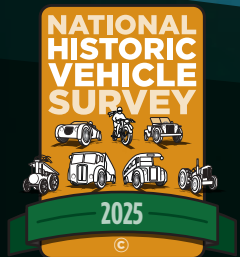




# NATIONAL HISTORIC VEHICLE SURVEY

## REPORT 2025



Conducted by FBHVC



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# Foreword

**I**t gives me great pleasure to introduce this report, which presents the findings of one of the most comprehensive market research studies undertaken in recent years. To put this into context, exit polls for UK Parliamentary Elections rely on a sample of just 2,000 demographically representative UK Adults. The sample for this years' National Historic Vehicle Survey (NHVS) surveyed 19,943 Owners, Enthusiasts, Trade, Clubs and representatives from the wider UK Public.

At a time of potential uncertainty on how the UK Government will view the Historic Vehicle Sector, the insights captured here provide an invaluable resource for stakeholders, businesses and policymakers, seeking to navigate this evolving landscape.

The purpose of this study was to gain insight on historic vehicle ownership, usage dynamics of those vehicles and perceptions of the sector. By engaging with a broad cross-section of Historic Vehicle Clubs, Trade Organisations that supply products and services to the Historic Vehicle sector and the Owners and Enthusiasts themselves, we have been able to capture not only the current ownership profiles, vehicle usage, associated

costs of ownership and perceptions of the wider UK public, but also the underlying factors that are shaping future trends.

Beyond the robustness of the data contained within the report, I would like to draw your attention to several emerging factors. Firstly, a significant 29% of historic vehicle owners also own a Youngtimer (20 to 30 years of age) and 53% of enthusiasts own a Youngtimer. Secondly, more women have participated in the survey this year and perhaps this is indicative of another area of potential increased engagement in the future.

We believe the findings presented in this report will help the FBHVC and Policy Makers make more informed decisions, identify new opportunities and respond more effectively to the challenges ahead. The study is not intended to provide all the answers but rather to spark dialogue, encourage reflection, and offer a foundation for action.

I would like to extend my sincere thanks to everyone who contributed to this work, the research team at Turquoise for their rigor and commitment, the participants who generously shared their time and perspectives, and our partners at FBHVC who supported the study from its inception.

As you read through this report, I encourage you to consider how the insights might apply to your own context and how they might shape your strategy going forward. The findings here demonstrate not only where we stand today, but also where we might be heading, and it is my hope that they will inspire you to think boldly about the opportunities that lie ahead.



**Mark Harvey**  
Joint Managing Director  
Turquoise Thinking Ltd



## Beyond Nostalgia: Why Historic Vehicles Matter Today

In a world that is increasingly digital, automated, and fast-paced, the charm of historic vehicles offers something profoundly grounding. These machines are far more than relics of the past, they are living, breathing symbols of human ingenuity, perseverance, and culture. With interest in historic vehicles steadily growing, they continue to provide economic, educational, and social value in ways that modern society desperately needs.

### More Than Just Old Cars

For some, the love affair with historic vehicles begins with a necessity: buying an old car simply because it was affordable, then discovering its flaws, fixing it, and almost accidentally falling in love with it. That journey often leads to meeting others who have shared the same struggles and triumphs, creating a natural community bound together by grease, grit, and passion.

But the appeal goes far beyond nostalgia. Historic vehicles are a gateway into history, engineering and culture. They connect us to the stories of technological breakthroughs, human resilience, and artistic expression. They offer the chance to work with our hands, solve problems, and see tangible results, something increasingly rare in a world dominated by digital screens. They connect generations, bringing together those who created and operated the vehicles when new and their successors who are acquiring and appreciating them afresh.

### Why They Captivate Us

What is it about historic vehicles that continues to draw people in, especially younger generations? The reasons are simple:

- **They are sustainable.** Historic vehicles can be fixed, not just replaced. Restoring or maintaining an old vehicle is both a challenge and an adventure.
- **They are unique.** Each vehicle carries a story, a personality, and a character that mass-produced, disposable item can't replicate.
- **They build community.** Enthusiasts come together not just to show off vehicles, but to share knowledge, swap parts, support and learn from one another.
- **They inspire cultural expression.** From the warm burble of an engine to the shine of polished chrome, these vehicles are a blend of artistry and engineering.
- **They are iconic.** In an age of homogeneous AI generated vehicles, these creations of human endeavour are often works of art in their own right.
- **They contribute to mental wellbeing.** In an era of overregulation, negative news cycles, and social media fatigue, historic vehicles offer freedom, fun, and connection.
- **They make history.** For young people especially, historic vehicles represent something solid, different, and enduring in an otherwise transient, digital age.



