightening accident in the 500cc motorcycle race - which thankfully did not result in serious injury - but mostly of the accidents that happened in the Italian Mille Miglia road race that very same day, which left six people dead and several others injured. This was a wake-up call that could not be ignored, and so the series of Austrian automobile street races, which had begun in Innsbruck-Hofgarten in 1948, ended there and then - auto races were subsequently staged on airfield courses and later on permanent circuits, but never again on public roads. Said series had comprised just over thirty meetings in thirteen places - in chronological order: Innsbruck, Stockerau, Salzburg-Liefering, Gmünd, Hallein, Korneuburg, Waidhofen an der Thaya, Krems, Linz, Sankt Pölten, Baden bei Wien, Wiener Neustadt and Traiskirchen.

One final note: the outright fastest lap of the 1956 Traiskirchen meeting was a 1.46,8 = 107.9 km/h, recorded by Jawa-rider Otto Heisingen in the 500cc motorcycle race. The quickest automobile driver over one lap was Ernst Vogel (Porsche) in 1.52,8.

Tulln (Tulln an der Donau) – Niederösterreich / May 1956 / the race was possibly cancelled / motorcycles

A motorcycle race in Tulln was announced for May 1956, but it is unknown whether this indeed took place. There were later races on the airfield of Tulln-Langlebarn, see the appropriate section below.

Urfahr – Oberösterreich / October 1949 (1) / motorcycles

There was a one-off motorcycle race in Urfahr in 1949. No details are known, but the meeting was apparently problematic in some way and so it was never repeated.

Villach – Kärnten / May 1955 / the race was possibly cancelled / motorcycles

A motorcycle race in Villach was announced for May 1955, but it is unknown whether this indeed took place.

Waidhofen an der Thaya – Niederösterreich / 1948-1949, 1951 / possibly also 1954-1955 / motorcycles + cars

Motorcycle races are known to have been staged in Waidhofen an der Thaya in 1948, 1949 and 1951, of which the latter meeting also included automobile racing. Further motorbike races were announced for July 1954 and June 1955, but whether these indeed took place is not documented. The circuit length was 1.46 km for all three confirmed years.

Waidhofen an der Ybbs – Niederösterreich / July 1956 (1) / motorcycles

The ÖMRV organised a one-off motorcycle road race in Waidhofen an der Ybbs in July 1956. Although the circuit was reported as being 2 km long, the fastest race lap of 1.22,4 = 96 km/h results in a calculated length of 2.2 km.

Weitra – Niederösterreich / 1933-1935 and 1937 (4) / motorcycles

The first motorcycle races in Weitra took place from 1933-1935 and in 1937 (there was no race in 1936). The typically short street circuit measured 1.57 km, with start-finish at the Stadtplatz. This remarkable, very intimate course packed a lot in its short length, including steep climbs, descents and blind curves. It also featured the typically-Austrian variety of surfaces - in this case bumpy cobblestones and dusty loose gravel - and past underneath the town gate. The races were short, the distances being only four or five laps. Known fastest lap times are: 1.24 by Rudolf Runtsch on Norton (1934) and 1.19,4 = 71.2 km/h by Leonard Fassel on NSU (1937).

Weitra – Niederösterreich / 1950-1951 and 1953 (3) / motorcycles

Further motorcycle races in Weitra were held in 1950-1951 and 1953, of which the 1951 event reportedly also included an exhibition run with an automobile. Alas, very little is known about these meetings or about the circuit, other than that Ernst Merinsky clocked the fastest lap of the 1953 meeting at around 80 km/h.

Wien – Wien / Wiener Prater / October 1937 and September 1939 / both races were cancelled / cars

Location: 48°12'15.37"N / 16°24'59.56"E

The Austrian Grand Prix - or *Großer Preis von Österreich* - for racing cars was announced twice in the late 1930s, for October 1937 and September 1939. The proposed circuit for the latter year was a 6.765 km course in the Wiener Prater - although I believe it actually measured closer to 6.4 km. Both races did not take place.

Wien – Wien / Wiener Prater / 1945-1948 and 1950-1951 / motorcycles

The *Rund um das Heustadlwasser* motorcycle races, also known under the title *Preis der Stadt Wien*, were held from 1945-1948 and 1950-1951, and ranked among the best known and most significant in Austria. The circuit was located in the Wiener Prater, Vienna's famous public park, and originally measured just 1.1 km per lap. It ran via the Hauptallee and had a longest straight of 450 metres. The course was later lengthened, because in 1947 and 1950 it was reported as being 3 km long. Fastest lap in 1951 was clocked at 114 km/h average speed.

Wien – Wien / Shopping City Süd / May 1983 (1) / motorcycles

A large shopping centre south of Vienna, known as Shopping City Süd, was the location of a one-off motorcycle street race in May 1983. Unfortunately, no details about the race or circuit are known, except that parts of the course were lined by large billboards and that it ran past the local IKEA branch.

