

MGV8s seen offered for sale from 2020 to 2025

Using the numbers of MGV8s seen offered for sale and recorded in each of our 6 monthly spots sheet used to gather data for our six monthly MGV8 price guide updates, the data is below.

MGV8s seen offered for sale

Six months period	MGBGTV8	MGRV8	Total
November 2025	62	61	123
May 2025	37	76	113
November 2024	48	77	125
May 2024	37	55	92
November 2023	53	56	109
May 2023	46	31	77
November 2022	52	68	120
May 2022	29	22	51
November 2021	57	44	101
May 2021	17	19	36
November 2020	42	43	85
May 2020	53	51	104
Totals	533	603	1136
Total taxed/SORN	1003	617	2036
MGV8s for sale 25/20	53%	98%	56%
MGV8s for sale 2025	99	137	236
MGV8s for sale	10%	22%	12%

The data indicates the cars seen for sale are a significant share of the MGV8s currently taxed or on a SORN in the UK. Most of the cars spotted for sale were on offer in the UK with only a very few of the spots for cars offered for sale in Holland or Germany. Some cars seen for sale were not sold in a 6 months spots period and were later seen as still on offer in the following 6 month spots period, but not many were on offer in two consecutive 6 month spots periods. For the analysis (see the appended document), if we assume 10% of the spots in each 6 month period were on offer in the following 6 month period and we remove that 10% from the data analysed, then the results are interesting

Six months to November 2025

The indication is the market has seen around **5%** of the MGBGTV8s taxed or on a SORN in the UK offered for sale in the recent 6 month period to the end of October 2025 and around **10%** of the MGRV8s taxed or on a SORN. As the MGBGTV8 model is eligible for the VED exemption, most owners change the taxation class to "Historic" and renew annually at the NIL rate VED. The number of MGBGTV8s taxed in the UK in 2025 was 740. It's likely a significant proportion of any MGBGTV8s offered for sale will be taxed at the NIL rate and many of those on a SORN are in a lay-up and in need of restoration or at least recommissioning to be on the road again. So with 56 MGBGTV8s seen offered for sale in the 6 months to the end of October 2025 that would be **7.6%** (or 1 in 13) of the 740 taxed cars.

Twelve months to November 2025

Looking at the 12 months covered by the two 6 month periods to May and to November 2025 the **89** MGBGTV8s seen for sale would be **12.0%** (or just over 1 in 8) of the 740 taxed in the UK. For the MGRV8s that would be **123** seen for sale over the 12 months so **19.9%** (or a surprising 1 in 5) of the cars taxed or on a SORN.

What might we see in the MGV8 market over the five years to 2030?

A major factor in the market performance over the next five years is the balance between supply and demand. Looking at **supply side** it is interesting to see that if the level of MGBGTV8s seen offered for sale over the last 12 months continues then by 2030 we might see over 400 have been offered for sale which would be around **44%** of the number taxed or on a SORN at present. That is a significant level. For the MGRV8s the figures would be **615** seen for sale which is very nearly a surprising **100%** of the **617** of the cars seen taxed or on a SORN at present. Clearly over the next five years some MGV8s could be purchased and sold again within the period to 2030 and some, particularly MGBGTV8s, could be scrapped for falling into a bad condition making restoration very costly and not affordable as the cost would be way higher than the market value of the restored car.

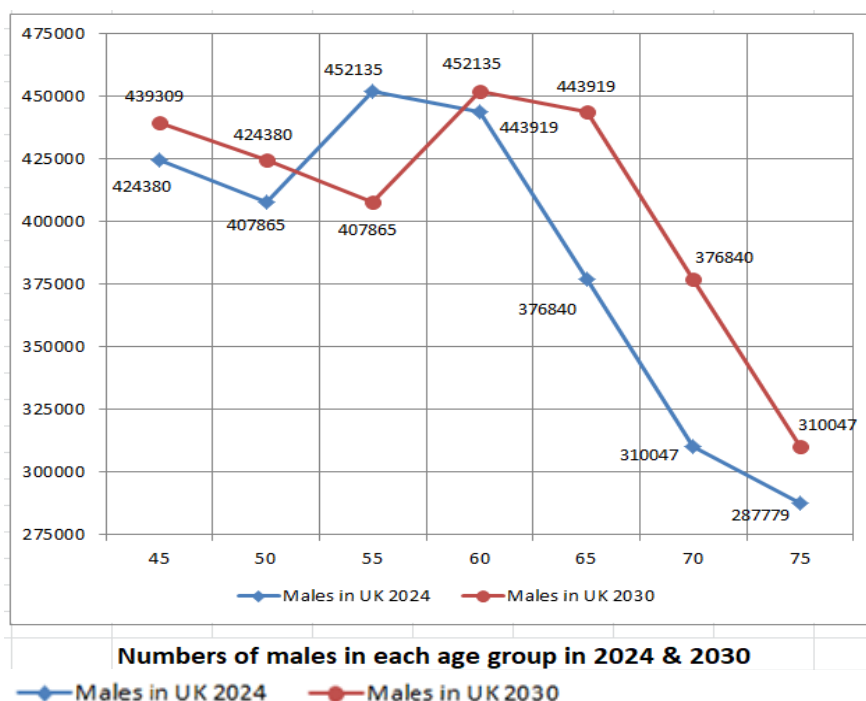
On the **demand side** of the market will depend on the number of potential buyers thinking of getting an MGBGV8 or an MGRV8. Looking at the data for the number of males in each age group now, there are signs the future looks good if a substantial proportion of the males in each age group in mid-2024 reach 2030 in an age group 5 years older.

