



MG RV8

The Marque has returned.



Thirty years after the birth of the legendary MGB the MG marque lives again; reviving a golden history of track winners, record breakers and classic road cars.

However, the new MG RV8 is far more than a fitting tribute to its famous predecessor. Rather, it is another milestone in the history of the marque. Because the MG RV8 is unique; the most exclusive, luxurious and powerful production MG ever built.

Aficionados of the marque will immediately recognise the familiar MG hallmarks, translated into more flowing, powerful lines and a low, sporting stance. Naturally, the car is a roadster, giving the full exhilaration of open top motoring. And naturally, too, the build quality is outstanding, time-honoured craftsmanship

combining with latest-generation paint and anti-corrosion technology. The power unit is the now famous V8 used in many high performance sports cars.

The interior is the finest ever expression of MG's traditional sporting appeal; rich in Elm Burr veneer; lavishly trimmed in fine Connolly leather; and with classically designed instrumentation and controls.

Created for connoisseurs of great British sports cars, the MG RV8 is destined to become a classic in its own lifetime. For its privileged owners, it will be a car to cherish, and to enjoy.

Driving is transformed into the pleasurable experience it ought to be; whether you wish to seek relaxation, or sheer exhilaration.





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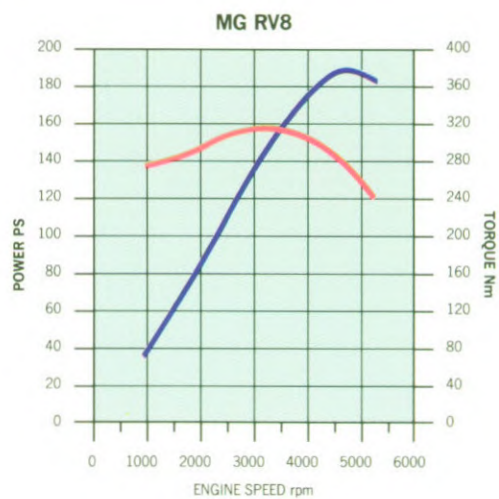




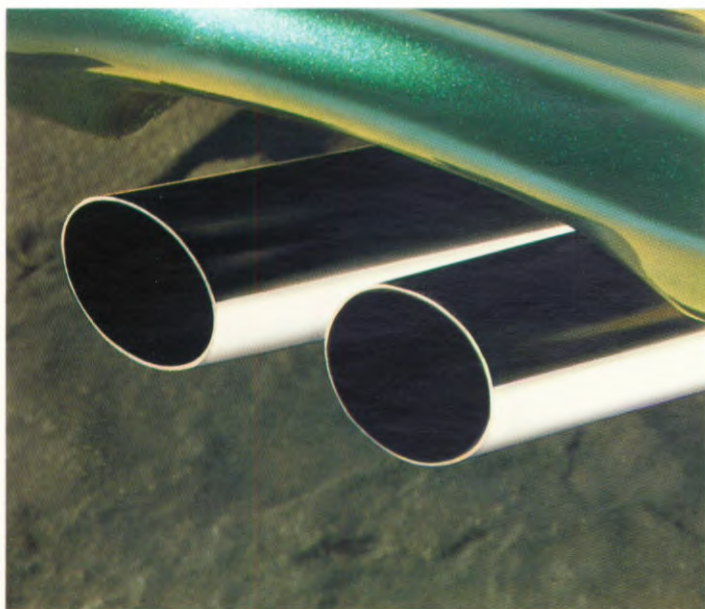
MG RV8



*The transmission
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— **Max Power:** 190 PS (140 kW) @ 4750 rpm.
 — **Max. Torque:** 318 Nm @ 3200 rpm
 (corrected to EEC test standard)



Large reserves of torque, peaking at only 3200 rpm, give the MG RV8 its distinctive driving character. Capable of powering the car to 60 mph in 5.9 seconds*, the 3.9 litre V8 is also extremely flexible, giving effortless mid-range overtaking, and accelerating easily away in 5th gear from well under 30 mph.