Wien-Vösendorf – Wien / Biedermannsdorfer Kurs / 1927-1930 (4) / motorcycles

Location: 48°6'23.01"N / 16°20'38.47"E

Austria had two major motorcycle races in the pre-war era, the *Österreichische TT* (1923-1932), and the short-lived *Großer Preis von Österreich*, which was held on a 10.41 km triangular circuit at Vösendorf near Vienna from 1927-1930, before the 1931 race was cancelled. A lap of the course began just east of Vösendorf, and the circuit then ran through the town centre, where the riders had to negotiate two tight curves, before turning left onto the long straight to Biedermannsdorf. A tight hairpin left brought them back on the road to Vösendorf. The fastest race laps were as follows: 5.49,39 by Ernst Henne (1927), 5.28,19 by Karl Gall (1928), 5.25,06 = 115.3 km/h by Walter Handley (1929) and finally 5.25,21 by John Duncan (1930).

Further Austrian Grand Prix races were announced for 1936 and 1937 - without a venue - but these did not take place. The race was later held in Rankweil (1950), Salzburg-Liefering (1958-1965) and Salzburg-Anif (1966-1969), before moving to the new and permanent Salzburgring (1970-1979, 1981-1991 and 1993-1994). It was finally held at the A1-Ring twice (1996-1997).

Wiener Neustadt – Niederösterreich / 1949-1950 and 1953-1956 / possibly also 1957 / motorcycles + cars

Wiener Neustadt staged motorcycle races from 1949-1950 and 1953-1956, and possibly also in 1957. The August 1954 meeting was the only to include auto races as well, although these were seemingly a late addition, not featured in the programme booklet. Nothing is known about the circuit, except that it measured about 1.6 km in 1954.

Wolkersdorf im Weinviertel – Niederösterreich / 1931-1932 (2) / motorcycles

Location: 48°23'57.16"N / 16°30'23.06"E

Wolkersdorf hosted the *Österreichische TT* for motorcycles in May 1931 and 1932. The event had previously been held in Breitenfurt and Hinterbrühl, see those entries. The new 13.2 km circuit began in Wolkersdorf, near the town center, before heading west toward Münichsthal. Just before reaching that town, however, a hairpin right led the course north, through Ulrichskirchen, and then south-east through Riedenthal and back to Wolkersdorf. This was quite the circuit, largely running over unpaved roads and with a number of jumps, where riders could catch a little air. Spectator control was quite good, however, with wooden fences erected at several popular vantage points. Rudolf Runtsch was the quickest rider over one lap both years, with times of 8.06,2 = 97.7 km/h (1931) and 8.24 (1932).

For some reason the Austrian TT ceased after 1932. A further edition was later announced for July 1935, but this was cancelled as none of the old circuits was deemed suitable anymore and a new course in Mödling could not be ready. A further attempt to stage the TT in 1937 failed as well, but the event was later revived in Ziersdorf, see below.

Wolkersdorf im Weinviertel – Niederösterreich / June 1951 (1) / motorcycles

There was also a motorcycle race in Wolkersdorf in 1951, about which very little is known. The circuit contained a big, spectacular jump, but unfortunately the available sources disagree about its length: one source says it measured circa 2 km, but a newspaper article gives the fastest lap as 1.05 = 88.6 km/h, which results in a calculated length of only 1.6 km.

Wolkersdorf im Weinviertel – Niederösterreich / circa 1969-1971 / motorcycles

Location: 48°22'39.44"N / 16°30'55.66"E

The third circuit in Wolkersdorf appears to have been used around the early 1970s - with meetings titled *Preis von Niederösterreich* known to have been held in June 1969, September 1970 and August 1971, while the event scheduled for August 1972 was called off. At one point, BSA-rider Herbert Prügl held the lap record - in 1.44,2 - but it is not known in what year he set that time. The length of this genuine street circuit was given as 3.8 km, but measuring the course it seems to have been closer to 3.45 km.

Ybbs (Ybbs an der Donau) – Niederösterreich / October 1961 / the race was possibly cancelled / motorcycles

A motorcycle race in Ybbs was announced for October 1961, but it is unknown whether this indeed took place.

Ziersdorf – Niederösterreich / 1967-1971 and 1973 (6) / motorcycles

Location: 48°32'30.3"N / 15°55'54.10"E

There were motorbike races in Ziersdorf titled *Österreichische TT* from 1967-1971 and in 1973 (the race scheduled for September 1972 did not go ahead), on a circuit of approximately 8.05 km that ran via Ziersdorf - Gettsdorf - Hollenstein - Ziersdorf. A track map actually gives a length of 8.3 km, but this seems a little too long.

Zistersdorf – Niederösterreich / August 1957 / the race was possibly cancelled / motorcycles

A motorcycle race in Zistersdorf was announced for August 1957, but it is unknown whether this took place.

Zistersdorf – Niederösterreich / circa 1967-1969 / motorcycles

Zistersdorf is known to have hosted motorcycle races around the late 1960s, with confirmed meetings for July 1967 and June 1968, and another announced for June 1969. Alas, no details of these races are available.