The rear engine of the Sunbeam 1000hp Land Speed Record car being brought to life after 90 years of inactivity in September 2025  
Courtesy: National Motor Museum

### The Social Power of Historic Vehicles

One of the most compelling aspects of the historic vehicle movement is its ability to bring people together. Car shows, rallies, and events are not just about admiring polished bodywork; they are about conversations, friendships, and passing down knowledge. Sitting in a historic car, turning the key, or simply sharing stories over a burger and coffee creates connections that transcend age, background, or experience.

Historic vehicles also provide hands-on education. They teach problem-solving, mechanical skills, patience, and craftsmanship; skills that are increasingly rare but vital for innovation and industry. By engaging with these machines, people gain not just technical know-how; but also, a sense of achievement and the confidence that comes from understanding how they work.

They provide a passion and interest, alleviating isolation and loneliness.

### The Roles We Play

For the movement to thrive, everyone has a role to play, and clubs must offer more than what an internet search can easily provide.

- **Clubs** must create welcoming spaces where the social element of ownership is celebrated, and organisational challenges are overcome.
- **Government** should protect the rights of historic vehicles to operate without restrictions, recognising their cultural, social and economic contributions.
- **Businesses** must be encouraged to continue supplying parts and services that keep the wheels turning and maintain historic accuracy.
- **Individuals Enthusiasts**, owners, and newcomers alike, should introduce and where possible share their vehicles, their stories, and their passion, to inspire others.

### A Call to Action

The future of historic vehicles depends on what we do today. We must preserve the rights of owners, encourage hands-on experiences, support one another through challenges, and celebrate the joy this movement brings. Most importantly, we must ensure that the spirit of community, creativity, and adventure remains at the heart of historic vehicle culture.

### Conclusion

Historic vehicles are not just about nostalgia. They are about history, culture, education, and human connection. They remind us that progress does not mean abandoning the past but building on it. By celebrating and protecting these machines, we keep alive a tradition of craftsmanship, community, and joy that enriches modern life.

In short: **historic vehicles matter, not just for what they were, but for what they continue to be.**



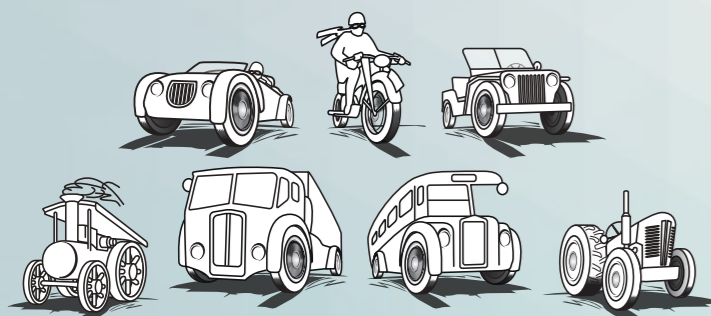
# What is a Historic Vehicle

Internationally, vehicles become regarded as "historic" when they are 30 years old.

In the UK we recognise seven categories:

- Cars
- Motorcycles
- Buses & coaches
- Lorries
- Agricultural
- Military
- Steam vehicles

When historic vehicles become 40 years old, under the provisions of the Finance Act 2016, they are exempt from paying for their Road Fund Licence.





## Vehicles used outside their home country

Many enthusiasts enjoy participating in events outside their home country. This may be Classic Le Mans or many types of 'Touring' event over several days to perhaps the ultimate challenge, the Peking to Paris Motor Challenge.

Other activities are promoted to celebrate specific events such as Dinard Éléance which recognises the oldest concours d'élégance, first organised in Dinard in Brittany in 1921! This event observes the traditional style where competitors were invited to participate and even motor manufacturers such as Citroën 'soft' launched new models in Dinard before they were presented at the Paris Salon, the French motor show.

Earlier this year, owners of Frazer Nash cars and others celebrated the 200th anniversary of the Stelvio Pass and Road which was inaugurated on 6 July 1825. This road immediately became the highest road in Europe and the highest pass in the Alps.



The Esplanade, Dinard, Brittany hosting the first Dinard Éléance in 1921 and which is still held every two years

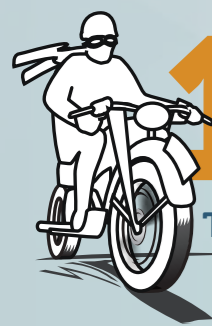
### Research Headlines



# £7.3 Billion

## Total Annual Spending

Estimated total value of spending on historic vehicles and activities in the UK economy



# 1,934,178

The number of historic vehicles registered in the UK

# 9.7 Million



The number of people in Great Britain that would like to own an historic vehicle

# £4,567

## per annum



The average amount an historic vehicle owner spends on their historic vehicles

# 837 miles

## per annum

The average distance travelled by historic vehicle owners (in historic vehicles)

