



RV8 alloy wheels and plastic rivets

Who made the original alloy wheels for the RV8 was a question raised by John Brown in a post on the V8 Bulletin Board and later John Stevenson asked "is there a supplier for replacement plastic rivets?" Useful clarifications came from David Knowles and Clive Wheatley.

Who made the distinctive RV8 15" spoke alloy wheels?

The distinctive 15 inch spoked alloy wheels were fitted as standard to the RV8 produced by MG Rover back in the mid 1990s. They are single piece and not split rimmed as they might appear. The questions that pop up are who designed and/or built the RV8 wheels, are they Compomotives and did the part number change during the production run?

When David Knowles checked back into his notes he found he had been in touch with Speedline (the name his MG Rover contacts remembered) in November 2011 and he recalled "they had checked with their HQ in Italy but they could not recall doing the job! Still that was the name that the MG Rover team members had remembered and it was twenty years ago." David also recalled from his discussion with Speedline that they "had suggested that it would be useful to have a photo of the back of an original RV8 wheel, in particular photos of any maker's marks (a kind of hallmark!) as this could help them check the back story with their HQ." So two fellow

members - Hugh Boddington with Nightfire Red 0380 and Simon Austin with Woodcote Green 0590 - offered to take a set of photos of the various markings on their wheels, including the maker's mark.

The first set of photos of markings on an **early RV8 wheel** from Hugh soon revealed the mark was in fact "AWI" which from further research was **Alloy Wheels International** and then the second set from a **later RV8 wheel** also had the "AWI" mark.

In his book "MG V8" published in 2013, David Knowles mentions on pages 119 & 137 that the spoked alloy wheel style for the RV8 project emerged in the early 1990s. "Rover had toyed with similar compomotive wheels on a styling buck for what would have been the North American "R17" Sterling 800 Coupe, and broadly similar wheels featured on the PR5/DR2 styling model. The style of wheel was also already popular on some contemporary BMWs, and so was seen as a clever contemporary interpretation of the "classic" wire wheel".

Was there a part number change during production?

There were two versions of this wheel used in production, but the changes were minor, mainly associated with the means of securing the centre cap. On examining the RV8 parts list it's clear there was a **part number change at VIN 0450** - up to and including VIN 0449 it was **ZKC 5700** and from 0450 it was **ZKC 6749** with several associated part number changes too. The markings are shown below.

Are replacement plastic rivets available for RV8 alloy wheels?

Clive Wheatley says replacement plastic rivets (simply a decorative feature on the original RV8 alloy wheels) are not available. Several years ago he tried to trace a source through contacts with John Yea (BMH Witney and formerly part of the RV8 development team in the 1990s) who confirmed they had been supplied by Zender in Italy and fitted to the alloy wheels supplied for the production of the RV8 model. From his further searches Clive has found the plastic rivets are now no longer available. If you need replacement rivets on your road wheels his suggestion is you can use the rivets from the spare wheel to replace any damaged or missing rivets on the original alloy wheels fitted to an RV8.

See more photos of the RV8 wheels and the markings. [More](#)



Early RV8 alloy wheel markings (photo Hugh Boddington)



Later RV8 alloy wheel markings (photo Simon Austin)