

Our 1926 "New Beauty" Model T suffered from overheating, despite being fitted with an aftermarket "leakless" water pump. After a short period of travelling the motor-meter on the radiator would climb to near the top of the band, and on any incline the car would begin to boil. The motor was in good repair, having recently been overhauled. Whenever the radiator was drained and back-flushed, there was evidence of rust colour and particles. Due to the radiator's "originality", but relatively fragile state, I was very reluctant to have the radiator cleaned by conventional means, as it would have required removal from the car and freighting both ways to a radiator repair firm. After researching on the internet, I decided that "Evapo-rust" was worth a try, and ordered two 5 litre containers from the N.Z. distributor. These arrived promptly by Courier.

After draining and back-flushing, I filled the cooling system with "Evapo-Rust." The 10 litres just covered the tubes in the top tank of the radiator. I then started the car and took it out on the road for a run to heat it up. I noted the temperature reached after 10 miles. I left the product in the car for 7 days, repeating the drive and noting the temperature each day. After two days the car ran noticeably cooler. On the 7th day the car was taken for a long run that involved hill work. The temperature remained constant and in the lower section on the motor-meter, indicating that it was running at normal operating temperatures. On returning home, I drained the "Evapo-Rust" from the cooling system. The product had turned very black, indicating I believe, that it had successfully removed rust in the cooling system. The system was flushed again, and refilled with a quality anti-freeze. I have no hesitation in recommending this product based on my experience of "refreshing" an aged radiator without intrusive "surgery."

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