Zwettl – Niederösterreich / June 1938 / the race was cancelled / motorcycles

A motorcycle race in Zwettl was announced for June 1938 but cancelled, reportedly due to a clash with a bigger race in Nürnberg, Germany, which would lure away the top riders - but that does not make sense as the Nürnberg race was held on a different date...?

Total number of entries in the above section: 78

Permanent Facilities

Salzburg – Salzburg / Salzburgring / 1969 - present / cars + motorcycles + karts

Location: 47°49'22.94"N / 13°9'59.84"E / www.salzburgring.com

The Salzburgring became Austria's second permanent circuit when it opened on 20-21 September 1969, less than two months after the Österreichring (see below). The inaugural meeting included national races on the 3.039 km short layout (Saturday) and the international *Preis von Salzburg* on the 4.238 km full-length course (Sunday). Over the next decades, the circuit's main event was the Austrian Grand Prix for motorcycles, which was held here from 1970-1994, except in 1980 (cancelled due to snow) and 1992 (no race). Further noteworthy events include the one-off Formula 750 race in 1977 and the Superbike World Championship event of 1995. Of the many auto races at the Salzburgring, of particular note are the Formula 2 (1970 and 1972-1978), ETCC (1970-1985 and 2008, 2010-2014), WTCC (2012-2014), DRM (1979-1982) and DTM (1987) meetings.

The original race course of 4.238 km (again, with an optional short layout of 3.039 km) was used through the 1975 season. The lap records for motorcycles were both set by Giacomo Agostini (Yamaha), in 1.21,16 = 188.0 km/h (qualifying, 1974) and 1.21,78 = 186.6 km/h (race, 1975). The fastest Formula 2 cars lapped the course at around 216 km/h during this time.

A new left-right combination named Bosch-Kurve (Schikane) was then inserted before the last corner in 1976, bringing the length to 4.240 km. The motorcycle records on this layout were both set in 1983: 1.17,89 = 196.0 km/h by Kenny Roberts (qualifying) and 1.18,11 = 195.4 km/h by Randy Mamola (race). Note that some sources give a track length of 4.246 km for this layout, but in my view this is incorrect.

In 1986, an optional fast 'chicane' named Emco-Kurve was added to the first turn, but this was used by motorcycles only. It was unpopular and fairly dangerous due to the curbstones being too high. The new length for the layout with chicane was 4.243 km. The motorcycle lap records were both recorded in 1991: 1.17,826 = 196.3 km/h, set by Mick Doohan (Honda) in qualifying, while Wayne Rainey (Yamaha) managed a 1.18,085 = 195.6 km/h during the race.

The next circuit change came in 1993, when the Fahrerlagerkurve was moved slightly inwards, to create more space on the outside of this bend. The new lengths were as follows: 4.232 km for cars (without Emco-Kurve chicane) and 4.235 km for motorcycles (with chicane). Mick Doohan set the lap records on two wheels riding his Honda in 1994: 1.17,126 = 197.7 km/h (qualifying) and 1.17,696 = 196.2 km/h (race). The highest top speed measured at that year's GP was 300.4 km/h by Luca Cadalora (Yamaha).

In 1998, the first turn was replaced altogether by a new and much tighter chicane, used for all classes. It is possible the Fahrerlagerkurve was also modified further. Since then, the Salzburgring has measured 4.255 km - although official result sheets of the 2012-2014 WTCC races gave the length as 4.241 km. The minimum width is ten metres, the total elevation change 25 metres.

Despite the chicane, the Salzburgring is still one of the fastest motorbike circuits in the world. At the July 2011 IDM meeting, new lap records were recorded in 1.18,750 = 194.5 km/h by Filip Altendorfer (qualifying) and 1.19,038 by Michael Ranseder (race).

Spielberg – Steiermark / Österreichring / A1-Ring / Red Bull Ring / 1969-2003 and 2011 - present / cars + motorcycles

Location: 47°13'16.33"N / 14°45'49.58"E / www.projekt-spielberg.at

This permanent facility initially operated as the Österreichring from 1969-1995, and then in rebuilt form as the A1-Ring from 1996-2003. The circuit then closed for several years, but finally reopened in May 2011 under the new name Red Bull Ring.

The Österreichring was Austria's first permanent racing circuit, the 5.911 km course being inaugurated on 26-27 July 1969. The first change came in 1976 when turn one was tightened, decreasing the length by two metres. The following year, the same corner was replaced altogether by a chicane, which gave a new length of 5.942 km. This subsequently changed to 5.853 km in 1988, when several fast turns were widened and the circuit was resurfaced.

At this time, the Österreichring ranked among the fastest non-oval circuits in the world. The outright lap records were set at the Austrian Formula 1 Grand Prix in August 1987: 1.23,357 = 256.6 km/h by Nelson Piquet (qualifying) and 1.28,318 = 242.2 km/h by Nigel Mansell (race). While I don't know the motorcycle lap records, it is likely these were set during one of the Superbike World Championship races held here from 1988-1994. The best laps in 1994 were as follows: 1.50,189 = 191.2 km/h (pole position by Carl Fogarty), 1.50,408 = 190.8 km/h (Andreas Meklau in heat 1) and 1.50,769 (Fogarty in heat 2).