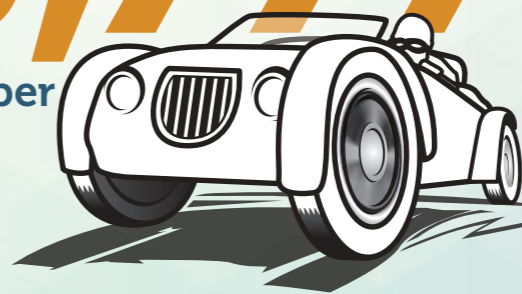


# 22.7 Million People

The number of people that see historic vehicles as an important part of Britain's heritage

# 690,777

The estimated number of historic vehicle owners in the UK (up from 683,967 in 2020)



# £3.2 Billion

The estimated amount of spending on historic vehicles by owners per annum

## The Beginning...

### Early motoring history

**In 2016 a recreation of the 1896 Horseless Carriage Exhibition showcased a unique collection of early automotive history**

London's first car show was recreated at its birthplace, 120 years on. Iconic vehicles from the turn of the century gathered at the Imperial Institute – part of Imperial College London.

The 2016 recreation of the historic event saw a unique collection of both static and working vehicles from that era. The oldest was an accurate replica of the original 1885/6 Benz Tricycle, widely considered the world's first automobile, and other notable examples of steam-powered vehicles, such as the 1896 Salvesen, and silent electric cars such as the 1901 Waverley Electric.

The nation had initially been behind the curve in terms of early automobile development, largely due to harsh restrictions on the use of horseless forms of transport on British roads. Such restrictions included speed limits of four miles per hour on country roads, two miles per hour while passing through towns, and the infamous red-flag rule, which said that a vehicle must be preceded by a person waving a red flag, in order to warn other road users.

Politicians were invited to the 1896 exhibition with the aim of pushing through laws to grant lighter vehicles, such as horseless carriages, exemption from those restrictions.

What is certain is that vehicles in many forms have existed throughout the twentieth century. The Veteran Car Club of Great Britain exists to encourage the use and assist in the acquisition, restoration, preservation, exhibition and maintenance of Veteran and Edwardian motor vehicles. Veteran vehicles embrace those built up-to and including December 1904. Edwardians built from January 1905 and up-to and including December 1918.

The Vintage Sports-Car Club observes vehicles manufactured up to 31 December 1930.

But time moves on... and in the 21st century vehicles manufactured 30 years ago are internationally recognised as historic and in the UK those manufactured 40 years ago, under the provisions of the 2016 Finance Act, are exempt from paying road fund licence duty.

However for the first time ever... the National Historic Vehicle Survey has quantified:

- **29%** of historic vehicle owners also own a 'Youngtimer'
- **53%** of historic vehicle enthusiasts own a 'Youngtimer'

Youngtimers are defined as cherished vehicles more than 20 years old and this news suggests we should promote the opportunity to recognise these vehicles and their owners to satisfy a new need.



Research has shown:

- **Just under 30%** of historic vehicle owners also have a Youngtimer vehicle
- **Enthusiasts (non-historic vehicle owners) are more likely to own a Youngtimer (53%) suggesting a natural route into ownership of an older vehicle**
- **The average Youngtimer was manufactured in 1999 and most are in good condition and licensed for road use**
- **Those historic vehicle owners who also own a Youngtimer typically own 1.5 future historic vehicles**
- **Youngtimers may serve as an entry point into the historic vehicle community for newer, younger enthusiasts.**



At Classic Motor Show 2025, the Federation will launch the certificated Federation Youngtimer initiative.

Registered car number 1 will be VX 05 DMY, the pilot-build, pre-production vehicle for the 35th Anniversary Edition Range Rover. It was described as car zero after which only 35 examples were built. It is painted in Anniversary Claret, the same colour as the Royal Train.



# *Vehicle Usage*

There has been growth in the number of historic vehicles registered and the average number owned per person

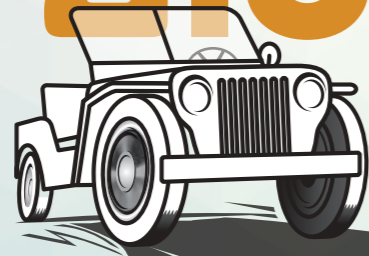


**1,934,178**

The number of historic vehicles registered in the UK\*

The figure for historic vehicles now stands at just under 2 million. The predicted growth by 2025 was expected to exceed 2 million vehicles by 2025 so **1,934,178** is just short of what was anticipated.

**2.8**



The average number of historic vehicles owned per person

The number of current historic vehicle owners who also own a Youngtimer vehicle (registered between 1994 and 2003) remains around 1 in 4.

Those historic vehicle owners who also own a Youngtimer typically own **1.5** future historic vehicles.