- **Size of the age groups in the UK who might wish to have an MGV8**

Although the data on the V8 Database does not record the age of MGV8 owners who have registered their car with the V8 Register, the typical age when V8 Register members are seen at meetings and other events is in the 50 to 75 age range and mainly male. Over the next 5 years we may see more female classic car enthusiasts looking to get an MGV8 which would be part of buyer demand in the years to 2030.

- **Number of males in each age group in mid-2024**

The data for the number of males in each age group in mid-2024 in the chart below is from a report with **population estimates** for the UK, England, Wales, Scotland & Northern Ireland in **mid-2024** released by the Office for National Statistics (ONS) on 26th September 2025. [Link](#)



Possible number of males in each age group by 2030

As no ONS data was found with estimates of the possible numbers for each age group in 2030, the red line in the chart above shows the numbers in each age group in mid-2024 if simply moved through to the age group 5 years older in 2030 with no reductions in numbers from deaths as they grow older. But even with the suggested numbers in each group in 2030 on this basis this does show that in age groups 65 and 70 in 2030 the numbers are likely to remain high which would help, together with a few more female classic car enthusiasts looking to get an MGV8, to maintain the demand for MGV8s in the classic car market.

In the recent survey carried out by the Federation of Historic Vehicle Clubs (FBHVC) the **average age was seen as 66** across the Historic vehicle survey respondents covering the wide age range of Historic vehicles. [Survey](#)

MGV8 market over the next 5 years

It does look as if the numbers of existing MGV8 owners and those looking to get one will remain strong over the next 5 years but the economic pressures, like higher cost of living and high taxation rates, plus undesirable global uncertainties, might depress demand.

Appendix

Analysis of the MGV8s seen for sale and listed on our “spots” sheet for each 6 months MGV8 price review period

MGV8s seen offered for sale

Six months period	MGBGTV8	MGRV8	Total
November 2025	62	61	123
May 2025	37	76	113
November 2024	48	77	125
May 2024	37	55	92
November 2023	53	56	109
May 2023	46	31	77
November 2022	52	68	120
May 2022	29	22	51
November 2021	57	44	101
May 2021	17	19	36
November 2020	42	43	85
May 2020	53	51	104
Totals	533	603	1136
Total taxed/SORN 2024	1003	617	2036
MGV8s for sale 2020/25	53%	98%	56%

Looking at the 6 month periods for 2024 & 2025

Six months period	MGBGTV8	MGRV8	Total
November 2025	62	61	123
May 2025	37	76	113
November 2024	48	77	125
May 2024	37	55	92

Reducing the spots by **10%** to allow for some MGV8s offered for sale over two 6 month periods

Six months period	MGBGTV8	MGRV8	Total	Year	MGBGTV8	MGRV8	Total
November 2025	56	55	111	2025	89	123	212
May 2025	33	68	102				
November 2024	43	69	113	2024	77	119	195
May 2024	33	50	83				
Total taxed/SORN 2024	1003	617	2036				

Proportion of MGV8s offered for sale in each 6 month spots period as % of total taxed/SORN

Six months period	MGBGTV8	MGRV8	Total	Year	MGBGTV8	MGRV8	Total
November 2025	5.6%	8.9%	5.4%	2025	8.9%	20.0%	10.4%
May 2025	3.3%	11.1%	5.0%				
November 2024	4.3%	11.2%	5.5%	2024	7.6%	19.3%	9.6%
May 2024	3.3%	8.0%	4.1%				

I have used a 10% reduction to allow for any spots in one 6 month period carrying over to another period.

The indication is the market sees around **5%** of the MGBGTV8s taxed or on a SORN are offered for sale in the recent 6 month period to the end of October 2025 and around **10%** of the MGRV8s taxed/SORN.