

## V8 Register price guide – February 2009

### PRODUCTION

MG model	Years built	Number built	Easy to find?	Sought after?
MGBGTV8 chrome	1972-74	1856	☆☆	☆☆☆☆
MGBGTV8 rubber	1974-76	735	☆☆	☆☆☆☆
MG RV8 Woodcote Green	1992-96	1,269	☆☆☆☆	☆☆☆☆
MG RV8 Other colours	1992-96	713	☆☆☆☆	☆☆☆☆

### VALUES

Condition 1	Condition 2	Condition 3
9,750	6,750	3,500
8,500	5,750	3,000
14,000	11,500	7,500
15,750	13,500	9,000

### RUNNING

Cheap to run?	Spares availability
☆☆	☆☆☆☆
☆☆	☆☆☆☆
☆☆	☆☆☆☆
☆☆	☆☆☆☆

These are indicative private sale prices. Dealer prices are usually slightly higher due to the professional preparation, after-sales service and any warranties provided by the dealer.

### Condition categories

**Condition 1:** Generally excellent. No obvious areas where expenditure is required. The car is road legal, original and unrestored, or recently restored to authentic specification with documentary evidence. Service history commands higher prices.

**Condition 2:** Sound but needs cosmetic attention. Usable, presentable, road legal car, perhaps an older restoration. Some minor mechanical work needed. Any rust present should not compromise the structure, although there may be some areas of corrosion that require minor attention.

**Condition 3:** Running but needing restoration. May or may not have a current MOT but will be in need of fairly major restoration work – body panels, engine overhaul, interior refurbishment etc. They're not basket cases. Cars in this category are unlikely to be absolutely original, but they will certainly not have any major items missing.

### MGBGTV8 prices

Condition, particularly of the bodywork, is the major factor determining V8 prices, but there is a slightly higher price for chrome bumpered models as they tend to be the preferred choice of most buyers. So if a buyer is able to find an MGBGTV8 with good bodywork, generally they are to some extent flexible over body colour. By today's standards some of the body colours chosen by the British Leyland group in the early to mid 1970s are seen as brash and they attract some strong feelings for and against. The popular colours with enthusiasts with relatively conservative tastes are seen as Damask, Teal Blue and Glacier White. Another group of bright colours - typically Bronze Yellow, Bracken, Flamenco Red, Tahiti Blue, Aconite and Black Tulip - are seen as giving a V8 a period appearance. A further group of less bold colours - typically Harvest Gold and Tundra - is seen as near neutral, but there is a group of colours which many regard as the least popular choice - for example Citron Yellow (commonly known as "puke green"), Chartreuse and Mirage (which looks like gloss undercoat). But these comments do not attract universal agreement! Many members are very fond indeed of Citron, Tundra, Chartreuse and Mirage!

As a **broad price guide**, Condition 1 cars range between £9,750 (CB) to £8,500 (RB), Condition 2 £6,750 (CB) to £5,750 (RB) and Condition 3 £3,500 (CB) to £3,000 (RB) where "CB" is chrome and "RB" rubber bumper. The economic attraction of breaking V8s for spares means many Condition 3 cars are at risk.

### MG RV8 prices

Prices depend very much on condition, body colour and specification. There is also a **premium for colours other than Woodcote Green**, particularly Nightfire Red and Oxford Blue. This is because some 64% of RV8 production was produced in Woodcote Green, very nearly all of which went to Japan - only 11 in Woodcote Green went to the UK or the European export market. The **other major factor is whether the car is a UK or Japan specification car** - UK spec cars attract a premium, which is slightly puzzling as the Japan spec cars include air conditioning fitted as standard. But a possible explanation is that only 307 cars were supplied to the UK market with the balance, almost 80% of RV8 production, exported to Japan. Over recent years the flow of RV8s leaving Japan as reimports to the UK and as exports to Australia has had a major effect on prices in the UK. For details of the numbers of cars in the various colours and specifications (UK/Japan), see production statistics note. See [www.v8register.net/subpages/RV8NOTE216.htm](http://www.v8register.net/subpages/RV8NOTE216.htm) prepared by John Bolt.

As a **broad price guide**, Condition 1 cars range between £14,000 (WG) to £15,750 (OC), Condition 2 £11,500 (WG) and £13,500 (OC) and Condition 3 £7,500 (WG) and £9,000 (OC) where "WG" is Woodcote Green and "OC" is other colours.

In late 2008 an exceptionally low mileage RV8 in Caribbean Blue sold rapidly through the V8 website at well over the Condition 1 price guide figure above and in July 2009 a truly exceptional RV8 in Nightfire Red with a very low mileage sold for in excess of £20,000. But is noticeable that usually Condition 1 cars in "other colours" tend to stick when priced above the guide prices indicated in the table above.