\*Source: DVLA, August 2025

The number of historic vehicle owners has risen

**690,777**

The estimated number of historic vehicle owners in the UK (up from 683,967 in 2020)



**66**

The average age of an historic vehicle owner

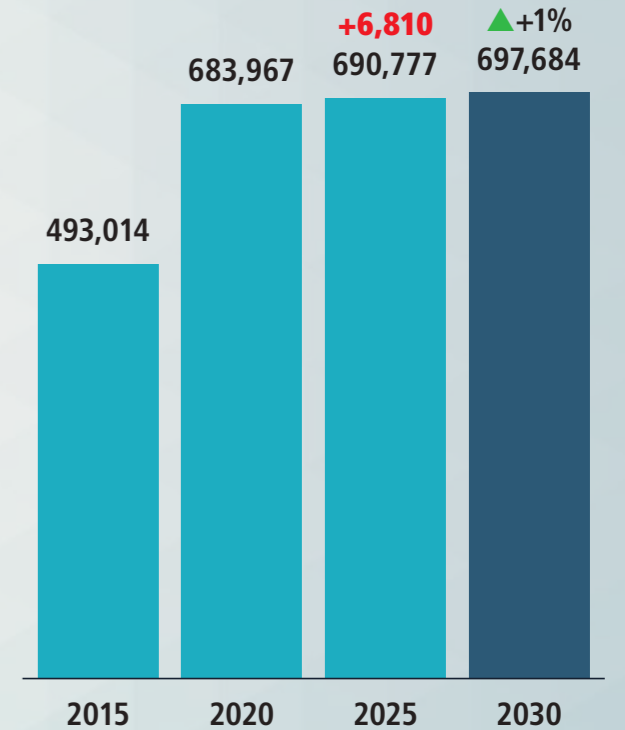


There continues to be growth in the number of historic vehicle owners in the UK but it is more modest than was seen between 2015 and 2020.

We estimate that there are now around **690,777** individual historic vehicle owners. This is 1% higher than the equivalent estimate of 683,967 in 2020.

The average age of an owner has also risen over time to **66** currently.

Estimated number of historic vehicle owners 2015-2030 (projection)



Please note:- The estimate of historic vehicle owners tracks the number of registered historic vehicles divided by the average number of vehicles owned in the survey results (2.8). It allows a like-for-like comparison to be made every 4-5 years. We have applied similar logic to the calculation of new historic vehicle owners over the next 5 years. Please treat as indicative and with some caution.

Historic vehicles are still typically only used for short runs and not as regular transport

**837 miles**  
per annum

Average annual mileage of historic vehicles

**744 Million miles**

Total annual mileage by historic vehicles

**55% Short runs**

Proportion of vehicles used for short trips

**0.2% Road Usage**

Proportion of all UK road miles

**11 Times Driven Annually**

Average number of times driven per year

It continues to be a hobby that can be enjoyed by many irrespective of income

The total value of the entire historic vehicle fleet in the UK is an estimated **£35.1 billion**. Cars continue to be the highest value (**£22.7k**) with motorcycles (**£6.6k**) and tractors (**£4.7k**), as always, valued lower.

**£35.1 Billion**

The estimated value of the historic fleet in the UK



**36% <£35k**

Just over a third of owners earn less than £35k per annum

**£45k per annum**

Average income of historic vehicle owners (unchanged from 2020)



**43% <£10k**

Historic vehicle values (compared to 51% in 2020)

As would be expected the average value of vehicles varied dramatically across different types and marques.

The average value across all vehicle types is £18.1k.

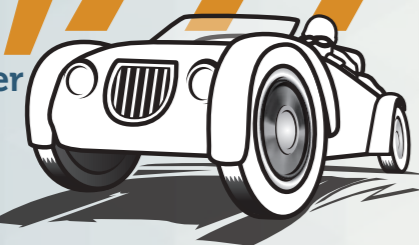


# People

## Total number of historic vehicle owners

# 690,777

The estimated number of historic vehicle owners in the UK (up from 683,967 in 2020)



The estimated number of historic vehicle owners in the UK is **690,777** which has increased from 683,967 in 2020.

There is more interest than ever in historic vehicles and the proportion of the general public who would like to own one has doubled over time.

Club membership is strong, with **88%** of owners belonging to at least one historic vehicle club.

Owners are highly active within the community: **20% attended 10 or more events in the past year.**

The hobby remains accessible across income groups: **over a third of owners earn less than £35,000 annually.**

The average owner income has increased marginally to **£45,930** (vs £45,000 in 2020), above the UK average salary.

Diversity remains limited, with **94%** identifying as White British and a low proportion of participants under 55.