In October 1995, the authorities approved a complete rebuild of the circuit, which started in late 1995. Now known as A1-Ring, the new course was operational by July 1996, although the official inauguration was on 3 August. It measured 4.323 km, was 12-13 metres wide, and had inclines up to 12% and descents up to 9. The circuit's length later changed to 4.319 km (1998-1999) and 4.326 km (as of 2000) for reasons unknown.

The Sauber F1 team tested at the A1-Ring in August 1996, and the Austrian Grand Prix then took place here from 1997-2003. At the end of the latter season, the circuit closed to undergo extensive updating. The last major events were the DTM race on 7 September, the World Series by Nissan on 21 September and the *Rundstrecken-Trophy* on 28 September. After that there seem to have been some club events in October, before activities ceased.

Demolishment of the pit building started in the spring of 2004, but at some point the works were halted due to various problems. Fortunately, work finally resumed in spring 2009 after many years of neglect. A new pit building was completed by summer 2010, and the circuit finally reopened under the new name Red Bull Ring in 2011, with the first races in April and the official reopening in May. The Austrian Formula 1 Grand Prix returned to Spielberg in July 2014.

Airfield Circuits

Aspern (Wien-Aspern) – Wien / Flugplatz Aspern / 1957-1958, 1961-1970 and 1972-1977 / cars + motorcycles

Location: 48°13'28.17"N / 16°30'31.00"E

When auto racing on public roads was banned in Austria following the 1956 *Bäderpreis* in Traiskirchen - see above - the country did not yet have any permanent circuits. Thus the only option was to go racing at airfields, and so when Austria's first-ever airfield race meeting was held at Aspern, just north-east of Vienna, in April 1957, it marked the start of a new era in Austrian automobile racing. This effectively lasted until two proper racing circuits opened in 1969, the *Österreichring* and *Salzburgring*, although a few airfields remained in use after that.

The airfield of Wien-Aspern hosted races in the years listed above, while there were no events in the years 1959-1960 and 1971. Racing initially included touring cars, GTs and sports cars, and soon also Formula Junior. The 1961 event was of particular note as it also featured a non-championship Formula 1 race, won by Stirling Moss. Later years included classes such as Formula Vee and Formula Ford, while motorcycles were also catered for as of 1962 - but not in 1970 and 1977.

The bow-tie-shaped Aspern airfield circuit originally measured 2.73 km, but it was shortened slightly to 2.6 km as of 1965, though this did not change the actual layout of the course. Racing at Wien-Aspern ultimately came to an end almost exactly twenty years after it started when the airfield closed in 1977. For the final meeting, in March of that year, the track measured 2.5 km as it was again slightly shortened, due to the concrete breaking up at one of the runways. In April 2007, a revival event was organised on a short 1.4 km course. Similar events took place in 2008-2009, but the facility was subsequently torn down to make way for a new residential area named *Seestadt Aspern*.

Graz (Graz-Thalerhof) – Steiermark / Flughafen Graz-Thalerhof / Graz Airport / October 1959 (1) / cars

Location: 46°59'18.35"N / 15°26'25.08"E

A one-off meeting at Thalerhof airfield near Graz was announced for April 1959, but later postponed to October. The racing included GTs, sports cars and Formula Junior. Because the airfield only had one runway, the 2.1 km circuit basically ran up and down the tarmac, with tight curves at both ends. The course had a minimum width of fifteen metres.

Innsbruck (Innsbruck-Kranebitten) – Tirol / Innsbruck Airport / 1958-1969, 1972-1974, 1976-1977 / cars + motorcycles

Location: 47°15'33.90"N / 11°20'49.35"E

Of the eight Austrian airfield circuits, only those of Aspern and Innsbruck were available for a longer period of time. At Innsbruck, the racing was done at Kranebitten airfield, just west of the city in the Inn Valley. The meetings there, often titled *Preis von Tirol*, initially included auto races only - for touring cars, GTs, sports cars and various single seater classes - but motorcycles were also part of the proceedings as of 1962, and seemingly continued to be so through most of the 1970s.

The circuit itself was originally a simple 1.7 km blast up-and-down the runway, with hairpins at both ends and a small four-turn extension on one side. The circuit was then lengthened to 2.8 km in 1962, which made it significantly more interesting. Both layouts had a minimum width of fourteen metres, although the second later may have been widened to a minimum of sixteen metres.

