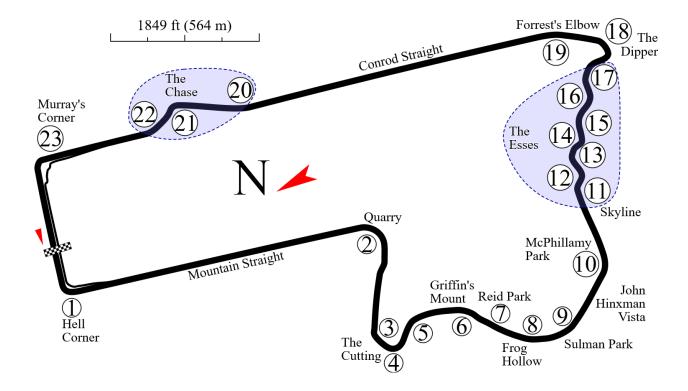


#### Mount Panorama – Bathurst



- 23 Corners
- Length 6.213 km (3.861 mi)
- Location Bathurst, New South Wales, Australia.
- Overtaking corners: T1 T2 T10 T19 T20 T22 T23



# Т1

- Don't brake too late, brake early and get on the throttle early (before the apex)
- Focus on corner exit.
- If you are not using all track at corner exit, you need to carry more speed through the corner.
- Moving the brake bias to the rear can help the car rotate more on corner entry.



<image><caption>



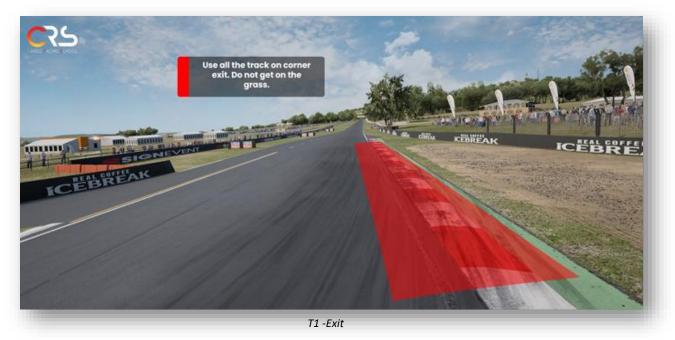
- Use the bank angle of the corner to keep momentum and get on the throttle as • early as possible.
- Do not get the left tires on the curb, it will make the car unstable. •



#### T1 - Banking

# T1 Exit

Use all the available track at the exit of TI, but get the tires off the curb before • the curb ends. This way, the TC doesn't trigger and slows you down.





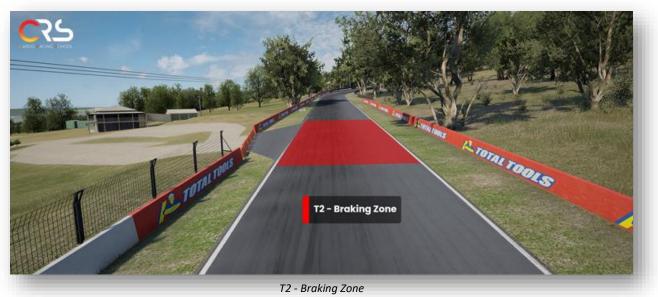
#### Mountain Straight

- Bumpy straight, can lose a little bit of traction on some parts of the straight.
- Middle of the track seems to be less bumpy.

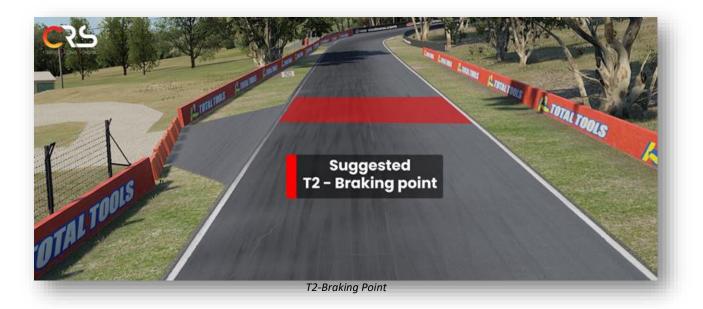


## Т2

- You can carry a lot of speed through the corner, the banking will help to keep the grip on the tires, usually 3<sup>rd</sup> gear is used in most cars.
- Get on full throttle at the apex
- Do NOT get on the curb, this will unsettle the car.





