

Price guide for V8s queried

V8 rumble from Down Under

I have been subscribing to and enjoying your magazine for several years now, having stumbled upon it while visiting my cousin in Ipswich.

My own classic is a 1995 MG RV8 that gets firsts and seconds in our Sydney MG Car Club concours. It has only 16,000km on the clock and is often mistaken for some new model that no-one's seen. I have attached a photo for you.

My reason for writing to you is to query the RV8 price guides that you publish. They haven't changed in all the time I've been taking the magazine and the quoted Condition 1 value of £23,000 seems very high in comparison with what I find on the V8 register website (www.v8register.net) in the UK.



I would be very interested to hear from you about this.

Finally, how about including a feature on the RV8 in a future issue?

Paul Mascall, Australia

Fair point about the prices, Paul – we've amended them for this issue. As for the RV8 feature, well – you never know. Yours looks absolutely immaculate.

Price guide in Classics Monthly Spring 2008

PRODUCTION

MG model

Years built	Number built	Easy to find?	Sought after?
1972-74	1856	☆☆	☆☆☆☆
1974-76	735	☆☆	☆☆☆☆
1992-96		☆☆☆☆	☆☆☆☆

VALUES

Condition 1	Condition 2	Condition 3
8,000	6,000	3,500
7,000	5,000	3,000
18,500	13,000	7,500

RUNNING

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

Note: MGBGTV8 1972-74 is chrome bumper and 1974-76 is rubber bumper

Information and ratings

Classics Monthly say "the ratings shown reflect objective information about vehicles listed, not personal taste or bias on our behalf".

Easy to find?	Sought after?	Cheap to run?	Spares availability
☆☆☆☆ Easy ☆ Difficult	☆☆☆☆ Very ☆ Not really	☆☆☆☆ Very ☆ Expensive	☆☆☆☆ Easy ☆ Hard to find

Conditions

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.

Dealer prices are usually higher due to professional preparation, after-sales service and a guarantee.