# 88%

Percentage of owners belonging to at least one historic vehicle club



## Who are the female historic vehicle owners?

# 496 females

participated in the survey

Average age – **60.2** (slightly younger than the male owners)

**86%** are members of an historic vehicle club

Typical average income – **£34,331**

**43%** retired

**93%** White British

Own **2.4** historic vehicles on average

Approximate average value of their collections is **£60,971**

For **87%** their most important vehicle is a car and for **5%** it is a motorcycle

Key car marques – **Morris** (14%), **MG** (12%), **Austin** (10%), **Ford** (7%) and **Triumph** (7%)

Key motorcycle marques – **Triumph** (25%), **Honda** (17%)

Average car value (most important vehicle) = **£31,941**

Average motorcycle value (most important vehicle) = **£6,046**

**38%** of motorcycle owners have owned their most important motorcycle for 31 or more years

**13%** inherited their most important vehicle (higher than the average)

**24%** also own a Youngtimer vehicle (1.6 owned on average)

# 467 (94%)

were owners

# 29 (6%)

were enthusiasts

## Interesting female biographies over the past century



### Pat Moss Carlsson

One of the most successful female car rally drivers of all time, achieving three outright wins and seven podium finishes in international rallies. She was crowned European Ladies' Rally Champion five times.

Married to Erik Carlsson who drove for Saab in international rallies.

Sister of [Sir] Stirling Moss.

Wrote 'The Art and Technique of Driving'.



### Susie Wolff

Susie is a former Scottish professional racing driver and current managing director of F1 Academy. Wolff started in karting, before graduating to Formula Renault and Formula Three, then moving to the Deutsche Tourenwagen Masters to compete for Mercedes-Benz.

She is married to Toto Wolff - team principal, CEO and co-owner of Mercedes-Benz in Formula One.



### Her Majesty Queen Elizabeth II

As Princess Elizabeth, Her Majesty drove army vehicles during World War II after joining the Auxiliary Territorial Service (ATS). She trained as a lorry mechanic and driver, learning to repair engines, read maps, and operate heavy army vehicles. The press even nicknamed her "Princess Auto Mechanic" due to her hands-on training.



### Vicki Butler-Henderson

Racing was a big part of her upbringing. Her grandfather used to race a Frazer Nash at Brooklands and her father was in the British karting team. She started racing karts when she was twelve. After several years spent competing around Britain, at the tender age of 17 she started her career as a racing instructor at circuits such as Brands Hatch and Silverstone. She works now as a television presenter.

## Introducing the Youngtimer concept

**Youngtimer** is a concept that will be unfamiliar to many readers of the report but it is already well established in the rest of the world.

As will be seen, the concept is well known to many survey respondents, essentially it recognises historic vehicles that are over 20 years old and provides a clear pathway to traditional historic vehicles and serves as an excellent 'hook' to primarily younger enthusiasts.

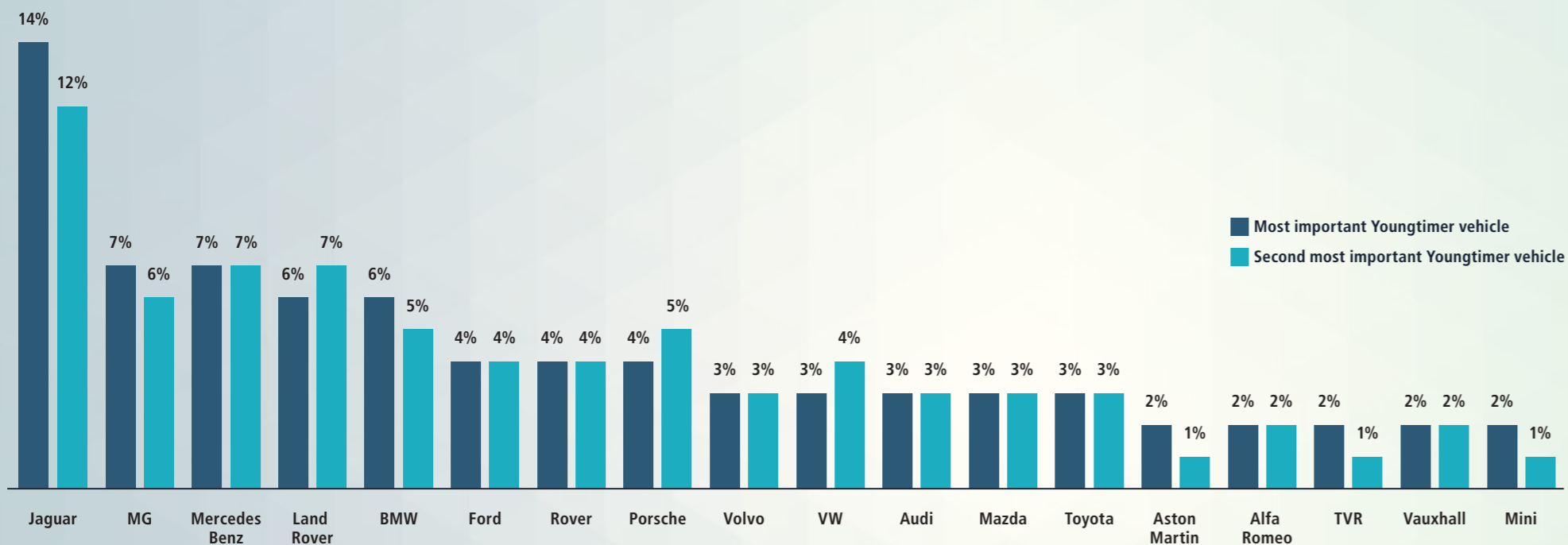
The Federation believes we should provide an opportunity to capture these vehicles and their owners. FIVA offers an ID Card specifically for Youngtimers but this is quite expensive and we propose from the Classic Motor Show in November to offer a registration service supported with a Youngtimer Registration Certificate for a price of £50.

