



## V8

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### Options with corrosion on Dunlop composites

The original wheels fitted to the MGBGT V8 model were a composite wheel with an alloy centre (with ten raised trapezoidal cut outs) mated to a chromed steel rim. Over time the recess, where the inner edge of the steel rim is attached to the alloy centre, can attract rust and if it's not controlled that corrosion can develop to an extent the wheels are in a sad state and need refurbishment. So what are the options with Dunlop composites in need of refurbishment or more serious restoration?

A first step is preventative measures to avoid rusting of the chromed rims or at least minimising corrosion of the steel rims by keeping them clean of road film, using regular but careful polishing of the chromed areas to keep any rust from forming and also by spraying the chromed areas with WD40 which displaces moisture.

A complete restoration of a seriously



corroded Dunlop composite wheel is a skilled process which involves splitting the rim from the alloy centre, removing corrosion, rechroming the steel rims, refurbishing the alloy centres and then reassembling and balancing the wheel. Typical cost is around £600 a wheel including VAT. If the wheel has been restored before it will need a careful inspection to assess if the wheel could be restored again. Renowheel in Wales offer this full service.

An option for moderately corroded wheels which does not involve splitting the rim and alloy centre is offered by Solent Wheels. They fine grit blast the wheel to remove corrosion from the chromed steel rim, apply an epoxy resin self-etching primer with a

hardener baked off in a low bake oven, then finished with a top coat lacquered with a durable Polyurethane silver coloured paint and clear coat. Not an original chrome finish but it looks very good and is affordable at £85 a wheel.

Posting a "wanted" advert for used Dunlop composite wheels on the V8 website can find a seller. Another option is a set of new all-alloy Dunlop composite look-alike wheels from Clive Wheatley as a practical option. The 15" size enables a larger front brake calliper to be fitted and the Hoyle suspension upgrades too. Some V8 enthusiasts opt for a set of Minilites, a popular and affordable alloy wheel for many classic cars. See our "More" page at: [www.v8register.net/more.htm](http://www.v8register.net/more.htm)