

Palmer Guide

Palmer Motorsport Park
58 West Ware Road, Ware, MA

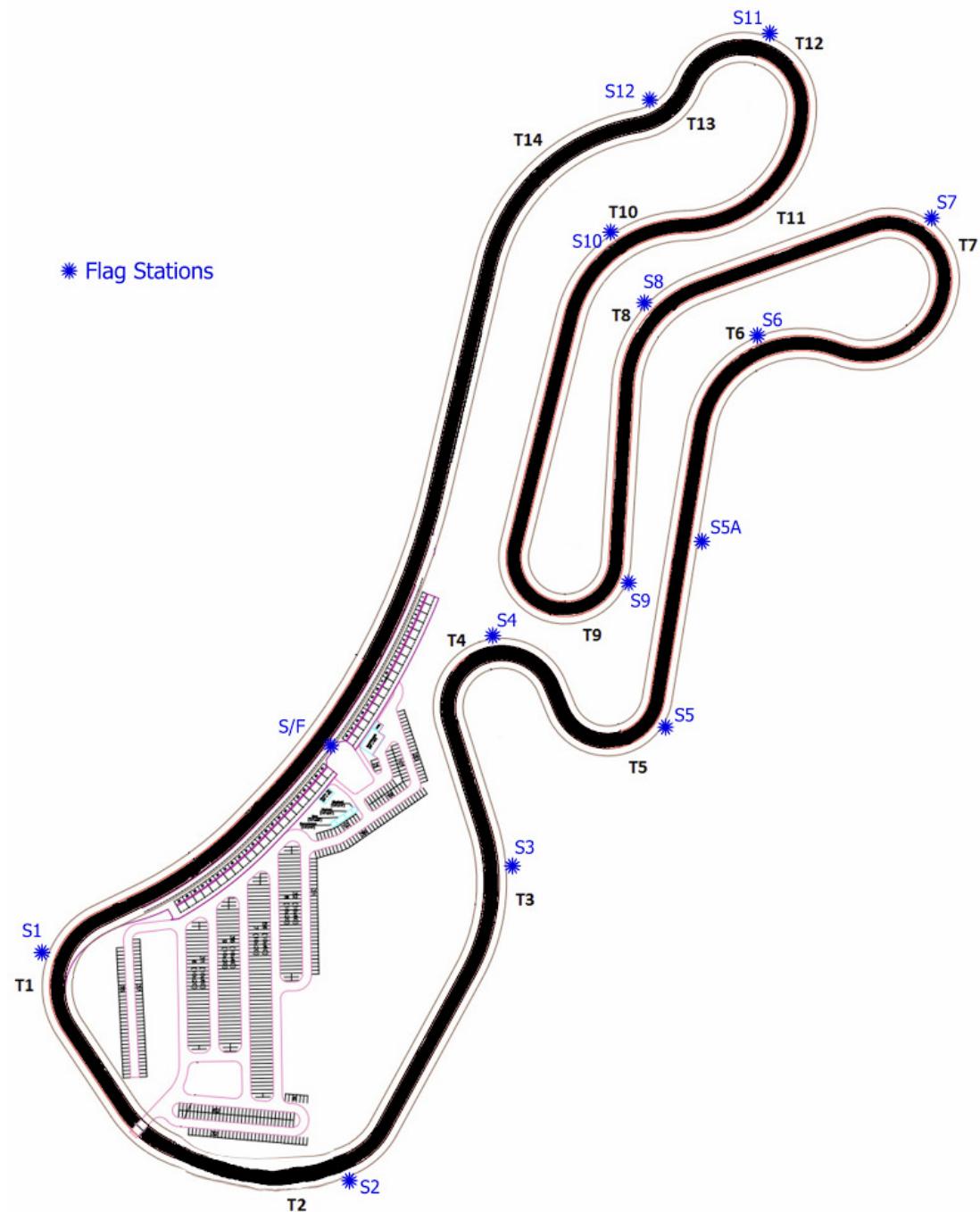


PMP is a 2.3 mile road course located in central Massachusetts, a bit over an hour from Boston. This is also known as Whiskey Hill Raceway. The track is carved into a hillside, creating a 14-turn rollercoaster with a staggering 190 feet of elevation. The track opened in 2015.



Palmer Track Map

Older track maps may show 15 turns. The track was reconfigured after T1 in the area over the tunnel, making this area one continuous turn between T1 and the turn now known at T2.



Track Description

T1. On the straight, hug the wall on the left until you can turn in to line up the kink at the end with a lane just right of the center seam at the turn in. Straighten the wheel at the kink (which is more pronounced than appears on the map), brake in a straight line up the steep hill, then turn in (at the cone, if any). Do not pinch this turn. There is quite a bit of track beyond the crest of the hill. The extra pavement is run off/out-of-bounds and is not on line. If you enter this turn from the right side of the track, you will be forced to brake while turning. Entry speed will be about 100 to 120 MPH in a typical DE car. Respect this turn until you know it. Then respect it some more. If entered off line, you will need to lose speed very early because if you wait, you will not be able to brake and turn.

