

Memorable Autocar cover in August 1973

### Nostalgia driven demand for classic cars

Many remember the cars they admired in their younger years and some models remain cars they wished they had owned then. But now in later life they can often feel there is an opportunity to get one and enjoy the car, not least the

pleasure of owning and driving what is now an attractive classic car.

Many recall a nimble MG with a V8 engine with its very pleasingly modest but purposeful burble in keeping with its understated manner. But who are the enthusiasts in that age group? Here we look at those today who would have been in the age range 20 to 35 when the MGBGT V8 and MGRV8 models were launched in the 1970s and 1990s as often their memories are a key factor in their feeling they would like to get one now as an attractive classic car.

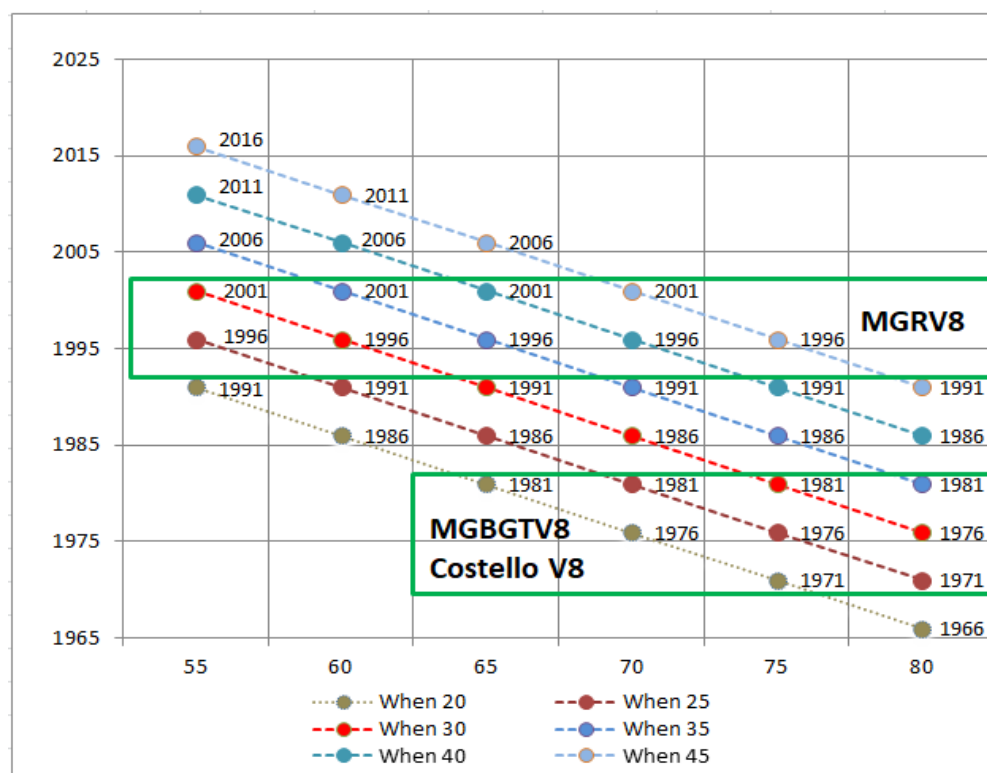
### Looking at those today who recall the launch of the MGV8 models in the 1970s and 1990s

The chart below highlights those who were 20, 25 or 30 years old when they would have seen the MGV8s were in production as a new sports car and on sale supported by attractive advertisements and frequently seen out on the roads. Today those young people who dreamed of owning one will be near the age range 60 to 75 for an MGBGT V8 and 50 to 65 for an MGRV8. But the fondness of both models typically covers the 50 to 75 age range as the MGRV8, although produced 20 years later, has the feel of a natural development of the Factory MGBGTGT launched in 1973 and produced until 1976.

### Classic car market in 2026 and with MGV8s?

The chart below illustrates how someone who was then between 20 and 45 years old would have seen the launch or the Costello MGV8 in 1971 and then the Factory MGBGT V8 models in 1973 and 1974, and later the MGRV8 model in 1992, and for further years after the production ended might well have felt they would have