Whilst it can trace its lineage back to the 3.5 litre V8 which powered the MGB GT, the current unit has been very substantially developed. The increased capacity, achieved by increasing the cylinder bore, is combined with electronic engine management systems controlling fuelling, ignition, engine diagnostics and the three-way closed loop exhaust catalysts. Another feature contributing to the 190 PS power output is the air cleaner, where the design based on racing technology gives an additional 7 – 10 PS.

The design of the kidney shaped combustion chambers promotes a high swirl effect and good mixture distribution, giving good combustion efficiency. This is also enhanced by the relatively small valves and ports, giving a high gas speed, and maximising the volume of mixture being drawn into the combustion chamber,



ignited and exhausted. The engine's aluminium alloy construction promotes good thermal characteristics as well as reducing weight, whilst hydraulic tappets reduce maintenance and increase refinement.

The transmission is thoroughly well-proven in other sports car applications, and has all the robustness required for the engine's high torque. The engine's excellent spread of torque allows a high final drive ratio, with 28.1 mph/1000 rpm in 5th; at 70 mph the engine is turning over at around 2500 rpm, giving extremely relaxed cruising.

To ensure that engine power is both optimised and finely controlled, the MG RV8 is fitted with a Quaife torque bias differential, which constantly re-distributes torque to the wheel with the most traction. This highly engineered mechanical system operates at all speeds, and is based on gears (rather than clutches as with a limited slip differential), making it very durable as well as quiet. As with every other aspect of the MG RV8, the system has been extensively tested under the most punishing conditions.

*Manufacturer's data, see page 16.



The exclusive, craftsman-built nature of the MG RV8 is nowhere more evident than in the interior, where the use of fine quality veneers and lavish leather trim creates a unique ambience of sporting luxury.

The richness of Elm Burr veneer adorns the fascia, door cappings and driver's console, selected and tailored by craftsmen with decades of experience.

The Burr grows at the bole of the elm tree, an interwoven, gnarled mass of dense wood, which produces the swirling grain and clusters of knots so characteristic of burr veneers.

After careful preparation, the burr is cut into leaves, which are always kept in the sequential order in which they were cut; so that when the veneers are used, the grain of each leaf is almost a duplicate of the one laid next to it, creating the sought after 'mirror image' effect. In the MG RV8, two matching leaves are used for

the fascia, and four matching leaves, laid as two pairs, for each set of door cappings. All the veneers used within a particular car are closely matched in colour and character in order to optimise the aesthetic appeal. The final stages are the application of polyester lacquer coats and, once the lacquer has cured and hardened, sanding to a smooth finish and burnishing to a uniform, brilliant shine.

The seats of the MG RV8 are fully leather trimmed, and leather upholstery is extensively used throughout the interior. The fine quality Connolly hides are stitched in-house by skilled craftsmen, with a ruched pattern imparting a particularly luxurious appearance to the seats and door panels. A major feature of the Connolly leather used for the MG RV8 is its resistance to water and stains, achieved without changing the natural feel and characteristics of the leather.



The result of an intensive research and development programme, the water resistance was created by combining the latest polymer technology with the traditional tanning oils used in the leather industry. A further advantage is that the entire thickness of the leather has this water repellent quality, so should the protective pigmented surface coating get damaged, water will not channel through this opening.

The seats have been styled to combine good lateral and lumbar support with sculptured elegance. A specially designed seatbelt guide at the top of the seat ensures the correct fit of the belt across the shoulders, whilst the padded head restraints are vertically adjustable. Throughout the interior, traditional MG sporting themes are combined with the best in modern design and ergonomics. The main instruments are sited in classic, clear round dials, whilst two column stalks contain all

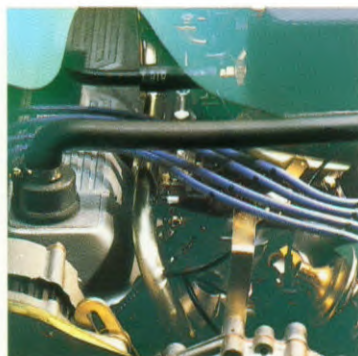
the major switch functions for indicators, lights, and windscreen wipers and washers.

The manufacturing process reflects the same perfectionism. The team of craftsmen who assemble the car body have many years experience of MG, and this is clearly evident in the resulting levels of quality. To ensure excellent structural integrity and durability, all panels are zinc-coated.