Once you have turned into T1, track out and modulate the throttle to stay on the outside/right. Look for T2 on the left. Start descending to a low point at the apex of T2.

T2. A slight tightening of the wheel will bend the car into the apex near the asphalt patch. Watch for mud, dirt or water at the apex and straighten hands and/or modulate the throttle as needed. Sight the track-out and squeeze on gas. Start climbing.

T3. A fast sweeping turn. May be taken flat-out in many cars, but be sure to set up mid-track or left for entry to T4. You are climbing.

T4. Brake, but since you are going up hill, less brake may be needed than expected. Visualize the very late apex and squeeze on gas to meet the apex. Track out only a little to set up T5. T4 is a throw-away. The hill climbs very steeply and there is a lot of camber.

T5. Continue climbing. Turn in earlier than expected due to camber and visualize and then sight the track out as soon as possible. You should be full throttle in most cars at the apex. Track out fully.

T6. Full throttle up the hill, transitioning back to the left side of the track as you crest the hill. Brake, then turn in blind and descend steeply down the hill. Explore this turn gently until you know it.

T7. Various lines may work, including a double apex with a straight line entry and brake, track out right, then turn in to the apex at the tires (tire wall in flux here). Or maintain a right or mid track line and turn in for a single late apex. Your choice of line dictates the entry. Track out fully to the right.

T8. Most cars will need a significant lift to the entry of T8. Exit is blind. If you track out fully, you may have trouble getting back to the left for the entry into T9. Driving imaginary asphalt at the apex will result in a cloud of dust and gravel.

T9. A lot of camber, but also a lot of turn. Descending. Turn in later than you might think and be sure to work down to the apex. Camber magically disappears before the apex. Squeeze on full throttle and track out fully to the left.

T10. Depending upon your line in T11/12, you may need a tap (if setting up on the right for a single late apex) or a lift (if using a double apex straight line entry). This is a very fast sweeper. Definitely brake if you are entering this off line for any reason. If using the double apex, brake just before the first apex, track left.

T11/12. These are really one connected turn. Double apex drivers will hug the left side of the track, the straighten out a bit, tap the brake, and set up the entry for a very, very late apex near the exit of the turn. Single apex lovers will stay out, then turn in with a lift to the same late apex.

T13. Throwaway right hander. Modulate the gas to turn in. Eyes down track to see the apex of T14 and imagine its track out. Speed out of T13 doesn't matter; set-up for T14 does.

T14. A lift may be needed to make the apex, then descend full throttle to the track out. Transition to the left and hug the wall as close as you are comfortable. Get to the wall early because you won't be able to later. The track is turning and slightly bumpy, so staying close to the wall may be challenging. Eyes down track into T1, looking to line up the kink and your turn-in for T1.

Notes

This information is current as of early 2015. The track continues to be improved. Some facilities may be better than described.

- **Track paving.** Generally very smooth and new. Off track you will find gravel, then maybe tires, then concrete barriers. Putting even an inch of tire off track will kick gravel up onto the track. This will be rewarded with a black flag and curses from the cars behind. It will waste track time if the workers have to sweep the track between sessions. Until the grass grows in, give a bit of extra margin at the track boundaries. The rain line is the dry line, except in T2 which accumulates a puddle.
- **Paddock paving.** The access roads are paved. Parking is in a gravel/dirt mix. Do not park on the pavement. Do not spill fuel on the pavement. Do not jack or use jackstands on the pavement without plywood pads.
- **Bathroom.** There is a luxurious (not kidding) trailer with flush toilets, cold running water, and air conditioning. There are also clean outhouses in several locations.
- **Electricity.** None. There may be an outlet for charging a communicator in the classroom, but don't count on it.
- **Water.** None, other than for hand washing in the bathroom. Bring cold drinks.
- **Food.** Maw's Kitchen brings hot breakfast sandwiches and cold lunch boxes. The lunch box includes a nice sandwich, chips, and cold water for \$10. The quality is very high. We encourage you to support them so that they will continue with this service. It is extremely convenient and tasty. Plus they are super nice.
- **Flaggers.** The flag stations are noted on the track map. Not all stations are manned, but the important ones are. Look for an orange cone and a person; there are not actual "stations." Some stations are set back behind fences. The flaggers and track operations staff are very nice and the flagging is attentive and professional. There is a LED yellow light system, but it is not functional as of this writing.
- **PA.** There is no functioning PA system yet. Listen for a bull horn and pay attention to the time.
- **Classroom.** In a trailer. No, not the bathroom trailer.
- **Lodging.** The track hotel, Sturbridge Host and Conference Center is affordable, but a touch weird and a 25 minute drive from the track. Ask for the track rate of \$79/night. Or consider a chain motel in Sturbridge or a motel closer to the track.
- **Gas.** Turn left out of the track driveway, and descend the hill on W Ware Rd. At the end (Dipin' Donuts), turn left/east toward Warren. There is a Sunoco before the center of Warren and another station in town. Both are a bit of a drive. Allow 25 minutes round-trip.