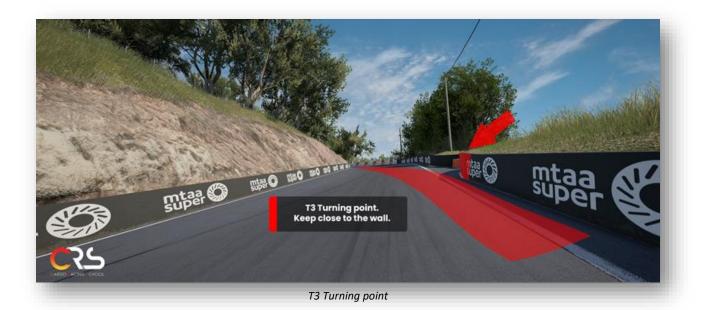




# ТЗ

- Flat out, keep the car close to the walls for entry and mid corner.
- Turning point should be where the black wall at the right ends.
- Don't go wide at the exit, keep the car in the middle of the track.

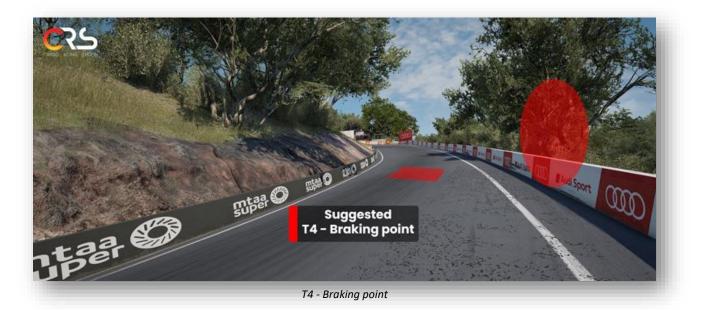






- The braking point for T4 is just at the end of T3.
- The suggested braking point is along the tree on the right.
- Brake as straight as possible
- Trail braking can help you carry more speed through the corner.
- Release brakes as needed to help the car turn (load transfer).







- Modulate the turn in with throttle and brake.
- Start accelerating at the apex.
- Use the corner banking to keep the grip through the corner.

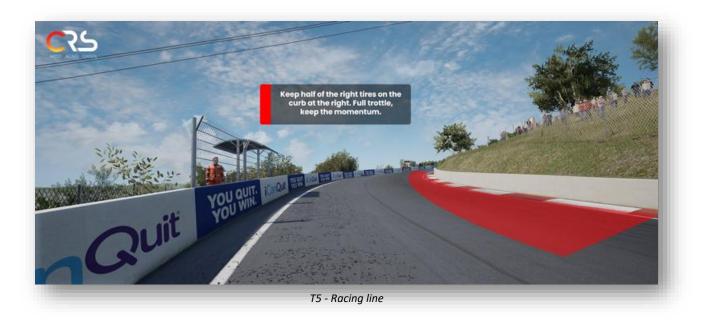




After T4, the track goes uphill, keep momentum and speed through the mountain.

#### Т5

- Keep your right at the exit of T4
- Full throttle corner
- At the exit, keep the car close to the wall at the right.
- Don't lift the throttle.





#### T 6 – T 7

- T6 can be taken full throttle in most cars.
- The tree on the left can define your turning point.



T6 - Turning point

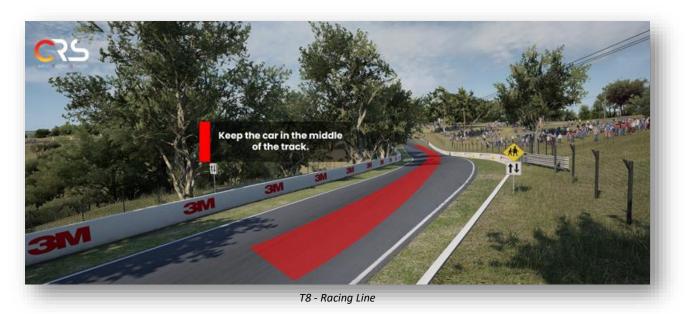
• At the **exit,** T7 starts, get the car close to the wall at the left. Put half of the left tires on the curb to maximize exit speed.





