

## New Hampshire Guide

New Hampshire Motor Speedway  
1122 Route 106, Loudon, NH



**NHMS.** New Hampshire Motor Speedway is close to Boston and is an excellent choice for your first track day. Famous for the NASCAR oval, we run a road course which uses the straights from the oval, but not the big banked turns. This 12 turn 1.6 mile circuit is fun and challenging, with elevation changes and nearly continuous turning.

During most events, the Sound Pressure Level limit is 99dBA at 50'.

Typical passing zone:

- Front straight (between turn 12 and turn 1)
- Back straight (between turn 2b and turn 3)
- Up the hill (between turn 3 and turn 6)
- For instructors and advanced students only, the short chute between turn 10 and turn 11.

**NHMS Travel Information.** NHMS is about 1.25 hours north of Boston. Take I-93 North to Concord, NH. Take exit 15E onto I-393 West. Take Exit 3 onto NH route 106, turning left to go North toward Loudon, NH. The track is 9 miles on your right.

Many people will get up early to arrive at 7am for registration. You may prefer to go up the night before and stay at a local motel. The Red Roof Inn in Loudon, NH is very close to the track and is convenient. Book on-line for a small savings. Otherwise, any Concord, NH accommodation will do; consult the track's lodging recommendations: [www.nhms.com](http://www.nhms.com), under Visitor Guide, click Lodging.

The track's Smoke Shack BBQ restaurant is usually open for breakfast and lunch.

**NHMS Morning Information.** Just before the track on Route 106 North, you'll pass a Shell station on the right. This is a good place to fill up your tank. Check tire pressures and add air if needed. Traveling North on Rt 106, you'll pass a closed NHMS gate and then come to the main track entrance gate where there is a registration building. Park in long rows of cars. Get out and sign the track waiver in the registration building.

Return to your car and drive slowly through the gate, showing your hand. Obey the track's speed limit (15 MPH) and proceed straight until you see a tunnel on the left. Go through the tunnel and follow the signs to the center garage, bearing left at the fork. There will likely be lots of other cars there. Find a spot on either side of the garage along the fence and back in, leaving enough room behind your car to unload your belongings. If it raining or it looks like rain is possible, ask someone if you can place your belongings in their garage space to keep them dry – you are entitled to this. If you can share a garage bay with your mentor or instructor, that's even better.

