



RV8 wheel refurbishment

From time to time a discussion opens on the V8 Bulletin Board regarding refurbishment of the wheels fitted as original equipment to the RV8. Angus Munro has followed these threads for some time and with the information gained had planned to do the work himself, but then found a first class specialist providing a good wheel refurbishment service. Angus relates his experience.

I had purchased the lacquer stripper, primer and new lacquer to complete the work. Naturally this would ideally be a winter time job when the car garaged and SORN'd but the instruction on the lacquer aerosol can indicated that the air temperature needed to be 20C and the work should be carried out in a well ventilated environment, so read outdoors. My wheels were particularly grim with not only the familiar lacquer blistering with subsequent corrosion of the aluminium surface, but with actual pitting of the surfaces. Inside the wheels, well . . . they were just awful. With so much work required my aerosol cans gathered a fine layer of dust in the garage.

Fellow RV8 enthusiast Michael Reavil owns K13 MGR and has spent a great deal of time putting that car into the superb condition that it deserves and enjoys today. When he told me that he had had his wheels refurbished by a professional company that "diamond turned" the wheels you may well imagine that my interest was ignited.

Diamond turning, of course, removes the pitting but re-establishes the machine tool finish of the rims that would be lost by

diligent working with wet and dry sandpaper. When, at a later date, I saw Michael's wheels my mind was made up and I had my own wheels refurbished by the specialist he had used - Alloy Art in Essex.

Alloy Art are a superb company, ideally suited to the classic car environment. Although they deal with the large main dealers they are also small enough to offer a genuine and sympathetic service to individual customers. To the inside and out my own awful wheels were very fine sand blasted, stove enamelled, diamond turned and lacquered. The centre plates were sand blasted and stove enamelled to match.



I had supplied my wheels with the tyres on but with the little dummy studs removed. I received the wheels with the tyres replaced and the wheels balanced. I can only put my hand on my heart here and tell you that when I collected the wheels I was simply astonished at the result. They are just beautiful.

I selected the colour Porsche Silver for my wheels from a set of plates that Alloy Art has available. This was pretty close but very slightly darker than original giving a slight contrast that I like. Had I been prepared to wait a little, Alloy Art would have sourced the actual colour from Germany, but MGLive! at Silverstone was looming up and I didn't want to wait.

Removal of the MG centre badge involves their destruction I'm afraid, so I obtained a set of four brand new RV8 ones from Brown and Gammons, for £104 including VAT. Be careful here though - ensure that you get proper RV8 ones because the early MGF centres look deceptively similar to the untrained eye.

Take a look at the website for Alloy Art and, should you contact them, ask directly for Jon Clarke. No typo there, it is Jon. Mention that you are a member of the MG Car Club and feel free to mention my name too, as he will remember me. Jon will give you a 10% club discount and the entire job will cost about £258 from memory.

Did I forget to mention that my neighbour came along for the ride to Essex? When he saw my wheels at collection I had to make the same journey all over again with his Toyota wheels. Does that tell you anything?

<http://alloyart.co.uk/>