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Cooling Systems

Pat Wasserman's 1968 MGC

MG Car Club Officers

email..... terry@looft.net

From the President

Terry Looft

Hello MGers.

here is not a lot to report this month. In fact there is so little to report I could use last month's letter. It's cold, lots of snow. (substitute rain) and there seems no end to this particular season. The cold has played into our hands giving us lots of time with our basement project and progress is much better than we ever thought it could be at this point. Every day we move closer to next (this) years holiday party. (Sounds a lot like last month's letter)

Our club made the 'MGB Driver' this month with a picture from MG 80 An Around the World Party. Of course, in the party spirit, it's a picture of a bottle of Old Speckled Hen with MGs in the back ground. Of all the MG clubs it's nice to have our club shown with the few they picked for the 'Driver'.



Southwestern Ohio Centre of the MG Car Club P.O. Box 20032. Dabel Branch Dayton, OH 45420-0032

Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are eighteen (\$18.00) per year, payable during September and October. On January 1st. the names of delinquent members are removed from the roster. See *Carole Looft* for further membership information.

MG Car Club Monthly Meeting

The Southwestern Ohio Centre of the MG Car Club meets on the fourth Wednesday of each month at the K of C Hall, downtown Dayton, on Bainbridge Street, at 7:30pm. The next meeting will be:

Wed, March 23, 2011

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Upcoming MGCC Events

Mar:

19 – Party @ Gribbler's 23 – Meeting at K of C Hall

Apr:

- 16 Tune Up Clinic at MG Automotive
- 17 Pub Run at "The Pub"
- 27 Meeting at K of C Hall



there is free beer for new members and for anyone who brings a new member to the meeting.)

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wall.

Terry

our

sign on their

club

Welcome New Member

Carole Looft

David W. Ream 231 Adams Street Lancaster, OH 43130 (740) 681-2099 <u>david.ream@hotmail.com</u> '48 MGTC, '56 MGA roadster, '59 MGA coupe

Member Featured Car of the Month... Pat's MG (68 MGC)

Pat & Reuben Wasserman as interviewed by Ron Parks

Pat enjoyed riding with Reuben in his MG TD so much that she felt like she would enjoy driving the car too. My only problem, she says, was that I didn't know how to drive a manual transmission car and therefore insisted on having a car with an automatic transmission. Knowing that in 69 and apparently late 68, some MGCs had been manufactured with Borg Warner 3 speed automatic transmissions installed, the search began. Carole Looft, who was on the lookout helping search the internet for an MGC with an automatic transmission, found one on E-Bay, located in Marlboro Maryland,



Don't forget the Griblers will be hosting their annual winter party

on March 19 at 7:00. We'll be sending out a reminder email along with directions to their home. Set that date aside and join in the

fun evening with everyone. Also coming up next month on Saturday April 16, we'll be having our tune-up clinic. It will be held again at MG Automotive on Wilmington Pike. Coffee and donuts will be provided. I think we're planning another pub run at

the Pub. That is scheduled on the Sunday after the tune-up clinic.

It will be at 5:00 again, and we will be checking out the placement

near where Pat's brother lives. Before bidding, we asked Pat's brother to go look at the car and drive it. He was impressed and so we went forward with the bidding. Terry Looft, being a wizard on E-Bay successfully bid on the car for us. Once we got the car, in September of 2005, the seller trucked the car to Pat's brother's house. We then arranged for a transport to pick it up there. We bought it, sort of sight unseen, although we felt confident with Pat's brother having looked at it for us.



So, then we get the car home and Pat couldn't

drive it because she couldn't reach the pedals. Just scoot the seat up, we thought? But, No! The seats would not move enough. We even considered putting blocks on the pedals. Further investigation revealed that the former owner, in restoring the car had reversed the seat rails when installing them, placing the lever on the side by the transmission tunnel. The lever could not be moved enough to allow the seat to move. We also place spacers under the rails, so that Pat would sit a little higher in the seats that she now could slide back and forth.

Reversing rails can also limit the seats travel due to the odd angle causing interference with the transmission tunnel. A word to the wise: If you remove your seats for a restoration or for whatever reason, keep track of passenger and driver side rails as well as left and right rails for each seat. Put them back exactly where they had been installed previously. Otherwise, your seats will not slide freely and cannot be adjusted for all positions.