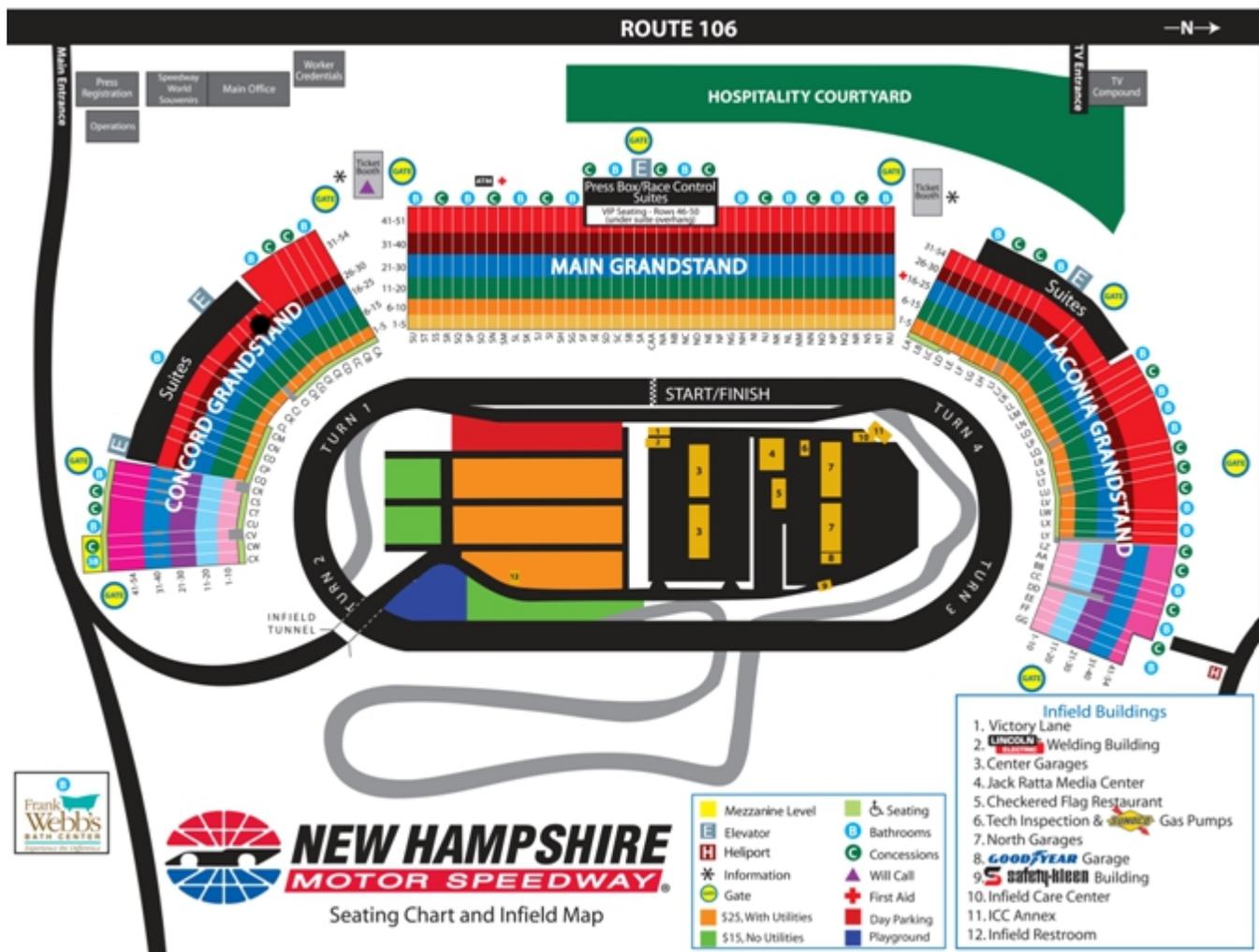
Registration will be at a table in the technical inspection bay at the end of the garage closest to the pit road. The bathrooms are through the pedestrian gap and in the left of two low yellow buildings. The restaurant is to the right. The classroom is in the media center, in the far side of the building containing the bathrooms.

**NHMS Pit-Out procedure.** Absent other instructions, take your helmet and drive your car clockwise around the garages, through the gate at the end of the garages, turning immediately right onto the "false grid." Proceed

down to the next available parking spot and back in diagonally, trunk to the fence. Your instructor will meet you at your car. When you're ready, you'll continue down the false grid and make a left U turn at the break in the wall onto Pit Road. Look right and yield to any traffic returning from the track. At the start/finish line, personnel in the Pit Road may signal you to hold or to proceed down Pit Road to the end. The corner worker at the end of Pit Road may hold you and may check your wrist band. When waved onto the track, get up to speed briskly, turning left and staying inside the row of orange cones. And the end, slow for a very sharp right and event sharper left onto the track. Check your mirrors for cars to merge with. Turn sharply left around turn 2b, staying inside the yellow blend line painted on the pavement. Not too fast here as the turn is sharp. Accelerate up to speed, then track out only slightly after the blend line ends, leaving lots of room for fast-approaching cars.

**NHMS Pit-In procedure.** After you come down the hill from turn 9, turn right at turn 10 onto the "short chute". Track out left and give the pit-in fist hand signal. Drive the normal line, but at turn 11 (marked North Chicane on the map), go tightly left around the apex and enter the Pit Road marked by orange cones. Decelerate gradually to a prudent Pit Road speed and watch for any inattentive cars leaving the false grid. Drop off your instructor, if needed, then proceed past the Control station at start/finish to the next small break in the wall. Go through the wall and through the fence, onto a small access road, which will bring you back to the entrance to the paddock area where you came in this morning. Find your parking spot.

**NHMS Track Map and Description**



The following turn-by-turn description is intended for a novice driver.

**Front Straight.** You are traveling down the front straight, past start/finish. Position your car about a half car width from the right side of the track. Full throttle.

**Turn 1.** Brake in a straight line and look at the apex on the left side of the track. Downshift if needed. Release the brake and turn the car in a wide arc, bringing it to the apex and keeping the car on the left side of the track. Apply very little throttle to maintain your speed.

**Turn 2a.** Sight the apex cone on the right and turn in, bringing the car to the apex and keeping it on the right side of the track. Continue to maintain only moderate speed.