Klagenfurt (Klagenfurt-Annabichl) – Kärnten / Kärnten Airport / September 1960 (1) / cars + motorcycles + karts

Location: 46°38'40.11"N / 14°19'40.20"E

The Annabichl airfield hosted just a single meeting, the *Internationales Flugplatzrennen Klagenfurt* in September 1960 (an earlier event had been cancelled the previous year). The event featured a fairly extensive programme - of motorcycles, touring cars, GTs, sports cars and Formula Junior - on a 2.2 km circuit with a minimum width of twelve metres. Bernd Schneider was the quickest rider around this course with a lap of 1.15,6 = 104.7 km/h, but the Formula Junior racing cars were the fastest outright, although only the pole position of 1.11 = 111.5 km/h is known. The meeting also included a go-kart race, which took place on a shortened and much more sinuous 980-metre version of the regular course.

Kottingbrunn – Niederösterreich / Semperit-Reifen-Prüfgelände / 1957-61 and 1963-64 / cars + motorcycles + karts

Tyre manufacturer Semperit has been using the former airfield of Bad Vöslau-Kottingbrunn as a test course since the mid-1950s. In the years 1957-1961 a number of motorcycle races were organized here, with auto races added for the 1957 and 1960 meetings. The circuit, laid out over the vast slabs of concrete that made up the old runways and the wide service roads, was approximately 1.4 to 1.5 km in length, with seven lefthand corners and two to the right. The fastest lap in 1958 was a 0.57,2 = circa 88.1 km/h. The Semperit test track also hosted separate go-kart meetings in November 1960 and June 1961. A 900-metre course was used the latter year, which the quickest kart driver lapped in 0.54,2 = 59.8 km/h. Finally, there were two more events of which I have no further details, in April 1963 (for both autos and motorcycles) and March 1964 (autos only).

Linz (Linz-Hörsching) – Oberösterreich / Flughafen Linz / 1959-1960 (2) / cars + karts

Location: 48°14'7.75"N / 14°11'17.62"E

Just two meetings were held at Linz airfield, in July 1959 and June 1960, both featuring touring cars, GTs, sports cars and Formula Junior, except that the second also included Austria's first official go-kart race (although strangely, this is not mentioned in the race programme). At 3.3 km per lap Linz-Hörsching was the longest Austrian airfield circuit, and probably the most interesting to drive as well. The anti-clockwise course featured ten turns and had a minimum width of fourteen metres.

Tulln-Langenlebarn – Niederösterreich / Flugplatz Tulln / 1966-1971 and 1978-1980 (9) / cars + motorcycles

Location: 48°19'13.86"N / 16°6'56.09"E

The airfield of Tulln-Langenlebarn, not far from Vienna, hosted its first series of races from 1966-1971. The six meetings during that time featured motorcycles (1966-69) and a variety of auto races, most notably the European Formula 2 Championship (1967-71). Other classes included touring cars, GTs, sports cars, Formula Vee and Formula Ford.

The length of the circuit as per the race programmes was 2.7 km (1966-1967) and 2.86 km (1968-1971), which is slightly odd as the layout does not seem to have changed. The outright lap record was Ronnie Peterson's 1.00,48 = 170.2 km/h, a time which gave him pole position for the 1971 Formula 2 event, while Walter Scheimann clocked the motorcycle lap record of 1.20,2 = 128.4 km/h during the 1968 500cc race.

Racing at Tulln-Langenlebarn ceased after six meetings, but after a multi-year break three further events were staged from 1978-1980, now for motorcycles only. This time the track length was given as 3 km, although the layout seems to have been identical to before. Unsurprisingly, Walter Scheimann's ten-year-old lap record fell at the 1978 meeting, when Tom Herron (Suzuki) clocked a 1.12,25 = 149.5 km/h, but it is not known if that time was improved further during the next two years. The 1980 event, incidentally, was the last-ever airfield race in Austria.

Wels – Oberösterreich / Flugplatz Wels / June 1972 / cancelled / motorcycles

A motorcycle race meeting at the airfield of Wels was announced for June 1972, but this was cancelled.

Zeltweg – Steiermark / Flugplatz Zeltweg / 1957-1961 and 1963-1968 (11) / cars + motorcycles

Location: 47°12'8.41"N / 14°44'35.63"E

Located in the scenic Aichfeld basin of the Mur River, Zeltweg was probably Austria's best-known airfield circuit. It hosted eleven race meetings between September 1957 and August 1968, although there was no racing in 1962 due to lack of a suitable date. All events included both auto- and motorcycle races, except in 1961 when two-wheel racing was not catered for.

The airfield's main claim-to-fame are the Formula 1 races staged here, first as non-championship rounds (1961, 1963) and then as the Austrian Grand Prix counting towards the World Championship (1964). While Formula 1 did not return after that, the Grand Prix at Zeltweg was continued as a sports car race over 320 km (1965) and 500 km (1966-1968), which counted towards the FIA World Championship for Makes as of 1966. Formula 2, Formula Vee, touring cars and GTs also raced at Zeltweg at various stages.

As for the circuit itself, this originally measured 3.1 km and included a chicane in front of start-finish. For 1958, the track length grew to 3.2 km, while the chicane was omitted as of 1959. The simple four-turn layout, with a minimum width of eleven metres, was nicknamed *Der Stiefel* (The Boot), after its boot-like shape. Jo Siffert (Porsche 908) clocked the outright lap record the final year, when he recorded a fastest lap of 1.04,82 = 177.7 km/h during the sports car race, slightly quicker than his pole position time of 1.04,86. After that, the airfield's life as a race course came to an end when the newly-built and permanent Österreichring opened across the valley in 1969, see above.