The previous owner was the third owner of the car and owned it for ten (10) years. He did a complete restoration between 1993 and 1995.



Reuben drove Pat's MGC to Gatlinburg Tennessee by himself, to participate in MG 2006 and had a good time with other local club members there. In June of 2008 Reuben drove the MGC to MG 2008 in Valley Forge Pennsylvania with their daughter in the navigator's seat, going along for the ride. While there he took advantage of an offer of a local shop to have the car tested on a dynamometer. It turned out; at least the way the host put it, the car out performed all the other MGCs he had tested. The dynamometer measured horse power versus engine speed, the air to fuel ratio versus engine speed and the torque versus engine speed. The maximum torque out of three

runs came in at 127 foot pounds; the maximum power on one of the runs was about 95 horse power!

There is some pollution equipment on the car, although the belt has been removed from the air pump making it inoperative. We burn premium fuel. The manual recommends 100 octane fuels, which is equivalent to racing fuel. There is a place in Beavercreek, Ohio where racing fuel can be purchased, but we have not done so.

The Borg Warner 3 speed automatic transmission works well and shifts very smoothly. So far as we know, the MGC with the six (6) cylinder engine is the only MG model that was ever manufactured with an automatic transmission installed.

We have made a few improvements to the car. We replaced the ill-fitting convertible top with a new black vinyl top, which we have no problem putting down, but putting it back up and getting all the snaps fastened is another story. The top is very tight, looks good and does not flap and vibrate in the wind at highway speeds. The car came with a radio and wiring for speakers, but was missing the speakers. We borrowed the housings for speakers that had been custom built for an MG owned by Terry Looft, and used them as patterns to build like units to hold speakers that are now wedged in the rear area behind the seats. They work pretty well, but as with most MGs, the radio is difficult to hear at speed with the top down. We put a luggage rack on the car too. While the wheels are beautiful chromed wire, the spare that came in the boot was a painted wire wheel. When in Gatlinburg I met a gentleman who also had an MGC, apparently, he hadn't come to Gatlinburg with a C, but was restoring it and he offered to give me a chrome spare for the price of shipping.

The car shows well and has won awards several times at British Car Day Dayton, British Car Day Cincinnati and the 2nd Street Market show. It is sometimes disappointing when there is not a separate class for MGCs. Usually they are lumped in with the MGB chrome bumper cars. Admittedly the car competes well regardless of the class in which it is entered.

Pat says her little red car is a magnet for teenage boys and little old men. It's the story of my life she jokingly says. It is a lot of fun to drive. We really enjoy it! The only thing is we don't have the self-confidence to take off by ourselves, because if something breaks down, repair would be beyond our capabilities. We are not into driving long distances in the C, but plan to attend local car shows. That's why we really enjoy going on club tours and to car shows with other club members along for support.

We don't know what we would do were it not for the MG Car Club. Joining the club was the smartest thing we ever did. Everyone has been very helpful. We sincerely appreciate you folks in the MG Car Club for all the help, advice and fun you've provided!

Steve Markman's annual Winter rant: Often overlooked and ignored... You Car's Cooling System

Steve Markman

B ack in 1971, I was attempting to fix a problem on my 1967 Camaro's 327 V-8 engine, and snapped off the only remaining bolt that held the pulley wheel that powered all the engine-driven accessories. Being new in town (Grand Forks, North Dakota), I called the only Chevrolet dealer and was told that it was fine to drive the fifteen miles to their shop—the engine would overheat, but as long as steam kept coming out, the engine was cooling by boiling the coolant. Good advice? Probably not, but I did it anyway and the broken bolts were repaired and the trip caused no apparent damage to the engine.

Jump ahead to 2009. I was driving my aluminum block V-6 Olds Silhoutette when the temp idiot light

illuminated. I pulled to the side of the freeway for a few minutes to let the engine cool, then drove about a mile until I could pull off at an exit and call for a tow truck. Major mistake. By the time I pulled off, the engine was running so roughly that I only could maintain about ten mph. In that one mile, that high temperature warped both heads and did other internal damage, resulting in \$3500 in repairs.

