

# A Few Thoughts on Cooling

## Moggie Mechanic

When was the last time that you changed the antifreeze in your Moggie? If you are like most of us, it was most likely a long time ago. Manufacturers recommend that you change your antifreeze every two years unless you use that very expensive long-term antifreeze. If you have not changed your antifreeze in five years then you are living on borrowed time and it is time to bite the bullet and put in some new.

I noticed in the last edition of the NWMogazine that there is a variety that is not toxic to animals and uses propylene glycol. This would be great, as I know that British cars frequently leak.

When you drain out the old antifreeze, check its colour. If it looks really bad, maybe it is time that you took Moggie to the radiator shop for a radiator flush and start with new clean fluid. Remember, antifreeze not only stops your radiator from freezing but it is also a lot better for cooling than plain water and has additives that protect the inside of your engine.

Whilst you are changing the antifreeze it is also time to do a lot more checking so that you can find problems before they happen in the middle of the M5 at rush hour.

Check your radiator cap to make sure that it is still working and sealing correctly. If you cannot remember when you last changed it, then it is most likely time for a new one. Your instruction manual will tell you the type that you need. For the older Plus 8s it advises at 15 pound cap; Plus 4s with Triumph engines advise a 4 pound cap; older 4/4s advise a 10 or 13 pound cap. I have found that with an old engine and old radiator I like to use a 4 pound cap on all the 4 cylinder engines as it provides sufficient cooling and does not unduly test the radiator and hoses.

Another thing to check are all your car's hoses. You may need to get on the floor to test the lower radiator hose. Test all the hoses by squeezing them when they are cold. If they feel "punk" (kind of soft) replace them before they let you down. Look at the old hoses carefully. If they are developing minor hairline cracks in the surface it is time for a change. If you take your old hose to a local spare parts dealer (NAPA, Lordco, etc.) they can usually find something that will fit or a flex type hose that is a lot cheaper than buying hoses from a Morgan dealership. Make sure that the ring clamps that hold the hose onto the engine and radiator are tight but not cutting into the hose and check that the hose is far enough onto the metal part and will not slip off with the "wiggling" of the engine. My advise: if in doubt about a hose, replace it as it is a lot cheaper to replace the hose than pay for a tow when you loose all the water and antifreeze at the worst possible time.

If you have had a leak it can be sealed in an emergency with a proprietary radiator leak sealer such as Barsleak. I always carry a bottle of this in my spares as if I don't need it someone else

will. Follow the instructions on the small bottle carefully, but remember that this is only a temporary repair. It will get you home but don't rely on it forever or you will eventually be calling a tow truck. At your earliest convenience take out the radiator and get it to a repair shop for repair and flush all the leak sealer out of your engine with lots of water.

Removing the radiator is a whole new article, so if you are unfamiliar ask some of the more mechanically minded Morgan

owners. I do not recommend taking it to the shop for them to take it out =unless they know Morgans as it is a rather unique job.

If you are having lots of leaks or over heating, it may be time to have your radiator recored whilst you have it out. I recommend that you recore it with a high efficiency dimpled copper core. This is much cheaper than the new aluminium radiators and I have found it to be just as good.

Ron Weiskind informs me that he has successfully lengthened the radiator in his early Plus 8 by 2 inches and with the

high efficiency core has managed to solve the over heating problem. Ken Miles has lengthened the radiator on his Plus 4 by 1½ inches and tells me that he can comfortably cruise his at 70 and over in 120 degree heat or idle in a traffic jam with no over heating problems. I am sure that either of these members would be more than willing to share their knowledge with you and help with either cooling or over heating problems.



I hope that this has answered a few questions and not posed too many more. Remember, one of the reasons for joining a Morgan club is so that you can find out more information. Don't be afraid to ask other members. I'm sure most of them would love to help and you know how Morgan owners love to chat.

Happy Motoring, M.M.