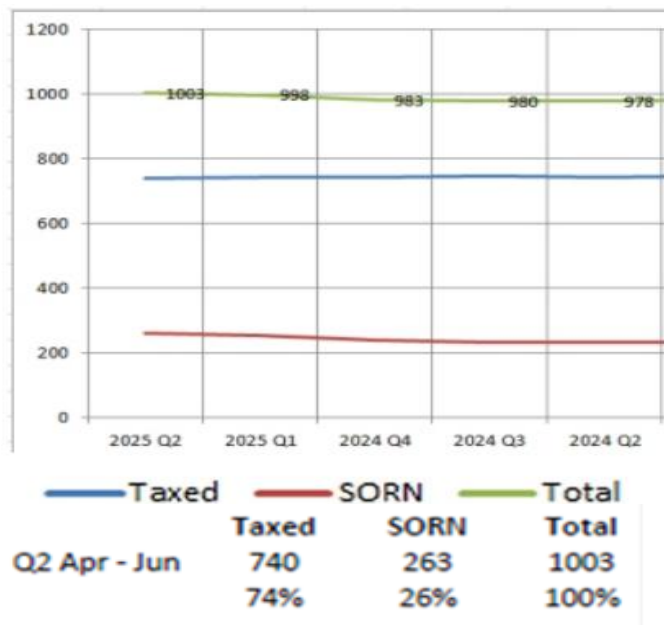
liked to have one. However in many cases their work and family life pressures at the time may have made buying an MGV8 something they could not afford then, but over the years they would often see MGV8s on the road or featured in motor magazines. For many the memories of the MGV8 models over the following years carried the hope that one day it might be possible to get one and enjoy the pleasure of driving a V8 powered MG.



### How many MGV8s are still in the UK?

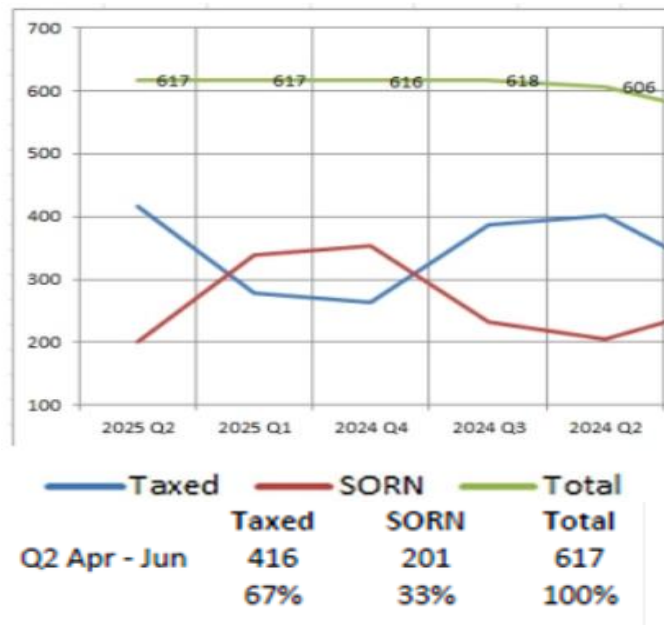
The "How Many Left" website was developed and is run by Olly Smith, a car geek. His data for Q2 2025 (April – June) shows how many MGBGT V8s and MGRV8s were taxed or on a SORN in the UK. See [Link](#)

### MGBGV8s licensed/taxed or on a SORN in the UK



**MGBGV8s** are eligible for the VED exemption concession for cars built more than 40 years ago, so it is slightly surprising so many are recorded as on a SORN. The total either taxed or on a SORN was **1003**.

### MGRV8s licensed/taxed or on a SORN in the UK



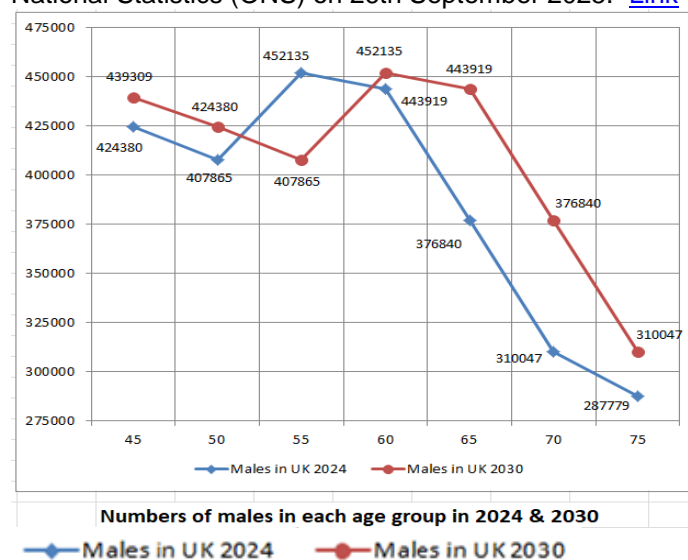
**MGRV8s** will not be eligible for the rolling 40 year VED exemption concession until 2032 so there are spikes in taxed cars each year in Q3 & Q2 ("Summer" months) but, with far less use of the cars during the "Winter" months, there are significant increases in cars recorded as on a SORN in Q1 & Q4. A significant number of the MGRV8s exported to Japan are still there but many have been reimported to the UK or exported from Japan to Australia and New Zealand. Total taxed or on a SORN was **617**.

### 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 seen when you meet at 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 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 it does suggest 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, 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 taxation rates plus undesirable global uncertainties, might depress demand.