It's the cooling system's job to keep the engine from overheating. Did it fail to do its job on my Olds? By 1971 standards, yes, but by 2009 standards, no. To produce their power efficiently, while keeping the weight down, modern engines are designed to run at very specific design points. Drift away from any one of these critical conditions, such as temperature, even for a few minutes, and major damage can result.

So, this article will discuss how your car's cooling system is supposed to work, and how each of its components contribute to this job.

Gasoline engines are not very efficient at turning chemical energy into mechanical power. Most of the energy in the gasoline (perhaps 70%) is converted into heat. There are three ways for this excess heat to be removed: by exiting through the tailpipe with the exhaust gases, by travelling through the metal block and radiating into the air, and by being carried off through the coolant flowing through the engine. The cooling system on a car driving down the freeway dissipates enough heat to heat two average-sized houses! The primary job of the cooling system is to keep the engine from overheating by transferring this heat to the air, but the cooling system also has several other important jobs.

The engine in your car runs best at a fairly high temperature. When the engine is cold, components wear out faster and the gasoline burns less completely, emitting more pollution. So another important job of the cooling system is to allow the engine to heat up as quickly as possible, and then to keep the engine at a constant temperature.

The engine runs best when its coolant is about 200 degrees Fahrenheit (93 degrees Celsius). At this temperature, the combustion chamber is hot enough to vaporize the fuel completely, providing better combustion and reducing emissions. Also, the oil used to lubricate the engine has a lower viscosity (it is thinner), so the engine parts move more freely and the engine wastes less power moving its own components around. And, metal parts wear less.

A typical 4 cylinder vehicle cruising at around 50 miles per hour produces 4000 explosions per minute inside the engine. Temperatures in the combustion chamber can reach 4,500 F (2,500 C), so cooling the area around the cylinders is critical. Areas around the exhaust valves are especially crucial, and most of the space near the cylinder head is filled with coolant. If the engine goes without cooling for very long, it can seize. When this happens, the metal can get hot enough for the piston to weld itself to the cylinder.

The modern cooling system has not changed much since the '20s. While it has become infinitely more reliable and efficient at doing its job, the basic cooling system still consists of liquid coolant being circulated through the engine, then to the radiator to be cooled by the air stream coming through the front of the vehicle.

There are two types of cooling systems found on automobiles: Liquid cooled and air cooled. Air cooled engines are found on a few older cars, like the original Volkswagen Beetle, the Chevrolet Corvair and a few others. Many modern motorcycles still use air cooling, as do light aircraft and yard and garden equipment, but for the most part, automobiles and trucks use liquid cooled systems and that is what I'll concentrate on.

The cooling system uses a water pump to circulate the coolant through passages inside the engine block and heads. A radiator cools the coolant, a thermostat controls the temperature of the coolant, a radiator cap to control the pressure in the system, and some plumbing consisting of interconnecting hoses transfers the coolant from the engine to the radiator and also to the car's heater system where hot coolant is used to warm the vehicle's interior.

The cooling system pumps the liquid coolant through passages in the engine block and heads. As the coolant flows through these passages, it picks up heat from the engine. The heated fluid then makes its way through a rubber hose to the radiator on the front of the car. As it flows through the thin metal tubes in the radiator, the hot liquid is cooled by the air flowing past the metal tubes. Once the fluid is cooled, it returns to the engine to absorb more heat. The water pump keeps the fluid moving through this system of plumbing, the radiator, and the internal engine passages.



A thermostat is located between the engine and the radiator to make sure that the coolant stays above a preset temperature. If the coolant temperature falls below this temperature, the thermostat blocks the coolant flow to the radiator, forcing the fluid instead through a bypass directly back to the engine to absorb more heat. The coolant will continue to circulate like this until it reaches the design temperature, at which point the thermostat will open a valve and allow the coolant to flow through the radiator.

In order to prevent the coolant from being heated beyond the normal boiling point, the cooling system is designed to be pressurized. Under pressure, the boiling point of the coolant is raised considerably. However, too much pressure will cause hoses and other parts to burst, so a system is needed to relieve pressure if it exceeds a certain point. This is the radiator cap's function. The cap is designed to release pressure if it reaches the specified upper limit that the system was designed to handle. Prior to the '70s, the cap would release coolant to the pavement. Since then, a system was added to capture any released fluid and store it temporarily in a reserve tank. This fluid then would be sucked back into to the cooling system as the engine cooled.