The Youngtimer historic vehicle scene is well catered for with a 6 issue, 100 page magazine which is produced in many languages and they have lots of features more in tune with vehicles 20 or more years old.

For example, they are currently running the story of BMW Art Cars... which started in 1975 and there have been 20 so far!



## A variety of Youngtimer car marques are owned



**Jaguar** is the most popular Youngtimer marque owned (13% of Youngtimer vehicles detailed overall).

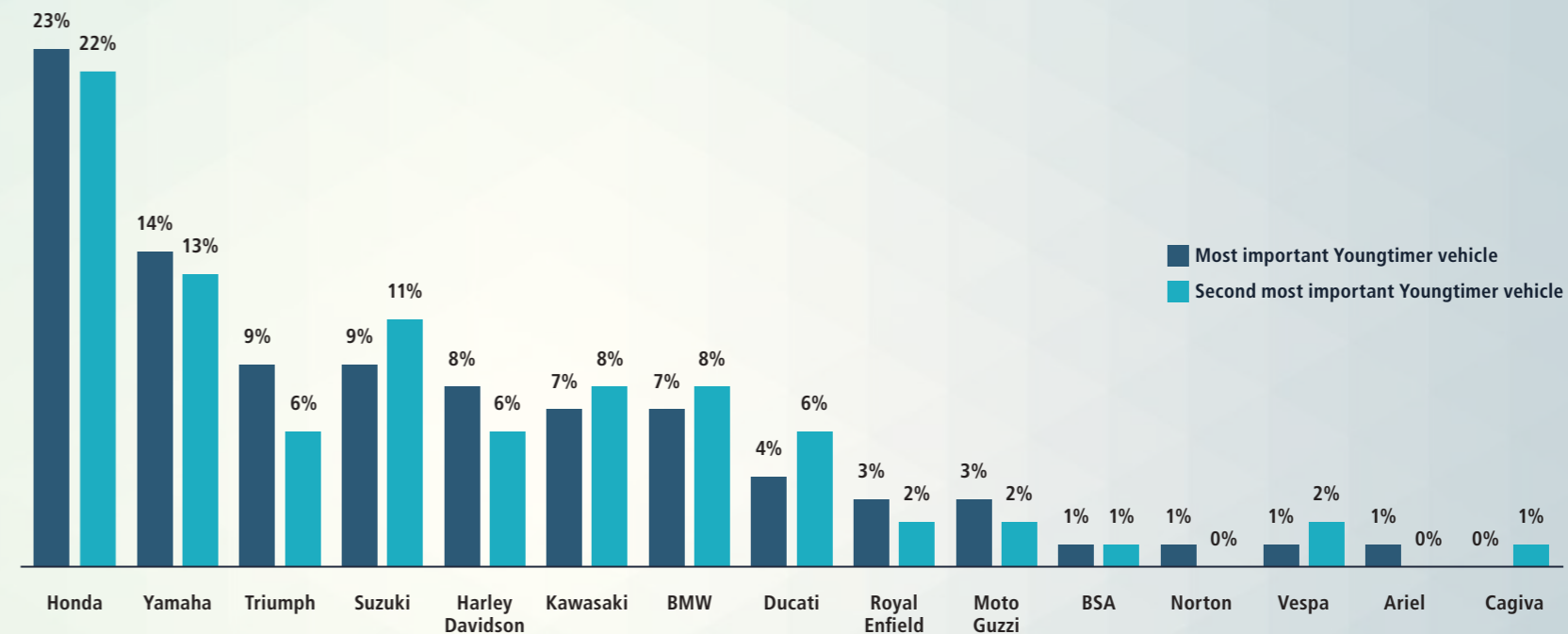
After this are **MG, Mercedes-Benz, Land Rover** and **BMW**.

**Jaguar** and **MG** are again more popular with those aged **75+**.

**Ford, Audi, Mazda, Peugeot, Mini** and **Subaru** all see greater ownership amongst those aged **under 35** so these models may be a good way into the sector for younger individuals.