Total number of entries in the above section: 9

Miscellaneous Circuits

Schönborn – Niederösterreich / Schloßpark Schönborn / 1929-1931 / cars + motorcycles

There were meetings for automobiles and motorbikes in the Schloßpark of the Schönborn estate, located in between Stockerau and Hollabrunn, from 1929-1931. The events were a sort-of mix between a time trial and gymkhana: participants had to complete a twisting course of approximately 1.2 km as quickly as possible, with individual starts.

A motorcycle-only meeting in Schönborn was cancelled in 1933. The estate now houses a golfclub.

Wien – Wien / Wiener Radrennbahn / Stadion Radrennbahn / November 1954 and April 1956 / cars + motorcycles

A 400-metre concrete velodrome in Vienna hosted races in November 1954 (Formula 3) and April 1956 (F3 and motorcycles). Kurt Ahrens recorded the fastest lap of the 1954 meeting in 0.15,2 = 94.7 km/h, and he equalled the exact same time two years later.

Wien – Wien / Wiener Stadthalle / November 1958 / cars

There was a race for midget racing cars on a 214-metre long indoor velodrome in the Wiener Stadthalle in November 1958.

Sources

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- Martin Pfundner, *Die Formel 1 in Österreich: von den Flugplatzrennen zum Red Bull Ring*, 2014
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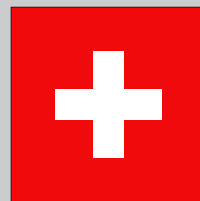
Website: www.wegcircuits.nl



Rennen!

Races!

Vitesse!



Racing Circuits

Luxembourg & Switzerland

Luxembourg & Switzerland

Two other countries that I am interested in are Luxembourg and Switzerland, and I have written brief write-ups of motorsport and racing circuits in these two countries below.

Luxembourg

Compared to its neighbouring countries, the Grand Duchy of Luxembourg has seen very little motorsport, especially when it comes to circuit racing, which took place at just five venues: Siebenbrunnen, Neudorf-Findel, Findel (airfield), Colmar-Berg and Kirchberg.

Motorsport in Luxembourg dates back to the Heiderscheid hillclimb of 1912. A small number of further hillclimbs took place over the following two decades, as well as some regularity runs and sprint meetings. There were also grass track races for motorcycles in Diekirch around 1933-1934.

The first meet on a closed non-oval circuit was held as part of the *Dumonceau Cup*, a large annual endurance run organised by the Motor Club Zuid-Holland from The Hague. This dated back to 1919 when it was first held for motorcycles in the Netherlands, but as of the fourth edition it was mainly contested in Belgium and Luxembourg, and by the time cars could also participate halfway the 1920s it had become one of the foremost events of its kind.

The *Dumonceau Cup* took drivers and riders over hundreds of kilometres in several stages, and included all sorts of special tests and trials along the way. A speed test was first held in 1930, when the run took place in Germany's Eifel mountains. Three laps of the Nürburgring had to be completed. Later editions included a speed test in Belgium, on a 10 km road course near Wavre (1932) and the circuit of Falmignoul (1933-1936), but from 1937-1939 it was held on an 8.33 km course at Siebenbrunnen (now better known by its French name of Septfontaines), in the Rollingergrund area just north of Luxembourg City. Although the contestants only had to complete the distance of some five or six laps at a certain minimum average speed, the motorcycles and automobiles, respectively, were let loose with massed starts, and so the test effectively turned into a race, for most riders and drivers went for outright speed as opposed to just trying to maintain the prescribed average.

At this point the Luxembourgers had already attempted organising proper international races for some time. A motorcycle Grand Prix had been scheduled for July 1927, but this was cancelled. Likewise, a GP for cars was announced several times in the 1930s, but it took until 1939 until one actually took place. The *Prix du Centenaire* for sports cars, so named to commemorate a century of independence from Belgium, was held on the 3.764 km public road course of Neudorf-Findel on 4 June 1939.

After the war, motorsport in Luxembourg resumed with the 1946 Remich hillclimb.

The biggest and most important meetings held in Luxembourg were the 1949-1952 *Grand Prix de Luxembourg* races at Neudorf-Findel, on the exact same circuit already used once before the war. These included motorcycles and sports cars, although the latter category was replaced by 500cc Formula 3 cars for the final two years. Unfortunately, the Luxembourg Grand Prix did not last very long. The event appeared on the 1953 and 1956 calendars, but both races were cancelled.

For a number of years, that was it as far as circuit racing was concerned, apart from one obscure meeting at the Findel airfield in May 1961, of which very little is known. Motorsport in Luxembourg was otherwise limited to rallies, hillclimbs and slaloms, of which there were many. Closed-course racing finally resumed in the mid-1970s at Colmar-Berg, the Grand Duchy's sole permanent circuit.