The capacity of the system, i.e., the size and location of the internal channels in the block, and the sizes

of the radiator, hoses, and pump, is engineered for the type and size of the engine and the work load that it is expected to undergo. Obviously, the cooling system for a larger, powerful V8 engine in a heavy vehicle will need considerably more capacity then a compact car with a small 4 cylinder engine. On a large vehicle, the radiator is larger with many more tubes for the coolant to flow through, and also wider and taller to capture more air flow.

Antifreeze

The coolant that circulates through the engine and associated plumbing must be able to withstand temperatures well below zero without freezing. It also must handle engine temperatures in excess of 250 degrees without boiling or breaking down. The coolant also must contain rust inhibiters and a lubricant.

The coolant in today's vehicles is a mixture of ethylene glycol and water. The optimum ratio for most geographic locations is fifty-fifty, i.e., one part antifreeze and one part water. In climates where the temperatures can go well below zero, it is permissible to have as much as 75% antifreeze and 25% water, but no more than that. Pure antifreeze is less efficient, will not work properly and can cause a boil over. (note – check the label carefully when buying antifreeze. Make sure it is the right type for your car, and also check if it already is diluted 50-50.)

Antifreeze is poisonous and should be kept away from people and animals, especially dogs and cats, which are attracted by the sweet taste. Ethylene glycol, if ingested, will form calcium oxalate crystals in the kidneys which can cause acute renal failure and death.

Radiator

On most modern radiators, the tubes run either horizontally or vertically with a plastic tank on either end. On older vehicles, the core was made of copper and the tanks were brass. On newer cars, it is made of aluminum tubes and plastic tanks, and is much more efficient (apparently heat radiates from aluminum better than it does from copper), not to mention being cheaper to produce. Another component in the radiator for vehicles with an automatic transmission is a separate tank mounted inside one of the radiator's plastic tanks. Fittings connect this inner tank through steel tubes to the automatic transmission. Transmission fluid is piped through this tank to be cooled by the coolant flowing past it before returning to the transmission.

If the car has air conditioning, there is an additional radiator mounted in front of the normal radiator. This "radiator" is called the air conditioner condenser, which also needs to be cooled by the air flow entering the engine compartment.

Radiator Fans

Mounted on the back of the radiator on the side closest to the engine are one or two electric fans inside a housing that is designed to protect fingers and to direct the air flow. These fans are there to keep the air flow going through the radiator while the vehicle is going slow or is stopped with the engine running. Without these fans, every time the vehicle came to a stop, the engine temperature would begin rising. On older systems, the fan was connected to the front of the water pump and would spin whenever the engine was running. In these cases, if a driver would notice the engine begin to run hot in stop and go driving, the driver might put the car in neutral and rev the engine to turn the fan faster while placing little load on the engine.

The electric fans are more efficient, since they force air past the radiator only when needed. They are controlled by the vehicle's computer. Note that when the air conditioning is turned on, the system will keep the fan running, even if the engine is not running hot. This is necessary for the air conditioning system to cool the car's interior.

Pressure Cap and Reserve Tank

While older cars, such as the MG TD, have unpressurized cooling systems, just about all systems on anything newer operates with the system under pressure. This allows the coolant to keep a higher temperature (and thus keep the engine at a more efficient operating temperature) without boiling. The radiator pressure cap maintains pressure in the cooling system up to a certain point. If the pressure builds up higher than the set pressure point, a spring loaded valve opens to release the pressure.

As coolant gets hot, it tries to expand, and the pressure in the cooling system increases. This is.part of the design. When coolant is under pressure, the temperature where the liquid begins to boil is considerably higher. This pressure, coupled with the higher boiling point of ethylene glycol, allows the coolant to safely reach temperatures in excess of 250 degrees. When the cooling system pressure reaches the point where the cap needs to release this excess pressure, a small amount of coolant bleeds off. It could happen during stop and go traffic on an extremely hot day, or if the cooling system is malfunctioning. If it does release pressure under these conditions, there is a system in place to capture the released coolant and store it in a plastic tank that is usually not pressurized. Since there is now less coolant in the system, as the engine cools down, a partial vacuum is formed. The radiator cap on these closed systems has a secondary valve to allow the vacuum in the cooling system to draw the coolant back into the radiator from the reserve tank. There are usually markings on the side of the plastic tank marked Full-Cold, and Full Hot. When the engine is at normal operating temperature, the coolant in the reserve tank should be up to the Full-Hot line. After the engine has been sitting for several hours and is cold to the touch, the coolant should be at the Full-Cold line.