Sample Size: 3,823 (3,394 owners & 429 enthusiasts)

## Honda is by far the most popular Youngtimer motorcycle owned



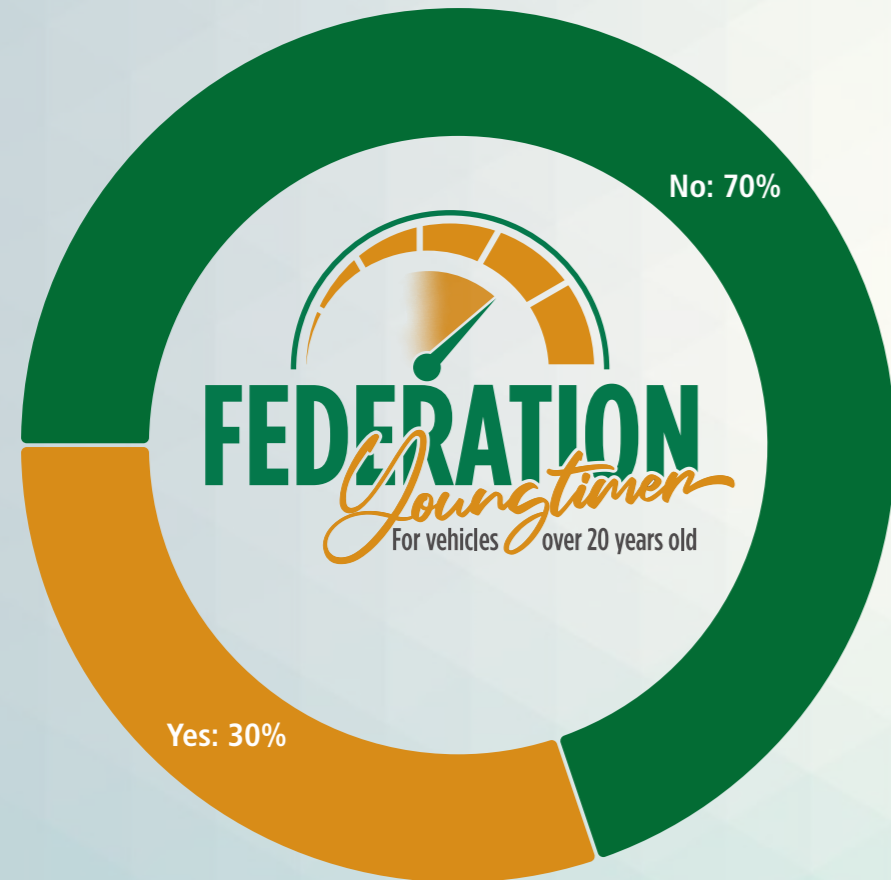
Just over a fifth of those who own a Youngtimer motorcycle own a **Honda**. After this it is **Yamaha, Triumph** and **Suzuki** that are the most popular.

As is noted with historic motorcycles there are fewer differences to note when it comes to motorcycle marque preferences by age.

Sample Size: 632 (620 owners & 12 enthusiasts)

**Just under a third of the overall sample own a Youngtimer vehicle**

Do you own any vehicles made between 1994 and 2003?



**29%**

of historic vehicle owners also own a Youngtimer

**53%**

of historic vehicle enthusiasts own a Youngtimer

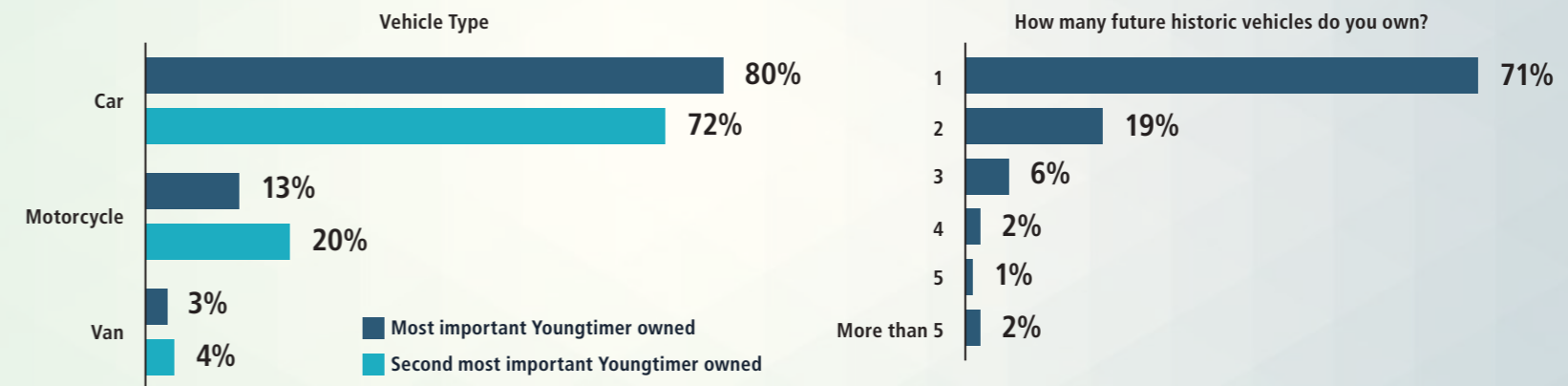
**For those who own a Youngtimer vehicle, most own just one**

The average number of Youngtimer vehicles owned is **1.5**.