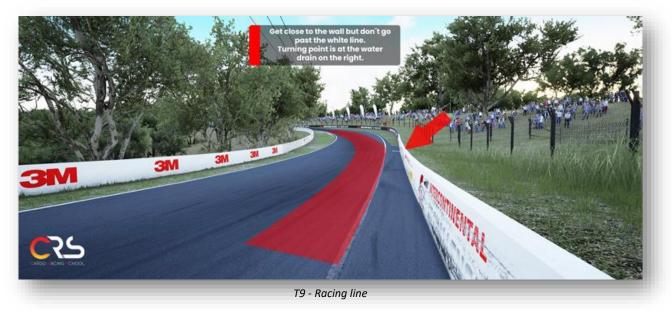
# Т8

- Stay in the middle of the track.
- Full throttle.
- This is the highest point of the track
- As soon as you start going downhill, move the car closer to the right.



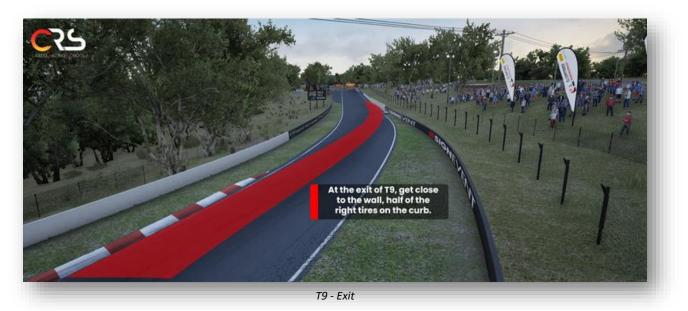
# Т9

• Most cars (GT3) can take this corner full throttle.

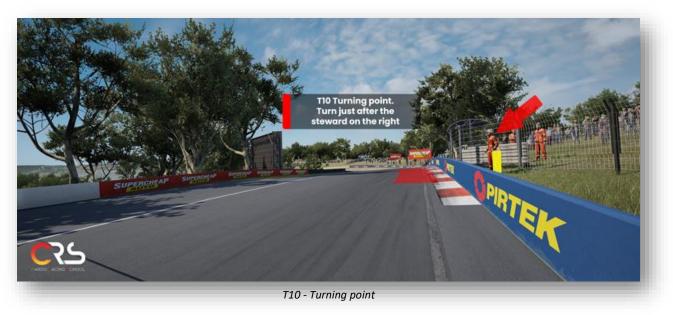




- There are some bumps mid corner
- Get close to the wall on the right to get a good corner entry.
- Avoid touching the curb at the left. (mid corner apex)
- Full throttle in most cars, get close to the wall and half the right tires on the curb.



• This corner can be taken flat out, but a small lift can help to rotate the car if necessary.





• Do not use the brakes mid corner, it is most likely to make you spin and go off track.



- At the exit of T10, try not to go over the curb. If you have to, just use half of the curb, more than that will make you lose grip and go off track.
- Get on the left as soon as you can and look for the next braking point.

# T 11

- Braking point/zone is at the end of the painted wall on the right, before the overhead sign.
- Keep the "flow" and momentum for the next section.
- Keep the car stable with brake and throttle.



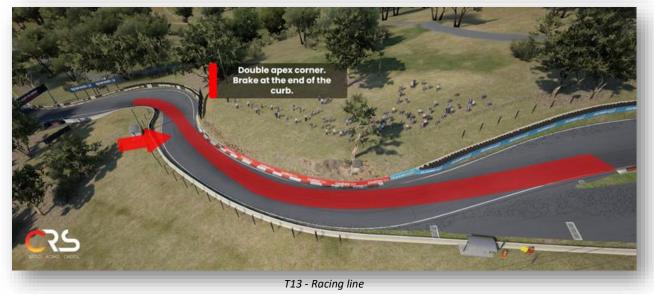


#### T 12 – T 13

- Quick right left -right section.
- Be smooth with steering inputs.
- Brake after the apex of T 11 T 12
- You can coast mid corner or use some throttle to keep the car stable through this section.
- Keep the momentum and flow of the section.