Water Pump

The water pump is a simple device that keeps the coolant moving when the engine is running. It is nothing more than an impeller mounted on a spinning shaft and usually driven by a belt on the outside of the pump body. The impeller draws the coolant in from the lower radiator hose and sends it under pressure into the engine block.

Thermostat

The thermostat is a valve that measures the temperature of the coolant and, if it is hot enough, opens to allow the coolant to flow to the radiator. If the coolant is not hot enough, the flow to the radiator is blocked and fluid is directed back to the engine. The bypass system allows the coolant to keep moving through the engine to balance the temperature and (hopefully) prevent hot spots. Because flow to the radiator is blocked, the engine will reach operating temperature sooner and, on a cold day, will allow the heater to begin supplying hot air to the interior sooner.

The secret of the thermostat lies in the small cylinder located on the engine-side of the device. This cylinder is filled with a wax that begins to melt as the coolant warms. A rod connected to the valve presses into this wax. When the wax melts, it expands significantly and pushes the rod out of the cylinder, opening the valve.

180 degree thermostats used to be the norm, but since the 1970s, thermostats have keep the temperature of the coolant above 192 to 195 degrees. It was found that at these hotter temperatures, emissions are reduced, moisture condensation inside the engine is quickly burned off, and combustion is more complete, which improves fuel economy.

There is a mistaken belief by some people that if they remove the thermostat, they will be able to solve hard to find overheating problems. Not true!!. Most often, the engine will never reach its desired operating temperature, or reach it very slowly. In some cases, by allowing uncontrolled circulation of the coolant throughout the system, it is possible for the coolant to move so fast that it will not cool properly as it races through the radiator, so the engine can run even hotter than before. Other times, on computer controlled vehicles, the computer monitors engine temperatures and regulates fuel usage based on that temperature. If the engine never reaches operating temperatures, fuel economy and performance may suffer considerably.

Freeze Plugs

When an engine block is manufactured, a special sand first is molded to the shape of the internal coolant passages. This sand sculpture is positioned inside a mold and molten iron or aluminum is poured to form the engine block. When the casting is cool, the sand is loosened and removed through holes in the engine block casting leaving the passages for the coolant to flow through.

These holes need to be plugged, which is the job of the freeze-out plug. These plugs are press fit in the holes and normally last the life of the engine with no problems. But there is a reason they are called freeze-out plugs. In the early days, many people used plain water in their engines and never replaced the antifreeze.

Many engines suffered the fate of the water freezing inside the block. Often, when this happened, the pressure of the expanding water forced the freeze-out plugs to pop out, relieving the pressure and saving the engine block from cracking. (although the engine often cracked anyway). Another reason for these plugs to fail was because they were made of steel and would easily rust through if the vehicle owner was careless about maintaining the cooling system.

Antifreeze has rust inhibitors in the formula to prevent this from happening, but those chemicals lose their effect after about 3 years, which is why antifreeze needs to be changed periodically. The fact that some people left plain water in their engines greatly accelerated the rusting of these freeze plugs.

Replacing the freeze plugs ranges from fairly easy to extremely difficult depending on the location of the affected plug. Freeze plugs are located on the sides of the engine, usually 3 or 4 per side. There also may be some on the back of the engine or on the heads. As long as you maintain the cooling system, you never should have to worry about these plugs failing on modern vehicles.

Hoses

There are several rubber hoses that connect the cooling system's components. These hoses are designed to withstand the pressure inside the cooling system. They are subject to wear and tear and eventually will require replacing as part of routine maintenance. Replace them if the rubber is beginning to look dry and cracked, or becomes soft and spongy, or if there is some ballooning at the ends. The main radiator hoses are usually molded to rout around obstacles without kinking. When purchasing replacements, make sure that they are designed to fit the vehicle. Flexible, generic hoses are available, and you'll have to determine their suitability by trial and error.