**Turn 2b.** Check your mirrors for car that may wish to pass. Sight the apex on the left and turn in. At the apex, and not before, ease into the throttle gently. Allow the car to drift out to the right. There will be a tall wall on your right. Look where you want the car to go, not at the wall. Point cars by to your left as needed.

**Turn 3.** Veer left off the back straight and line your car up on the left side of the track like a plane landing on a runway. Brake in a straight line. Downshift if needed. Turn in at the turn-in cone, and hit the apex on the right, going over the rumble strips in the pavement. Track out and ease into the throttle.

**Turn 4.** Ignore the apex code of turn 4 – you may or may not come near it. Instead focus on the track-out point of turn 4, where there is a small extra strip of pavement. Ease into the throttle, allowing the car to drift out to the left of the track at the track-out point. Check your mirrors for cars wishing to pass. As soon as your wheels are straight, point any cars by on the right. Upshift as needed.

**Turn 5.** This is a slight bend in the track at the crest of the hill. As you accelerate up the hill under full throttle, trend right, leaving a car width of track on the right (otherwise you'll be out of track after the crest of the hill).

**Turn 6.** Eek! You'll be accelerating downhill into the "carousel", a sweeping U turn to the left made out of turns 6 and 7. Position your car on the right of the track. Until you have some experience, you will probably come off the throttle and coast down the hill. Brake on the right side of the track, turning slightly as the track curves left. There will be an incredible temptation to "crab in" and turn in before you get to the last cone. Resist! At the last cone, turn in toward the apex and apply a little throttle to maintain your speed. Your left wheels should come very close to the apex curbing at the apex cone. Sight the track-out point at the rumble strips and allow the car to drift all the way to the right side of the track to the rumble strips, but not on them.

**Turn 7.** Turn 7 is a continuation of Turn 6 and, when done correctly, requires very little steering correction. Continue the left-turning arc of Turn 6 all the way to the apex of Turn 7, bringing the left wheels close to the apex curb. After passing the apex, turn right and start looking at the top of the hill, hunting for the apex cone on the right, just past the crest. Check the flagger in the tower on your right.

**Turn 8.** The apex of Turn 8 is at the top of the hill and the track turns right past the crest. Your car should be positioned on the right side of the track at the crest, about 3 feet from the edge of the pavement. This will allow you to hit the apex of turn 8 without running out of track width. Resist the temptation to jerk the wheel or abruptly come off the throttle as you crest the hill, as it will upset the balance of the car. Sight the turn-in cone of turn 9 on the left side of the track and aim directly for it.

**Turn 9.** As soon as the car settles from turn 8, brake in a straight line toward the turn-in cone of turn 9. At the turn-in cone, come off the brakes and turn left, downhill and around the corner. Allow the car to drift out about to the midpoint of the track. Sight the wall on the left and aim to bring the car parallel to the wall, a few feet from the left side of the track.

**Turn 10.** Sight the apex cone at turn 10. There is also a large mound at the apex, which you must miss to avoid car damage. A small tap of the brakes may be needed, then turn right toward the apex, missing it by a few feet. Ease onto the throttle and continue turning right in a big arc across a wide expanse of pavement.

**Turn 11.** Turn 11 appears on the map to be a left, a right, and a left, but really the first two turns are slight enough that you can line the car up to go between them in a straight line. Align the car so that your left wheels will just miss the curbing on the left and the right wheels will just miss the curbing on the right. Brake in a straight line. Sight the true apex on the left and, just past the curbing on the right, turn left to hit the apex. At the apex, ease onto the throttle and track out to the right side of the track. There is a large ditch just past an extra patch of pavement on the right; avoid it. Don't turn left up track until you are at this ditch.

**Turn 12.** Turn 12 is the continuation of turn 11 as you turn up-track to the left onto the front straight. Check your mirror for cars waiting to pass. Sight the cones dividing Pit Road from the front straight, and bring the left of the car within a few feet of these cones. Ease into the throttle, going full throttle as soon as the car is straight and going down the front straight. This is a major passing zone. Upshift as needed. Point cars by on your left, lifting as necessary to get as many as possible by you. Keep the car on the right side of the track, and you're ready for another lap.

### **NHMS Track Video**

Search the internet for NHMS (formerly NHIS) video. The south chicane was reconfigured in the early 2010's. Take care watching older video.