2026 SuperTT Bathurst Challenge
Mount Panorama - Track Guide

This guide highlights known risk areas, visibility limitations and surface behaviour around the circuit. All drivers must treat these notes as safety guidance, not driving advice.

Turn 1
- Use the natural road camber to help the car rotate early in the corner.
- Caution, the drain at the end of the exit kerb is a hazard.

Mountain Straight
- In wet conditions, water can run across the track near the base of the crest.

Turn 2
- Turn-in should follow the road camber.
- Braking can be delayed slightly due to the uphill approach.
- The braking zone is short and the approach speed is high, leaving very little margin.
- Off-line grip is extremely poor, especially in wet conditions.
- A designated brake-down area is located on driver's right before Turn 3.

Turn 3
- Rear grip may be limited through this corner.
- Entry is blind, approach with caution.

Turn 4
- Passing may be possible, however both drivers must allow racing room.
- Camber changes toward the outside wall, avoid entering too wide.
- A brake-down area is provided on driver's left prior to the crest approaching Turn 5.

Turn 5
- Wheel spin can occur as the car crests.
- This section becomes particularly difficult in wet conditions.
- Flag point located on driver's left on the approach to Turn 6.

Turn 6
- Blind entry.
- Drivers must be aware of flag points and repeater lights.
- A mid-corner bump may unsettle the vehicle.

Turn 9
- Maintain a controlled and accurate line.
- Avoid running either excessively wide or too narrow.
- The corner approach makes it difficult to judge the bottom of the circuit.
- Flag points and repeater lights should be used as reference.
- A brake-down area is located on driver's left prior to Turn 8.

Turn 10
- The vehicle can become unstable and may briefly unload.
- Grip is often poor early in the event.

Turn 12
- Blind entry.
- A flag point is positioned on driver's left at the crest.
- Run-off is available on driver's left.

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Turns 13 and 14
- The car is likely to move significantly through these corners and may become light.
- These sections are particularly slippery when wet.

Turns 14, 15 and 16
- The car may be light under braking.
- Drivers should attempt to complete the majority of braking before the final crest.

Turn 18
- Blind approach.
- Use flag points as reference.
- Exercise care on exit, contact with the wall is common as the track develops.
- Flag point located on driver's left on approach.

Turns 20 and 21
- Multiple bumps are present in the braking zone.
- In wet conditions, water can cross the circuit at the apex.
- If the gravel trap is entered, straighten the car before stopping where possible.

Turn 22
- If a driver runs wide at the end of The Chase, they must slow and rejoin safely.
- Driving across the grass to retain track position is not permitted.

Bridge and Pit Entry
- Drivers intending to enter pit lane must indicate before reaching the bridge.

Turn 23
- Downhill braking makes it easy to overshoot the braking point.
- If necessary, use the available run-off area.

General Circuit Conditions
- Expect very low grip during the first sessions of the event.
- Build pace progressively during practice.
- In wet conditions, several sections of the circuit become extremely slippery and alternate lines may be required.

Driving Standards and Event Expectations
- Any defensive move must be completed before the braking zone.
- A car may make only one defensive move and must then hold that line.
- No defensive movement is permitted once overlap exists.
- If an ABS fault is displayed, the priority is to finish safely. Incidents resulting from ignoring an ABS fault will be treated seriously.
- Drivers must be familiar with all flag locations around the circuit and the Kangaroo Risk Zones
- Any pass resulting from contact that breaches the bump-and-run provisions will be penalised.
- Maintain awareness when approaching any yellow flag zone.
- Under yellow flags, drivers must reduce speed, proceed safely and avoid risk.
- Any secondary incident caused by failing to observe an existing incident will be dealt with firmly.
- If an incident is developing ahead, drivers must immediately switch to a survival approach. Attempts to gain positions through an unfolding incident will be penalised.