T11 - T12 - Braking points



• T13 is a double apex corner



• Tap the brakes at the end of the curb to help the car rotate into T14.

# T 14

- Some cars need to downshift into 1<sup>st</sup> gear to help slow down and rotate the car, some cars can take T14 in 2<sup>nd</sup> gear.
- Throttle application should be smooth after the apex.
- Don't go wide at the exit.
- A good exit will help you carry more speed though the next couple of flat-out corners.



#### T 15 – T 16

• Full throttle set of corners.





• Get close to the walls at the apex of both corners.

# T 17

- The suggested braking zone/point is at the start of the board on the left.
- Just a small tap on the brakes is usually needed at the braking zone/point

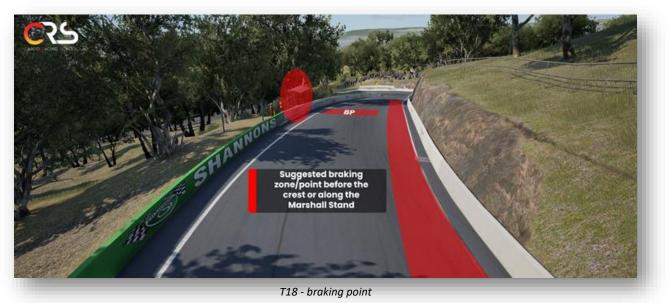


T17- Braking point

• Keep the car close to the wall after the apex, and stay on the right to get a good entry for the next corner.

#### T 18

• Full on the brakes with a small release at the crest to avoid locking up the tires.





- Trail brake into the corner
- Apply throttle again when the wall at the left ends.
- At the exit, get very close to the wall on the right.
- If you are going to hit the wall, release the throttle.



- Flat-out, do not miss the apex.
- Be as smooth as possible.





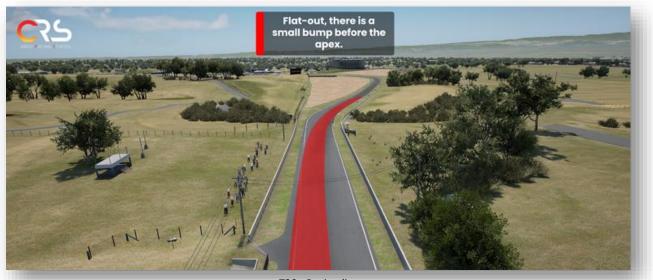
# Conrod Straight

- The right side of the straight seems to be less bumpy.
- This straight can be used to check fuel consumption, tire pressures, pit strategy etc.



# Т 20

- Flat-out corner, don't go wide and stay on the right.
- After the apex get ready for the next braking zone.



T20 - Racing line



- Hard on the brakes.
- Braking zone/point is between the 150 board and 100 board on the right.
- If the boards are gone (someone crashed into them), use the yellow crane on the left as a braking reference.



T21 - Braking zone

• Late apex, avoid touching the curb on the left, it will unsettle the car.



T21 - Racing line

- On corner exit, do not go wide, keep the car close to the middle of the track.
- Get on the throttle early (after the apex)



- Full throttle corner.
- If you are going wide on exit, lift the throttle just enough to regain grip.
- At the exit, you can use half of the curb on the left.



T22 - Racing line

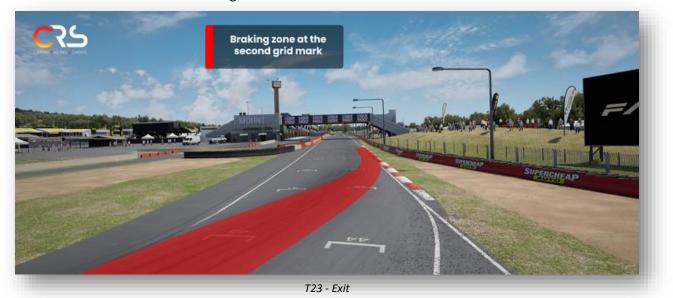
## Т 23

• Braking zone at the second grid mark or just after the 100 board on the right.





- Late apex.
- Do not touch the curb on the left.
- Get on the throttle at the apex if possible, and go wide on corner exit, you can use the curb on the right.





Track notes:

Cardoracing.com