

## ROVER ROLLING ROAD

Date: 20<sup>th</sup> April 2002

Place: Cooper West, Urmston, n'r Manchester. Tel: 0161 748 2771

Contacts: Steve Cooper & Martin Jackson

Event: Electronic rolling road.

*RoverTorque*: What is a rolling road session?

*Steve Cooper*: It is a test devised to check the engine/gearbox performance with all the ancillary equipment that goes with them. Sensors pick up signals and a computer places these into graphs, which allows us to locate any areas that need attention, such as fuelling, air etc. It is becoming a very fine art, the modern mechanic is more of a technician these days, with the years at college to prove it, plus! You are always learning new things. That is why we love the club morning so much, we couldn't afford to buy all makes of cars, and then to modify some of them to give us the different characteristic curves we plot on our screens. It is good for the member and good for us, so everyone gains".

*RoverTorque*: "Why an electronic rolling road?"

*Steve Cooper*: "The electronic version produces less load on engines compared to mechanically controlled types, this in turn produces less thermal problems particularly with Turbo's".

*RoverTorque*: "How long does the test take?"

*Martin Jackson*: "Only seconds for the actual test, it is the preparation before hand that takes time, you have to make sure that the car is anchored correctly.

Each vehicle is tied at the front and clamped at the rear, around the wheels".

The one thing that we did notice as the cars were revved up to maximum was how it cleared the 'muck & rubbish' out through the exhaust.

We are pleased to say that none of the cars let us down on the day, neither were there any surprises, even from the lads who had modified their cars and engines. As Steve said: "Changing air filters' & exhausts can have a detrimental effect some times, which was born out on the print-out given to some of the owners. They develop flat spots where the existing ECU still has it's original mapping, resulting in too much air for the fuel at certain revs".

- 1) K666DVC Paul Dalvy 216 GTi Twin Cam 127 bhp
- 2) A4 BBM Terry Wright 220 Turbo 198 bhp
- 3) J 102 KBC Dave Morton 414 SLi 105 bhp
- 4) K14 RMB Neil Fleetwood 220 GTi Turbo 192 bhp
- 5) P379 XUF Craig Brown 416i 117 bhp
- 6) J750 LKM Chris Darby 216 GTi 123 bhp
- 7) L288 UOU Alan O'connor 420 GSi 142 bhp Poorly.
- 8) N815 XBA John Dalton 800 Vitesse 199 bhp