Fine quality coachwork gives additional emphasis to the car's flowing, powerful lines, with an advanced paint facility ensuring the highest levels of quality. The MG RV8 is available in a choice of six body colours, with four additional colours, exclusive to the model, available at extra cost.

Finally, before a finished vehicle is allowed to leave the manufacturing facility, it is given a stringent road test of at least 20 miles to ensure customer satisfaction.

ENGINE



3946cc aluminium alloy V8. Programmed ignition. Electronic fuel injection. Engine management systems controlling fuelling, ignition, engine diagnostics and closed loop catalysts. Five main bearing crankshaft. Hydraulic tappets. Max. power: 190 PS @ 4750 revs/min. Max. torque: 318Nm @ 3200 revs/min. Max. speed: 135 mph. 0 - 60 mph: 5.9 secs. Stainless steel twin pipe exhaust system. Twin chrome tailpipes. Two three-way closed loop catalysts. Exhaust emissions monitoring and control by engine management systems, via Lambda sensors positioned in exhaust manifolds. Evaporative loss fuel control system. Cooling system with radiator, expansion tank and twin thermostatic electric fans.

ELECTRICAL



Wiring harness routed through inside of car body for enhanced reliability. Sealed, latched connectors. Maintenance-free battery with easy removeable connectors. Lamps - front: Styled halogen headlamps. Fog lamps and indicator lamps in bumpers. Side repeater lamps. Lamps - rear: rear lamp cluster incorporating tail, indicator and brake lamps with reflectors and reversing lamps. Fog lamps in bumpers. Number plate illumination (in bumper). Interior lamps: courtesy delay (both doors) on interior lights. Interior lights under dash. Interior light switch (on dash) Glovebox light with courtesy switch in latch. Boot lamp with courtesy switch. Remote control alarm and engine immobilisation system. Lights-on warning buzzer. Superior electronic stereo radio/cassette player with Radio Data System.

CHASSIS



Suspension

Front suspension: double wishbone, coil spring and telescopic damper. Anti-roll bar. Rear suspension: live axle with torque bias differential. Two leaf taper springs, twin lower torque control arms, telescopic dampers. Anti-roll bar. Rack and pinion steering.

Brakes, Wheels and Tyres

Brakes: ventilated front disc brakes with 4-piston callipers, rear drum brakes. Servo assistance. Dual circuit safety system. Handbrake operating on rear wheels. Road wheels: cast alloy 15 x 6J road wheels with security centre cap, released by Allen key 205/65 x 15 VR radial ply tyres.

CONTROLS AND INSTRUMENTATION



Instruments: Speedometer with odometer, trip mileage recorder, tachometer, fuel gauge, water temperature gauge, voltmeter and analogue clock. Warning lamps for: main beam, direction indicators hazard warning lamps, battery charge, low oil pressure, brake system failure, handbrake on, engine Electronic Control Unit failure.

Twin column stalks with rotary controls:

L.H.: Direction indicators, headlamp dip/main beam, headlamp flash, master light switch.

R.H.: 2-speed wiper control with variable delay intermittent wipe and programmed wash/wipe control.

Switches for: front fog lamps, rear fog guard lamps, courtesy lamps, electric boot release, hazard warning lamps.

Twin horns. Horn push in steering wheel centre pad. Heating and ventilation: Air-blending fresh air system providing temperature and volume-controlled air to footwells and windscreen, with directional and volume-controlled ambient temperature air to individually controlled twin face level vents. 3-speed heater fan. Illuminated control panel with functions for output, volume and distribution.

Dipping rear view mirror. Cigar lighter.

Combined ignition/steering column lock. Soft feel 3-spoke 14" leather-trimmed steering wheel.

| | | EXTERIOR BODY COLOURS | | | | | | | | | |
|---------------|-------------|-----------------------|-------|-------------------|----------------------|------------|---------------|----------------|---------------|----------------|-------------|
| | | SOLIDS | | | CLEARCOAT METALLICS | | PEARLESCENTS | | | | |
| INTERIOR TRIM | | Flame Red | Black | Old English White | British Racing Green | White Gold | Nightfire Red | Caribbean Blue | Le Mans Green | Woodcote Green | Oxford Blue |
| FABRIC | COLOUR | | | | | | | | | | |
| Leather | Stone Beige | ● | ● | ○ | ● | ● | ● | ● | ○ | ○ | ○ |

● Standard. ○ Optional at extra cost. Hood colour: Black.

