

## QUICK TEST: PURPLE ICE

The one good thing about HRM's project cars is that if we need to test a product that claims to fix a particular problem, chances are one of these cars has that problem. For example, Royal Purple's Purple Ice radiator additive is supposed to bring engine temperatures down, and Freiburger's 67 Impala with a 383 small-block gets hot in traffic. Some in the office were skeptical of cooling additives, no matter the brand. Our testing was conducted on two consecutive days with 68-degree weather, running the car with and without the additive. We let the Impala idle for 7 minutes, drove it for 7 minutes, and then left it idling, facing a garage door (to block wind into the radiator). We recorded the time and temperature each time.

With water only (no antifreeze), the coolant temp reached 220 degrees F in 41 minutes. With Purple Ice, the temperature reached 210 degrees at the same time it took water only, but even after 56 minutes of running and then under a strong load, it did not exceed 210 degrees.

In lower-temperature driving, there was no major difference. Purple Ice is not made to mend a faulty cooling system but to fix minor problems. It seems it would help if caught in bad traffic.

Purple Ice acts as a corrosion inhibitor, too, which is great for those racetracks that allow an additive but not antifreeze. Instructions call for 1 ounce per quart of antifreeze or one bottle per system; double dosage if it's water only. We used just shy of two bottles.

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