Cooling System Maintenance and Repair

An engine that is overheating will quickly self destruct, so proper maintenance of the cooling system is very important to the life of the engine (remember my Olds Silhouette).

The most important maintenance item is to flush and refill the coolant periodically. This is because anti-freeze has a number of additives that are designed to prevent corrosion. This corrosion tends to accelerate when several different types of metal interact with each other. The corrosion causes scale that eventually builds up and begins to clog the thin metal tubes in the radiator and heater core, eventually causing the engine to overheat. The anticorrosion chemicals in the antifreeze prevent this, but they have a limited life span.

Most antifreeze used in vehicles is green in color and should be replaced every two years or 30,000 miles, which ever comes first. Newer antifreeze formulations will last for 5 years or 150,000 miles. These antifreezes are usually red in color and are referred to as "Extended Life" or "Long Life" antifreeze. GM has been using this type of coolant in all their vehicles since 1996, called "Dex-Cool".



You can convert to the new long life coolant, but only if you completely flush out all of the old antifreeze. If any green coolant is allowed to mix with the red coolant, you must revert to the shorter replacement cycle.

Look for a shop that can reverse-flush the cooling system. This requires special equipment and the removal of the thermostat in order to do the job properly. This type of flush is especially important if the old coolant looks brown or has scale or debris floating in it. Always replace the thermostat with a new one of the proper temperature. It is cheap insurance.

The National Automotive Radiator Service Association (NARSA) recommends that motorists have a seven-point preventative cooling system maintenance check at least once every two years. The seven-point program is designed to identify any areas that need attention. It consists of:

- a visual inspection of all cooling system components, including belts and hoses
- a radiator pressure cap test to check for the recommended system pressure level
- a thermostat check for proper opening and closing
- a pressure test to identify any external leaks to the cooling system parts; including the radiator, water pump, engine coolant passages, radiator and heater hoses and heater core

- an internal leak test to check for combustion gas leakage into the cooling system
- an engine fan test for proper operation
- a system power flush and refill with car manufacturer's recommended concentration of coolant

A Note on MGTD Overheating Problems (and possibly other cars, also)

Many TD owners, maybe a third of us, complain that their car runs hot, often causing the gas to vaporize in the fuel lines, causing rough running. I've never had such a problem, even when driving mine in a parade, so I've given some thought to why this happens.

I think there are three possible causes. First might be that deposits have built up in the radiator. Such deposits slow the coolant flow through the small metal tubes, plus the deposits themselves act as insulation, slowing the transfer of heat through the metal. This is the first thing to suspect, but the problem still may persist after having the radiator professionally cleaned.

The second may be similar deposits building up in the engine. When this happens, the engine temperature gauge may appear normal (remember, your gauge is reading the temperature of the coolant, not the engine block) but the problem is that the heat isn't being transferred from the metal block to the coolant. Instead, the heat is radiating directly off the engine and heating the fuel in the fuel lines. Again, a well-equipped shop can flush the entire cooling system which may remove enough of the deposits.

The third problem might not be repairable. Recall that in manufacturing the engine block, the internal passages are made by making models of the passages using sand and wax and inserting them in the proper locations within the mold. The liquid metal melts the wax and the remaining sand is purged from the channels after the casting cools. I suspect that the casting process was crude enough back then that the channels didn't always form properly, or that the roughness of the channel walls varied between blocks, but were good enough to pass the limited engine tests done at the factory. In any engine, normal hot spots can cause the coolant to vaporize, but these bubbles will be carried downstream and condense out. However, if this steam gets trapped in small corners or along rough channel walls, steam pockets form. Heat does not transfer to the steam as well as the coolant, so these normal hot spots do not get cooled properly. Products such as Water Wetter work to break down these steam pockets and thus help engine cooling. People who've tried it tell me it lowers temperature by 10 to 15 degrees.

Editor's note – I wrote this article based on an article by Charles Ofria at <u>http://www.familycar.com/classroom/coolingsystem.htm</u>, supplemented by information I found at <u>http://auto.howstuffworks.com/cooling-system2.htm</u>, and from my own experience.

