



IS YOUR ENGINE RUNNING TOO HOT!



As most of you know Val and I run a MGB V8 Roadster which is the car that the factory never made. In order to keep the car looking as original as possible from the outside during its reincarnation as a V8 no bonnet bumps or louvres were used and so the cooling for the engine during hot summers is marginal. We have twin electric fans to blow air from the radiator grill across the radiator and through the engine bay with the air flow exiting at the bottom. The fans have an electronic module for auto cut in and an override switch on the dashboard for traffic jams etc. Over the summer season we noticed that the fans were cutting in more regularly and times when the override was required become more frequent and so an investigation into the efficiency of the cooling system was added to the



list of winter jobs. On a dry Saturday in late October the cooling system was drained via the bottom radiator hose and the radiator removed and reverse flushed i.e. from the bottom to the top with not much muck and crud being evident. As the radiator was out of the car I decided to take it to **Plymouth Radiators** for a flow check to see what its heat removal efficiency was. A call from Paul Lucas on the same day told me that the core was approximately 30% blocked and while further flushing may improve matters a little changing the core for a higher efficiency replacement was the best way forward.

The re-core consists of removing and re-using the original top and bottom sections of the radiator and inserting a new core (the bit with the fins on) in the middle before pressure testing and then re-painting the whole unit to look like new. All this took just 4 days with Paul providing a very friendly service and free advice on the best way to flush the engine block before re-fitting what is now in effect a new radiator. Apparently radiator blockages are prevalent in cars that are left standing or get little use over long periods, which was the case with our V8 before we bought it. In use the channels in the radiator are a restrictive flow path and so this is where any debris in the cooling system will collect over time. The cost of a re-core is comparable with that of a new replacement radiator from MGOC or Rimmers but what you get with Paul's service is the safe knowledge that the refurbished unit will be as good as new and exactly the same as the original and so will be able to be bolted straight back into the car. After removing the housing and thermostat the engine block was flushed with water from top to bottom so as to remove any further deposits that would foul the new radiator core. Refitting is as they say the reverse of the removal process with the thermostat being replaced, all hoses being checked and re-connected before re-filling the system with the heater selected to hot with fresh water to check for leaks. Running the engine up to temperature proves the correct operation of the thermostat and further leak checks, bleeding and top up follows. Once happy that all is working well allow the system to cool and then drain down again via the bottom radiator hose before repeating the filling process with a 30% - 50% antifreeze solution. I now have to complete the remainder of the winter jobs before I can prove the new radiator with road tests.

So if your engine is running a bit hot or showing signs of a lack of efficient cooling then a check of the radiator by Paul at Plymouth Radiators may well be worth your while. In the mean time I am confident that our cooling fans will see much less use next summer season but time will tell.

Val and Ade