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The MG Enthusiasts' BBS

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Thread: How to extra-cool my VVC

From: Dirk Luxembourg on 17 March 1998 at 12:36:02 (UK time)

The weekend I had another great time with my VVC.

But at a certain moment I was cruisin' for about 20 mins constantly at 145mph on the highway (not that difficult with my VVC, was around 6700 rpm), and I noticed my oil temp wast just over 150 degrees. oh oh! so I 'slowed' down to 120 mph and within 1 minute it was back around 130 degrees.

Any idea how to add more cooling to the F, since the standard cooling is absolutely useless...

Or is my car too fast ? ;-) Can be handy, since a few weeks ago, I had to outrun the Belgian cops, who drove in a Chrysler Voyager, so they had no chance of reading my license plate/ catching me @ 240+ km/h passing by. (well, I guess I drove too fast to see them aswell) I do remember some blue flashlights in my rear mirror, but soon they were nothing more than a little blue dot :-)
Of course I took the first exit, zigzagged some slow traffic and sat tight for a while, since radio signals tend to go faster than any MGF !

Dirk
VVC,SP ECU,SP Exhaust,K&N,320mm suspension, 4x205
(looking forward to Satur's VVC upgrade)

From: Ted Newman London on 17 March 1998 at 13:15:46 (UK time)

I have heard that Rover Test Engineers have a contest to see who can get their oil temerature the highest, I should think that 150 for sustained 140+ mph is rerasonable.

My gauge certainly went up to something in that region whilst holding a steady 130 mph on a german Autobahn last year (in a 1.8i)

Ted
The Green Squirrel

From: John Thomas Bath on 17 March 1998 at 14:32:56 (UK time)

If you are worried, Roversport will sell you an oil cooler, lot of plumbing involved I believe.

ROVER SPORT PARTS - PO Box 72, Cowley, Oxford, OX4 2PG Tel 01865 383328
(Roversport@unipart.co.uk)

JT
a10jst

From: Hugh France on 17 March 1998 at 17:04:41 (UK time)

It's possible with all these add-ons that you're operating the car outside the design envelope. I especially wonder about the reduced airflow under the car.....
I'd also watch oil degradation with high temps - probably OK if you're using synthetic but the standard stuff won't last for 20,000kms with those temps.

Also, don't want to sound like an old fusspot, but if you're going to 'outrun cops', try not to get the rest of us F drivers a bad name. I'm sure it's illegal at that speed (I won't mention safety design envelopes.....).

The other way to cool your F is to go further north :-)

PD-XT-58

From: Dirk Luxembourg on 17 March 1998 at 19:16:56 (UK time)

I use 5W40 oil synthetic

And who drives *always* at regular speed with an F?

From: Robert.Pulleyblank@stn.siemens.com on 17 March 1998 at 20:08:25 (UK time)

Ask Casey,
he'll list for you all the add-ons that go to make an "extra cool" F. Chrome door pulls and mirror adjusters, white leather seats, Carbon fibre ashtrays aluminium gearknob etc.
Seriously though you are liable to have to mount the oil cooler up front and plumb it back to the engine.
Bob (Green Muffin)

From: Wym Hamburg wymko@hotmail.com on 18 March 1998 at 07:57:15 (UK time)

dirk,
i have the same problem with my vvc, oil-temp. quickly rises up to 150° C when driving over 210 km/h on an autobahn also in winter with low outside temperatures.

I ask my dealer but he could not change anything.
Thought about to install an oil-cooler - has anybody done it already?

Regards

Wym
HH-WK700

From: Graeme Bishko on 18 March 1998 at 09:00:39 (UK time)

Does oil at 150C matter? Good synthetics are stable up to much higher temps than this I thought. If your water temp goes up then your cooling system isn't working properly, but oil at 150C shouldn't be a problem.

graeme

From: Darren Northants on 18 March 1998 at 10:38:51 (UK time)

Well, there's two second-hand F's to avoid like the plague. So boyracer kits don't detract from the value of your car, then? Even when they're run round with the oil boiling?

If you're really worried, I'd fit an oil cooler, and contact an oil supplier for info on a sensible maximum oil temp. Now all you have to worry about is whether the brakes can manage, what's happening to the gearbox temperature, are you leaning out at the top end and causing engine damage, because you're demanding more fuel than it is designed for, etc etc.