Classifieds

Free classified policy: We are happy to run your auto-related ad for three months free of charge, but may cut older and non-MG related ads as space requires. Please contact the editor when your item sells or if you wish to continue the ad for an additional three months.

For Sale: 1965 MGB. British Racing Green. Good engine, 5 wire wheels, needs body work. Always garaged. Good for parts or "project". All offers considered. Call 937-286-8085 or email <u>dougkreitzer@hotmail.com</u>. (3/11)

For Sale: Black 1977 MGB. Has been garaged the past year. Rebuilt engine with Webber down draft carburetor. Less than 25,000 miles on rebuilt engine. Stainless steel pipes, new top and refinished interior. Stereo system with Sony explode 6x9 speakers and pioneer head unit. Car comes with cover, spare, and a primed extra hood. Runs strong but will need attention because of being stored for a year. Asking \$2800 OBO. Contact club member Vickie Gearhart at <u>vsg626@aol.com</u> or phone 937-581-1714. (3/11)

For Sale: new main bearings (10 over) for a 53 MG-TD. Will sell at half-price. Danny Mortensen <u>agsdanny@aol.com</u> 859-384-7821. (1/11)

For Sale: "Gertrude," 73 MGB Conv. Roadster, blaze with dark blue interior, has always been garaged, 3rd owner, repainted and engine restored in 98 by Steve Miller-MG Auto. Have original bill of sale, MG Handbook, Passport to Service Maintenance record book w/metal Identification Plate, w/British Leyland original solid state am radio (yes it works), also comes with black hard top. Asking: \$7,000: Betty / Fred Shaneyfelt, 937-371-8223, <u>bfshaney@aol.com</u>. (10/10)

For Sale: Four (4) early MGB wheels & tires. Ron Williams, 260-438-5337 (9/10)

Wanted: One wind wing for 1953 MG TD. Russ Berry, 937-673-5218. (9/10)

Wanted: Good passenger side fender for a 78 Midget. Todd Robbins 740-739-3241 (9/10)

MG Car Club Minutes, Feb 23rd Meeting

Sam Hodges

Meeting started exactly on time at 7:34... Supposedly, Terry has some credits since the last meeting actually started early.

President Terry Looft, "I think we should have a beer break. Are we all here? What a good turnout. PubRun. We had a good turn out. The sign should be hung by the time we go back..." Lois Gribler (*off to an early start*), "What's that? You're hung?" Terry, "...that too."

Vice President Dave McCann's not here man... No **VP** report.

Minutes. Dick Goodman motioned to approve. Ron Parks seconded. Minutes as reported approved.

Treasurer's Report. Treasurer Glen Marin reported that we had <u>Total Income</u> of: $\$0.00 (\$0.00) = \mathbf{A}$ **Total Income of \\$0.00**. <u>Total Expenses</u>: Hall Rental Fees (\$45.00) + Donation to the Miami Valley Food Relief (\$250.00) + Donation to the Salvation Army (\$250.00) + Newsletter Expenses (\$100.50) + Gumball Rallye (\$5.00) = **A Total Expense of \\$650.50**. **Total Loss to the MGCC was \\$650.50**, that when subtracted from our existing Treasury balance of \$4,106.52 equals a new <u>Treasury Balance of</u> \$3,456.02 in the primary checking account and \$378.91 in the savings account. Bill Hammond moves that the report be accepted as read. Dick Goodman seconds. Report approved.

Membership was next. Carole Looft reported that we have one new member, David Ream of Lancaster, OH. David owns a 1948 MGTC, 1956 MGA roadster and a 1959 MGA coupe (*'bout time we got someone who doesn't own a Midget!*) Welcome to the club David!

Activities with Eddie. Eddie Hill, "The Gribler's party is now scheduled for March 19th at 6:00." Lois G, "You don't HAVE to bring food, but if you want to bring food, then you can. Hard liquor is BYOB as usual."

Kathy Goodman. "Is 2nd Street show still the 21st?" Dick Smith, "Nope, it's the May 14th this year." Eddie, "I talked to Steve Miller and he's open to hosting the tune-up clinic. The 23rd is open, but Easter is the 24th. Steve is NOT available on the 30th of April." Bill Hammond, "Do it earlier so that if there's a wash out, then you have a fallback." Dick G. "If you go too early, then you've got cars still in storage." After some quibbling and kibitzing it's decided that April 16th will the date for the 2011 MGCC Tune-Up Clinic. (*Grrrrrr...... says the disgruntled Secretary who's going to miss it.*) Eddie, "We also need to set up a date for the Spring Tour, sometime after the Tune-Up Clinic."

