

MG RV8 – The Manufacturing Story



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A research paper by Christopher Allan and George Wilder Softback, 113 A4 pages with colour and mono pictures, tables and diagrams.

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(Bold text in the paper identifies the first occurrence of definitions included in the Glossary)	

Stuff up lift assists

These were standard electrically operated lift assists used across a wide range of industrial applications. In this context they were used to raise the rear axle and fully assembled front cross member/suspension units to the correct installation height of just under 2 metres.



Steve Cook (l) and Noel Johnson (r) work on the Front Cross Member Assembly being secured in position at Station 5 after having been raised into position on Stuff Up Lift Assist (Richard Higgins/BMW Group)

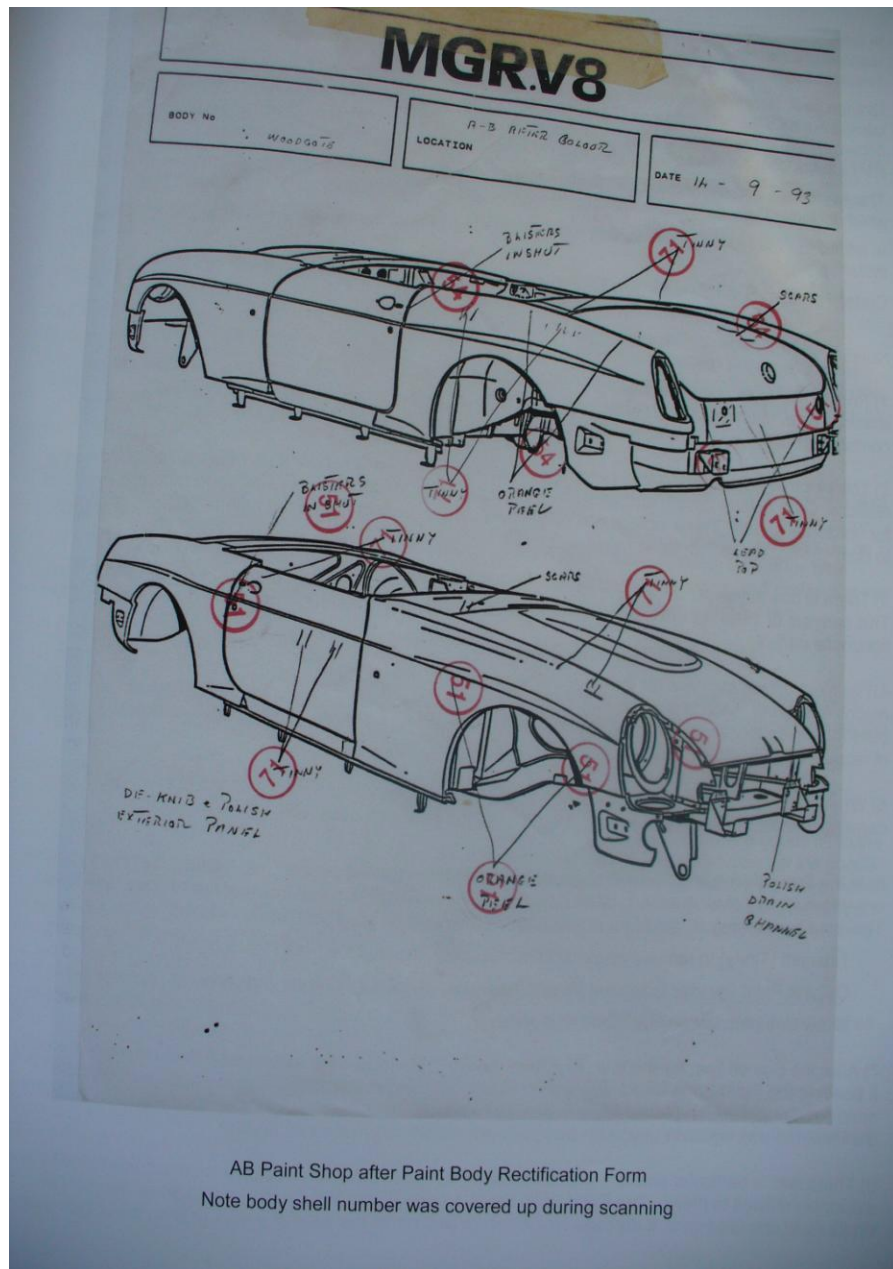
Electric/manual hoist and cranes, cradles etc.

Crane for lifting engine/gearbox was specially adapted from its former use on the Rover 800 line.

Wheel Alignment (wheels and tyres were delivered already balanced)

Wheel alignment was carried out on standard commercial garage type computerised Hunter equipment which was purchased new. This consisted of 4 separate cameras (Authors' comment - is this more likely to be lasers?) which checked alignment of individual wheels/suspension and the overall trueness of the set up. The system also facilitated the carrying out of basic brake performance tests (Source: Cliff Law). The results could be monitored on screen and, if required, an alignment summary print out could be taken. These print outs were included in early build packs, but later on the results were usually only monitored on screen and the History Card stamped off to record that alignment etc. has been checked. The equipment was usually operated by either Richard Aitkin or Alan Moore at Station 8 (Source: Richard Aitkin) although Taffy Phipps did use the equipment on occasion (Source: Cliff Law and Richard Aitkin). Where print outs were taken, as these were automatically dated and for early cars were often the only dated documentation included in the Build Pack, they can sometimes provide the only indication of these vehicles' production date.

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See also our CD with a video of the fascinating RV8 Talk given by David Bishop and John Yea on the concept, development and production of the RV8 -a modern classic sports car

In 2003 a group of V8 enthusiasts listened to a fascinating story from John Yea and David Bishop of what had inspired the RV8 development team to undertake an extraordinary low budget project - creating a modern classic sports car to keep the name of MG alive as a modern brand. It was an extraordinary tale from two enthusiasts closely involved who had a pivotal role in the project - they commented "projects like that just don't happen like that anymore".

The availability of MGB bodies from the BMH Body Plant, then located at Faringdon, and fuel injected V8 engines were clearly the essential inputs but it needed enthusiasm, imagination and dedicated hard work to make it happen. Many of our fellow V8 enthusiasts contributed to the project including Roger Parker, the late Trevor Taylor and Ron Gammons together with the leading specialist parts supplier, Moss Europe.

John Yea said "I don't think a retro type car built in an old body will be seen again - manufacturers don't keep old tooling any more - it's just binned, gone for ever!" He related how tracing the tooling for the RV8 project was a key part of their work. Timing too was a factor for vehicle conformity - another six months or so and the RV8 might not have met the increased "drive by" noise limits - it was really that close!

The Q&A session (Part 2 on the CD) was interesting too. So far as RV8 spares are concerned it is never going to be easy with a small volume car, but the good news is John Yea has an interest in RV8 spares – he has two RV8s!

This recording of the RV8 Talk at Buckingham in June 2003, part of the V8 25th Anniversary Week of events, was made and processed by Dr Gavin Bailey and available on CD.



You can get a copy of the recording of the fascinating talk given by David Bishop and John Yea as part of the V8 Register's 25th Anniversary celebrations in June 2003. It's a fascinating recording of the detailed recollections of two people who were there playing a pivotal part in making the RV8 manufacturing project happen. The video recording is available. Why not order one now?