From: Robert.Pulleyblank@stn.siemens.com on 18 March 1998 at 13:49:02 (UK time)

150C, 302F sounds very hot indeed to me even using synthetics. My VR6 with the aircon going in 100F ambient hits about 235c at the speeds your mentioning and I back off. (VR6s dont have oilcoolers either). You might well consult your DemonTweaks catalogue for help. Maybe you could mount the oil cooler in one of the holes in the rear wings where you dont have to take air from ,now that K&N have found a better place under the car!!
BobP.

From: Spencer London on 18 March 1998 at 13:56:07 (UK time)

I would be tempted to fit an oil cooler. In the UK we don't get the opportunity to go round at autobahn speeds for sustained periods, and consequently I wonder whether the 'F' was designed for such rigours?

It would be interesting to find out how many of the competition 'F's have oil coolers fitted, because they are probably the only ones who operate at comparable speeds etc.

The other answer may be to contact Roversport and ask their advice?

Regards,

Spencer

PS Dirk - don't get caught!

From: Ted Newman London on 18 March 1998 at 14:08:45 (UK time)

>Maybe you could mount the oil cooler in
>one of the holes in the rear wings where you dont have to take
>air from ,now that K&N have found a better place under the car!!
>BobP.

The vents are for cooling the engine bay, I don't think it would be wise to block one of them with an oil cooler

Ted
The Green Squirrel

From: Robert.Pulleyblank@stn.siemens.com on 18 March 1998 at 14:43:41 (UK time)

Sorry Ted, that was one of my tongue-in-(bearded) cheek suggestions.
Bob
Green Muffin

From: Spencer London on 18 March 1998 at 15:10:59 (UK time)

I thought the offside was for cooling and the nearside for air intake for the standard Rover air box?

Is there such a thing as a fast opening thermostat for the 'F'. When Mini tuning the answer to cooling problems was to fit a thermostat which opened (and remained open) earlier, thus getting a good flow to the rad. The other answer was to drill a small hole in the thermostat plate to ensure that a flow was maintained to the rad at all times. If you really went to town you removed the thermostat all together!

Comments?

Regards,

Spencer

From: Ted Newman London on 18 March 1998 at 16:15:35 (UK time)

>I thought the offside was for cooling and the nearside for
>air intake for the standard Rover air box?

I am not sure what does what on all *F*s but on mine the two vents access the engine compartment and the air filter has a long tube that drops down between the engine and the boot to just below the engine.

So the air box is fed from external, hopefully cool, air whilst the vents only act bay coolers.

Ted
The Green Squirrel

From: Robert.Pulleyblank@stn.ssiemens.com on 18 March 1998 at 18:55:26 (UK time)

Spencer, where did your VVC get its air from, pre K&N?
I got the impression it came from a wing vent and after the K&N from below the engine. Ted says his comes from below the engine. Is there a difference between VVC and non VVC?
bOB

From: Ted Newman London on 19 March 1998 at 10:21:14 (UK time)

Bob

I will check out the vents and engine air intake over the weekend when I can get the car up on axle stands.

Ted
The Green Squirrel (1.8i non-VVC)

PS wouldn't mind a lowly V8 myself, used to have BGT back in the seventies as well as a B roadster

From: Spencer London on 19 March 1998 at 11:05:43 (UK time)

I was going to check this again last night, but didn't have time. I am pretty sure my air box is vented close (just above) the nearside air intake. As the air box is a sealed unit, if it were vented to below the engine then driving through fords or deep puddles could be an interesting and expensive experience?

I've just looked at the thread heading again, but I don't think water cooling of that magnitude is going to do the 'k' series much good ;-)

Regards,

Spencer

From: Robert.Pulleyblank@stn.siemens.com on 19 March 1998 at 14:28:27 (UK time)

Spencer,
I think I got myself a bit confused here as I thought you had said that the K&N mod picked up air from below the engine, maybe you said behind the engine.
Anyway let me rephrase the query.
Where do standard VVCs get their air.
Where does yours now get it.
Where do non-VVC F's get their air if different from the above.

Bob

From: Spencer London on 19 March 1998 at 16:07:02 (UK time)

I knew this would cause confusion.

>Where do standard VVCs get their air.

The standard Rover air box is a SEALED unit - in other words if you stuck the inlet pipe to the box in a bucket of water it would Hoover it up into the engine!

The inlet pipe for the box is just above the near side air duct (at a nice height to not get caught in puddles etc.)

>Where does yours now get it.

