

ROLLING ROAD

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OK, so it's all go at last. It all started with a chat with the guys at Corbeau, they sucked me into this project!

But that's for another time as, while I write, the seat is being built at their factory.

So, to kick off I headed up the local tip. As far as my girlfriend was aware I was just throwing away some garden rubbish, only as I pulled the bags out, the interior started to come out, too. I highly recommend pulling out all your rear seats and boot sound-deadening in a public place, people genuinely thought I was completely mental. Funny I thought until I got home and my girlfriend thought so, too; especially when she reminded me we were meant to be taking her mum shopping in the car!

So, I'm in the bad books at the moment. Not to worry, though, as I was distracted by the huge exciting box that arrived from EBC. Now, this project is all about showing you why you shouldn't give

up on that old car in the garden. First things first, it needs to stop. Doing some research, only good things were mentioned about EBC's Yellow Stuff pads. They are borderline race pads, but the bite from cold is plenty to give me confidence when I'm pootling around, too. Good times. There's also no point getting new pads if you're running shagged discs, so again EBC suggested fitting the drilled and slotted 3GD discs. These last for ages and one of the features that really impressed me is that they are dimpled rather than drilled, so there is little chance of cracking, but they will still degas.

I have never run-in a new set of brakes properly before but Mr Royle gave me a full briefing and off I set to go through the motions. This is 0-30-0 ten times braking steadily but not hard, then the same at 40, 50 and then five times at 60mph. I can tell you, it's harder than it sounds

finding somewhere to do this, but don't try it on the A3 even if it is really late!

I know have to do 150 miles general driving, then the brakes are finally getting to a point where we can have some fun.

Meanwhile, I have noticed that the brake pedal is feeling spongy, so I have ordered some Millers brake fluid and trumped for some of its awesome 10/40 racing oil, too. If you haven't heard of Millers look at a few racing cars and you will see its stickers everywhere. More of that next issue!

Coming up, I have the suspension to sort, oil change and fuel filter change, some decent tyres and the arrival of the seat and harness. Then I'm ready for some serious track action. I'm sure it won't all go to plan, though!

THANKS TO:

www.ebcbrakes.com

www.millersoils.net

www.corbeau-seats.co.uk

And Russ for the hard graft!

