



Synchro show good potential.

## The 2003 British Touring Car Championship Rounds 11 & 12, Croft.

The team arrived at Croft following their disappointments at the previous rounds at Rockingham in good spirits having changed the engine and fitted some new rear suspension parts.

**Testing:** Having fitted a new engine during the break the team set about performing the necessary checks on the first outing to ensure all was well. The initial results were favorable and James then set about testing the new rear suspension. The initial feedback from James was very favorable and some slight changes were made to try and improve upon the set up. The initial times were looking good and the team were looking forward to a good result in the qualifying session later that afternoon.



**Qualifying :** The frantic 20 min session proved to be very frustrating for both James and the team. Having now gained a good understanding of the tyre wear and when to achieve the optimum results from them it was traffic that slowed the Synchro Civic ! During the session James repeatedly found himself caught behind one of the slower Production class cars which resulted in not achieving a complete lap at full potential. The signs were there for a good result in the race and the team were looking to forward to seeing the car perform.





**Race 1 :** Disaster struck in the out lap as James was making his way round to form up on the grid the left front wheel came off !! Using all his skill and patience James managed to get the car back to the pits while the team quickly returned from the grid with all the equipment. The front disk was damaged beyond use and the lower hub pin had been bent. The team quickly replaced the brake disk and with a quick check over James was able to join the race from the pits. It was apparent early on that the tracking had been upset and the car was proving very difficult to drive, however James continued and during the mandatory pit stop a quick check was done to see that all was well. James continued as best he could and finished 4<sup>th</sup> in class picking up some badly needed points. The team would have to work frantically between races to repair the damage done and try to understand why the wheel had come off in the first instance.

**Race 2 :** With the car repaired and some small changes made to the set up James joined the grid without incident and everyone was quietly confident in getting a good result. James made a good start from the line and it was clear to see that the car was performing well and with good pace. The pit stop went well (the practicing was paying off) and by maintaining good pace during his in and out laps ensured that James stayed ahead of Eaves in the charging Peugeot after he had completed his stop. James continued to increase his pace with only the top 2 being quicker ! By lap 20 James was gaining on the works MG of Turkington by half a second per lap when disaster struck again ! this time in the form of a broken rear anti roll bar. The initial thoughts from James was that he had a puncture and the team prepared for another wheel change however it became clear that wasn't the case. As he continued James was losing time to his main rivals who closed in and passed him however he managed to hang on to 3<sup>rd</sup> position and picked up some more points. Coming away having closed the gap the team were even more enthused and were looking forward to the break to try and complete some badly needed testing before the next round at Snetterton.

For more information, check the team website: [www.synchromotorsport.com](http://www.synchromotorsport.com)



Synchro Motorsport would like to thank the following partners:

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