The inlet pipes on my vehicle run from under the car and are NOT part of a sealed air box they just come into the engine bay near the K&N. The new pipes don't suck they rely on the vehicle moving to get cool air.

I did suggest running the filter lower down by the air duct, but was advised that 'puddle sucking' may occur :-)

>Where do non-VVC F's get their air if different from the above.

Not sure... ;-)

Hope that clears it up :-)

Spencer,

PS some vehicles (even some off roaders) have been known to

pick up air too low down. It's usually a design fault and modified quite quickly when cranks start getting bent!

From: Robert.Pulleyblank@stn.siemens.com on 19 March 1998 at 16:23:39 (UK time)

Spencer,
"usually results in cranks getting bent" - something to do with the incompressibility of water!!
Now I get the picture about air intakes and Ted is going to check his car . I suspect its the same.
I must admit this 250c engine oil temp frightens me. Who is going to be the first to engineer and fit an oil-cooler.
Do you think K&N would do another rolling road check for you if you get MTP to do an exhaust? I gather K&N is up in Liverpool or somewhere like that. Maybe Auto -Techniques would do you a freebie for the publicity?
Bob

From: Spencer London on 19 March 1998 at 16:32:38 (UK time)

Now that's a top idea Bob, I'll get onto then after MTP has done his bit. We've got to see how easy/difficult making an exhaust is going to be. Not much room under the boot.

Regards,

Spencer

PS Can I get a copy of those pics as well ;-)

From: John Thomas bath on 19 March 1998 at 16:42:23 (UK time)

Ah so the K&N is more efficient due to the ram effect and picking up cooler air (as well as the less restrictive filter).

It explains why a fast B I know has a length of vacuum cleaner hose pipe going from his front grille region to his SU's

Hey Bob - you could fix that up on your V8 :-)

John

PS Thought for the day - if Rover had fitted an oil pressure gauge instead of an oil temp Dirk would have nothing to worry about :-)

From: Mesage for Spencer Edward Watford on 19 March 1998 at 17:52:03 (UK time)

Spencer

Sorry to eavesdrop but what's this all about?

> if you get MTP to do an exhaust?

Who is or are MTP?

Edward

From: Andrew Phillips - AP 1000000@aol.com on 19 March 1998 at 20:42:37 (UK time)

This thread is full of nothing but hot air! ;-)

I've never managed to get the temp in Scarlet above 130ish, but then, if i'm doing that sort of speed, i am concentrating more on the road than a tiny dial on the passenger side of the car!. There's a thread on the BBS somewhere about swapping the dials over, i think i may just do that!

Regards
Andrew Phillips
N926 FEV (Scarlet Fever)

From: Robert.Pulleyblank@stn.siemens.com on 19 March 1998 at 21:57:03 (UK time)

Edward,
MTP is Mike the Pipe, avery well known custom fabricator of exhaust manifolds and complete systems. I have had at least 6 systems and manifolds over the years from Mike and I reccomended him to Spencer. Mike is in Sutton S.LONDON.
(I answered as Spencer hadnt.)
BobP Green Muffin!!

From: Edward Watford on 19 March 1998 at 22:24:07 (UK time)

Thanks, Bob.

From: Ted Newman London on 20 March 1998 at 09:45:22 (UK time)

Hi all

Checked out my early 1.8i (VIN4495) last night and as I said earlier the air filter tube runs as follows:-

Standing behind the car with boot lid open, remove grill over engine bay, you can then see the air filter towards the left hand side of the car (nearside UK) with the spout of the filter pointing to the left and backwards, from this a flexible tube runs down the corner between the body and boot baulkhead to the left of the MEMS unit, it the curves to a horizontal level and runs to approx the middle of the car where the open end sits on the sub frame and rest against the boot baulkhead and approx. 4-6 inches above the bottom of the engine.

It was like this when collected from the dealer when new and it has had three regular services since and is still there.

Perhaps some one can tell us how the standard VVC is fitted.

Ted
The Green Squirrel

From: Paul Farnborough on 20 March 1998 at 11:04:58 (UK time)

> Hi all

>

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>

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still there.

>

> Perhaps some one can tell us how the standard VVC is fitted.

Ted,

On a 6 month old VVC is is *exactly* the same.

So the side vent vents air past the hot engine before it is pulled in via the standard air filter?

Hmmm...

I guess that's why the various filter upgrades make such a difference.

Paul.

(Another IT bod working in the city)

R8VVC

All times are local UK.

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