The Goodyear test track in Colmar-Berg opened in 1970. It has hosted auto race meetings, mostly two per year, since 1975, while motorcycles first raced here in 1979. It is an interesting circuit boasting a long straight and the signature 'Omega' curve, but it was built for testing rather than racing and as such lacks proper facilities. It has hosted very few international events of note, although several foreign and Benelux championships have made use of Colmar-Berg.

The circuit offers two basic layouts: the main course is about 2.93 km and includes the 'Omega', while a shorter version of about 2.69 km omits this section. The circuit is run clockwise, although motorcycles at some point switched to the other direction. The full-length test course includes an additional large banked turn, but this has never seen any competitive use. Sadly, motorcycle racing at Colmar-Berg came to an end after the September 2005 meeting, and at present the circuit is not approved for 2-wheelers anymore (with the exception of regularity runs with vintage bikes). Racing at Colmar-Berg is therefore restricted to automobile meetings.

The fifth circuit in Luxembourg was a 2.7 km street course in Kirchberg, used for a one-off meeting for historic sports- and racing cars titled *Grand Prix d'Europe* at Pentecost in May 1997. That was also the year of the first Formula 1 GP of Luxembourg, which took place at the German Nürburgring - the race title was merely a way around the FIA's rule of not having more than one Grand Prix in a country.

According to the website of D3 Motorsport Development, the Luxembourg government asked the company to conduct a design and venue analysis of a street course in Bertrange, just west of the country's capital, in 2007. No further details about this project are known, but evidently nothing became of it.

Switzerland

It is well known that Switzerland banned circuit racing not long after the tragedy at the 1955 24 hours of Le Mans. However, before that time, there was plenty of racing on numerous street circuits, especially with motorcycles.

Motorcycles

The main event for motorbikes was of course the Swiss Grand Prix, organised from 1922-1954 except for the years 1925-1926 and 1939-1945. In 1928, 1937 and 1947 it carried the title *Grand Prix d'Europe* instead. A number of circuits were used over the years, including a 21.45 km course at Lac de Joux (1922), the 9.3 km high-speed triangle of Geneva-Meyrin (1923-1928, then 6.550 km for the 1929 Grand Prix, a 12-hour race) and a 19.816 km circuit at San Salvatore near Lugano (1930). The race then moved to a new circuit in Bern-Bremgarten in 1931, which became Switzerland's most famous venue. While it originally measured 7.5 km, it was modified to 7.28 km in 1934 by bypassing the bit through Bethlehem village, in preparation for the circuit's first auto race.

The Swiss Grand Prix for motorcycles took place in Bremgarten in the years 1931-1937, 1947, 1949 and 1951-1954. There was one other circuit that hosted the event during this time, namely the Circuit des Nations in Geneva, in 1938, 1946, 1948 and 1950. This 2.85 km circuit had been first used in 1936-1937 for the *Grand Prix de Genève*. After the war, the track length was reported as 2.920 km, although the circuit's layout was still the same at first. A much longer layout of 6 km was then used in 1950.

Apart from the Grand Prix, there were numerous smaller motorcycle races in Switzerland before the war. Two of the best known circuits were those of Schaffhausen (1.8 km), which hosted the *Ostschweizerisches Rundrennen*, and Olten (2.85 km). Lausanne had a meeting called *Grand Prix Vaudois*, held on a 5 km eight-shaped circuit near the airfield from 1928-1934 (except in 1933). A shortened version of this, usually known as the Circuit de la Blécherette, subsequently hosted the *Circuit Romand* races from 1936-1939.

Balterswil had a 3.75 km course used for the 1930s *Thurgauer Rundrennen*, while Sankt Gallen hosted national races on a 2.138 km street circuit in 1934-1935. Amriswil reportedly had one of the shortest circuits in Switzerland, a 1.6 km course which hosted three national events before an international meeting in 1938. Basel organised a race on a 2.75 km circuit in 1933, but this was sadly marred by a fatal accident, as was the *Großer Preis von Luzern*, held on a 2.2 km circuit in 1935.

The Italian part of Switzerland had a race titled *Circuito di Ticino* (French: *Circuit du Tessin*) on a 27 km course near Bellinzona in the mid- to late 1920s. Locarno (1.66 km), Lugano (3.125 km) and Mendrisio (1.3 km) all had street circuits in the following decade. Further pre-war Swiss motorcycle circuits could be found in Payerne, where a 2.6 km course hosted the *Circuit Payernois* from 1929-1935, and in Grenchen, which had a seemingly one-off meeting on a 5.2 km circuit in 1931.

After the war, motorcycle racing picked up where it had left. In addition to the Grand Prix races in Bern and Geneva, Schaffhausen (1948, 1950-1951) and Olten (1947-1950) both revived their circuits, as did Lausanne, which hosted combined events for autos and motorcycles on a 3.236 km version of the Circuit de la Blécherette in 1947 and 1949, before switching to races for motorbikes only on the 2 km pre-war layout from 1951-1952.