Metallic paint contains particles of aluminium flake, making the colour appear to change shade under different light conditions.

Pearlescent paint contains translucent mica particles, giving the illusion of constantly changing, shimmering colour under different light conditions.

INTERIOR



Elm Burr wood veneer fascia panel, centre console and door cappings. Colour co-ordinated Stone Beige interior. Full leather seat trim. Leather covered head restraints, steering wheel, gear lever gaiter and door-mounted armrests. Handbrake with chrome release button. Sculptured seats with seatbelt upper guide, adjustment for fore/aft movement and recline. Colour-keyed inertia reel seat belts. Adjustable head restraints. Lockable glovebox. Chrome door release pulls. Colour co-ordinated window winders. Dark Stone Beige door carpet kick strips. Dark Stone Beige cut pile carpet with driver's heel mat. Twin swivelling sun visors. Chrome roll top lid ashtray behind gear lever. Centre armrest.

Hood: manual black hood with steel frame and zip down rear window. Hood cover.

Boot: electrical remote release, opening assisted by gas-filled struts. Moulded load compartment carpet. Comprehensive hand tool/safety kit including chrome/vanadium ring and open-ended spanners, adjustable spanner, stand up torch, pliers, selection of screwdrivers, battery carrying strap. Jack and wheelhace.

BODY FEATURES



Comprehensive anti-corrosion treatments and extensive use of zinc-coated steels. 6 year anti-corrosion warranty. Fully integrated body colour front and rear bumpers incorporating number plate mountings and fog lamps. Flared front and rear wings. Moulded body colour sills. Laminated windscreen. Single piece door glass. Twin exterior door mirrors. Anti-burst door locks. Lockable fuel filler cap. Locking boot lid with internal release. Waist finisher. Hood waist level finisher. Front and rear towing eyes. MG badging front and rear and in wheel centre caps.

WARRANTY



In your first 12 months of ownership you'll have the protection of the most comprehensive first year warranty in the industry.

Like most warranties, you get 12 months unlimited mileage cover. But Rover first year warranty doesn't stop there.

You also get, completely free:

- A six year anti-corrosion warranty.
- A three year cosmetic/paint warranty.
- AA Membership benefits – AND half price rates for other members of your household.

Those Membership benefits include:

- AA Roadside Assistance, AA Relay and AA Homestart. For complete reassurance in any emergency situation – even for all the annoying little things that happen, like losing your keys, or running out of petrol. In addition, Roadside Assistance is also provided throughout Continental Europe.

Complete peace of mind is yours during the first year of Rover motoring. And the protection goes on. For the second and third year of ownership, Rover Optional Warranty means that you can continue to enjoy the reassurance trouble-free motoring. With Rover Optional Warranty, for a very modest cost, the vast majority of your car's components are insured against most mechanical and electrical problems, including the cost of labour. And it does a great deal more too:

- Your AA membership benefits continue; Roadside Assistance, Relay and Homestart (including Roadside Assistance in Europe).
- Car hire contributions if your car is off the road for more than 24 hours.
- No limit to the number or value of claims. And no excess charges to pay.

It makes a lot of sense to let us do the caring while you enjoy the driving.

FINANCE AND INSURANCE



ROVER FINANCE LIMITED offers a comprehensive range of funding packages for Rover Cars.

Facilities designed especially for the business user include:

- Hire Purchase.
- Lease Purchase/Conditional Sale.
- Contract Hire.
- Contract Purchase.
- Finance Lease.

For the location of your nearest finance specialist, telephone FREE on 0800 625 545.

Insurance

Motor Insurance for your Rover car is available through ROVER FINANCE INSURANCE. The *Coverplus* policy, which is recommended by the Rover Group, is arranged by Bain Clarkson Limited – International Insurance Brokers, underwritten by a major insurance company and is exclusive to Rover Cars.