Fort Meigs is June 5th in Perrysburg. For the gang making the Reno haul, if you want to make a detour through Glenwood Springs Colorado, June 10-12th is their rally for everything automotive. Think Woodward Blvd cruise. Anything automotive, MG's to Bugattis, to hotrods.

Sunshine Committee. Linda Wolfe, "As far as I know, everyone's well." Lois G., "Louie's here..." Linda, "...I checked, he's warm and has a pulse..." Terry L., "...he looks so lifelike." Louie DiPasquale, "Thanks for the cards and phone calls." Terry, "That phone call was long distance." Louie, "That's okay, I accepted the charges."

Newsletter. Steve Markman, "The wedding photos were a hit. Next year's going to be hard to out do this one. Keep those articles and submissions coming."

WebMaster. John Scocozzo, "I apologize for sending out the 2010 version of the roster. I corrected it and sent out in a format that older versions of MSOffice could open. I've got new cars, profiles and other regalia going onto the website all the time."

Pres. Looft, "That brings us to Beer Brake!" 7:54. Kathy Goodman, "Wow! 24 minutes!" Terry, "I think that's a record." Back from Break at 8:16... Louie D., "That wasn't long enough. BEER BREAK!"

Old Business. Louie, "Don't look at me!" Terry, "Well I didn't... well maybe a little."

MGA 2012. Dave Gribler. "Ron's pulling things together, we've got a couple of things planned." Ron Parks, "We've got a ladies tour planned. Maybe a bus tour to the Hawthorn house, the Golden lamb, etc. What we really need is a lady to plan the whole thing." Dave G. "If we (*the guys*) do it, it'll be a lot of stops at bars and garages along the way to other bars and garages."

Dave, "Steve Markman has agreed to lead a tour of the restoration shop of the USAFM. John Wolfe is a volunteer as well." Ron P., "I talked to Roger James at D&D and he's willing to do a tech session and he thought that the Paris – Peking car preparation would be interesting. He's also willing to do a tour of their facility."

Carole Looft, "We're going to need some help for the Funkana. I volunteered, and Terry's not happy about it yet..." Terry, "I'm working on it... (*sips beer*). The last one we did, they had at least 25 people working it." Ron, "Dave's talked to John Dixon from Taj Ma Garaj and we're trying to put together a sit down dinner over there."

Dave G., "I talked to Diana's proxy about setting up a checking account and I need to talk to Skip (*about something that he said, but I didn't catch*). I received an e-mail from a group of Australians who are planning on shipping their cars over to the United States. They're doing an anti-clockwise tour of the U.S. starting in Los Angeles, and parts of Canada, and MGA 2012 is going to be one of their stops. Things are moving along."

Dave Gribler, "If we go to 6 of the 9 stops on the National Aviation Heritage Trail, then we get these little stamps that allow us to get commemorative Dayton Aviation Heritage teddy bears. My thought was that if we all do it once and get the bears, then we can donate them to the GT2012 and they can be used as prizes (*Yeah, we're re-gifting, get over it*). We need to plan a tour of the 6 best places." The Griblers' have been unofficially drafted to plan the whole thing out.

New Business. Terry Happensack, "You do realize that the aviation trail involves a lot of inner city travel?" Terry Looft, "We'll drive armed."

April 17th is the Pub Run and the March Pub Run is the Gribler's party.

British Museum. Pete. "This year, we're raffling off a new Mini. \$25/chance, 5 for \$100 for the tickets. We got some responses from places, including Infiniti of Dayton who have a meeting hall that they offered to the Museum, but otherwise we're still looking."

Tech Tips. Nada. **For Sale**. Dick Goodman, "I've got a badge bar for a chrome bumpered B." Louie, "I've got a Spitfire... Terry Looft, "...good luck selling that here."

Karl Sparklin wins Gumball Rallye

Motion to adjourn at 8:43 by Dick Goodman and Eddie Hill. Peace out Homie!