The circuits of Locarno, Lugano and Mendrisio were all used again as well, while new circuits were found in places like Porrentruy, Erlen, Wallisellen, Winterthur and Wohlen. Martigny had races titled *Circuit des Treize Etoiles* on a 1.86 km course from 1949-1950 and 1952-1953. Near Zürich, there was racing in Urdorf, Dübendorf and Regensdorf, while further post-war circuits were used in Basel, Bellinzona and Goldach, and possibly also in Dietikon, Neerach and Weiningen.

Automobiles

Automobile racing was mostly centred around the Swiss Grand Prix, held at Bremgarten from 1934-1939 and 1947-1954. It was a round of the World Championship as of 1950. There were very few other races in the pre-war days, with hillclimbing rather than closed-course racing being the preferred format, much like in Austria. The Geneva-Meyrin circuit hosted some auto races, in 1923-1924, 1927 and 1931, and there was a one-off *Grand Prix de Montreux* on a 3.32 km street course on the banks of Lac Léman in 1934. The 1939 Swiss Grand Prix for both autos and motorcycles was to be held on a new 4.828 km circuit in Zürich in October, but as Europe was at war by then the meeting was cancelled and the circuit was never actually used.

There were more races after the war, most notably in Geneva and Lausanne. The latter city held a *Grand Prix Automobile* on a 3.263 km circuit in 1947 and 1949 (the 1948 race was cancelled), for F1, F2 and sports cars. Geneva held car races in conjunction with the motorcycle Grand Prix in 1946, 1948 and 1950, on the aforementioned Circuit des Nations. This measured 2.965 km per lap, slightly more than for the motorbikes, possibly due to the addition of a chicane. For 1950, the circuit was lengthened to 6 km, but although this layout was used for the motorcycle races, it was shortened to 4 km after the first practice session of the cars as the organisers were worried about the high speeds on the long straights.

Another important meeting was the *Preis der Ostschweiz* in Erlen, where Formula 2 and sports cars raced on a 2.8 km triangular circuit from 1948-1951 in conjunction with motorbike races. A handful of F3 races were likewise also combined with motorcycle meetings, first on a 2.6 km circuit in Dübendorf (1950), and later at the 3.636 km Circuit de Courtedoux near Porrentruy (1952 and 1954), the 1.66 km Bosco-Isolino circuit in Locarno (1954), and finally on a 3.2 km course in Regensdorf in 1953 and 1955. Earlier, there had been races for these small racing cars on velodromes in Oerlikon (October 1947) and Geneva (April 1948).

And then came Le Mans '55 and its terrible tragedy. Nowhere did this accident have a more severe impact on motorsport than in Switzerland, where the government decided to ban public closed-course races with motor vehicles. While A-to-B events like hillclimbs, sprints, slaloms and rallies were not affected by the ban, circuit racing came to a crushing halt. However, both the Swiss Federal Council and the individual states (cantons) have the ability to make exceptions, which explains why the aforementioned Bosco-Isolino Circuit in Locarno, which dated back to the 1930s, was able to host motorcycle races 1957 and 1959. Likewise, the small and little-known circuit of Lignières hosted club and national-level races for many years.

The only permanent circuit Switzerland ever had was built by Frenchman Robert Souaille near Lignières in 1961. It opened as an 850-metre long test- and training course in July of that year, but it was soon also used for small club meetings. The circuit was expanded to about 1.4 km in 1964, and Swiss Brabham-driver Charles Vögele broke the lap record on the extended layout when he absolved a training course that year, in 0.56,7 = 88.9 km/h. The first national motorsport meeting at Lignières took place in September 1970, and over the next decades the facility was permitted to run a limited number of closed-course races per year. In the early 1990s, the small circuit hosted a handful of meetings counting towards the Swiss Formula Ford championship, while national championship motorcycle races were staged on numerous occasions through about 1994. At some point, the Lignières circuit was abandoned, until after several years the Touring Club Schweiz turned it into a modern drivers' training centre in 2004. Since then Switzerland has been without a permanent facility, as Lignières was the country's sole venue for closed-course racing.

The government also made exceptions for grass track races for motorcycles, as well as go-kart races, of which the first took place at an airfield near Stans on 23 April 1960. The first permanent Swiss kart tracks opened in 1962: north of Lausanne in Vucherens (this track is defunct but largely remains to this day), and in Waltenschwil near Wohlen (this track opened in August, held its first official race in October and is still active today).

Two Swiss Grand Prix were held at Dijon-Prenois in France in 1975 and 1982, of which the latter race counted toward the World Championship, but as with the later Luxembourg Grand Prix this was nothing but a pathetic excuse for having a country host more than one Formula 1 race. Switzerland came close to lifting the ban on closed-course racing in 2007, but the initiative was rejected by the Council of States. In March 2015, however, steps were taken to ease the law so as to allow racing with electric vehicles in the near future, in preparation of FIA Formula E race in Switzerland, which ultimately took place on a 2.465 km street circuit in Zürich in June 2018.