Coverplus is specially designed to provide wide-ranging cover, including:

- High quality cover at competitive premiums
- Personal Accident benefits
- Protected No-Claim Discounts
- Legal Expenses Protection
- Motor Helpline Service
- The option to extend cover for Business Use.

You can take advantage of this secure and reliable insurance whether or not your vehicle is funded through Rover Finance.

For more details, a no-obligation quote, or even immediate cover, simply telephone on 0883 347000.

Rover Finance Limited is a member of the National Westminster Bank Group.

PERFORMANCE

| | |
|-----------------------------------|---------------|
| * 0 — 60 mph in secs. | 5.9 |
| * 30 — 50 mph in secs (4th gear). | 5.2 |
| * 50 — 70 mph in secs. (4th gear) | 5.4 |
| * Top speed (mph) | 135 |
| Power output: PS (EEC) @ RPM. | 190 @ 4750 |
| Max torque: NM (EEC) @ RPM. | 318 @ 3200 |

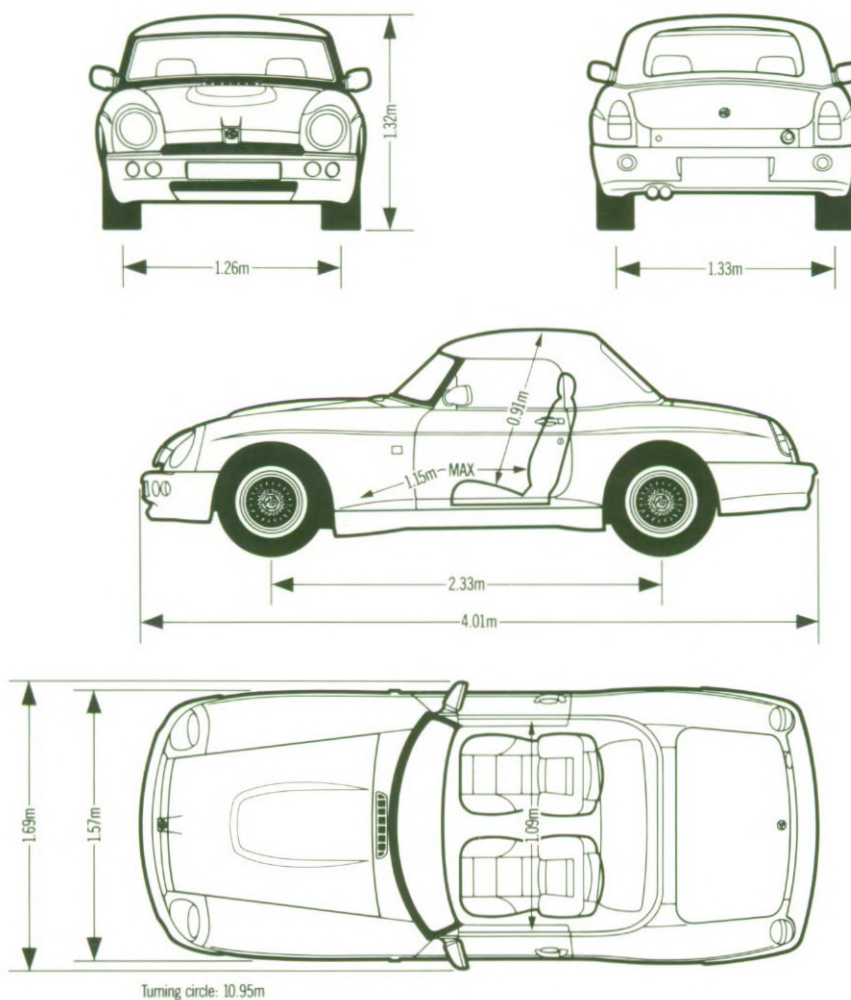
*Manufacturer's data.

The MG RV8 is equipped with a 3-way controlled catalyst and **must** use unleaded fuel.

The use of Premium (95 RON) unleaded fuel is recommended. Unleaded petrol of a higher octane can be used.

Fuel tank capacity: 11 gallons (51 litres.)

Servicing intervals: 6 months/6,000 miles, whichever occurs first.







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