Historic vehicle owners who own a Youngtimer have a slightly greater likelihood to own more on average – **1.5** compared to **1.4** for enthusiasts.

**6,158** Youngtimer vehicles were detailed in the current survey.

**1.5**  
The average number of 'Youngtimer' vehicles owned



Number of different type of Youngtimers detailed											
Car	Motorcycle	Van	Military vehicle	LGV	Agricultural tractor	HGV	Agricultural vehicle	Bus	Steam vehicle	Coach	Other
4,819	902	200	24	28	19	18	7	4	3	1	133

### There is continued strong levels of interest in the sector from the adult population

## 15.1 million

The estimated adult population interested in historic vehicles (9.3 million previously)

## 9.7 million

The estimated adult population who would like to own an historic vehicle (18% compared to 9% previously)

## 4.3 million

Have attended an historic vehicle event in the last 12 months (an increase on the 2.1 million previously)

## 22.7 million

The estimated adult population who see historic vehicles as part of this country's heritage and that it is important to maintain them (18.7 million previously)

## 24.8 million

The estimated adult population who believe historic vehicles should be preserved for people to see in the future.

## 16.7 million

The estimated adult population who believe young people should be encouraged to take an interest in historic vehicles (31% compared to 20% previously)

## 11.9 million

The estimated adult population who believe apprenticeships specifically focused on maintenance and skills associated with historic vehicles should be made available to young people

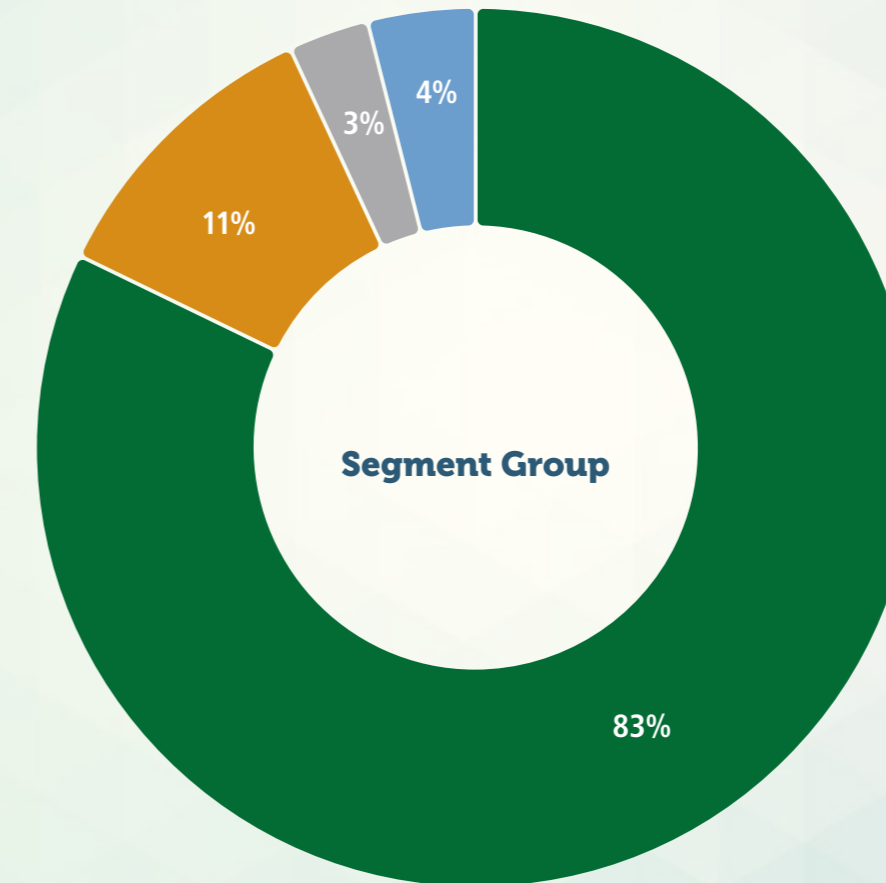
## 15.1 million

The estimated adult population who believe historic vehicles should continue to be permitted to be used on the roads like any other vehicle

## 9.7 million

The estimated adult population who believe historic vehicles should not be required to be modified to meet modern safety and emissions

### The majority of the sample are both owners and members (83%)



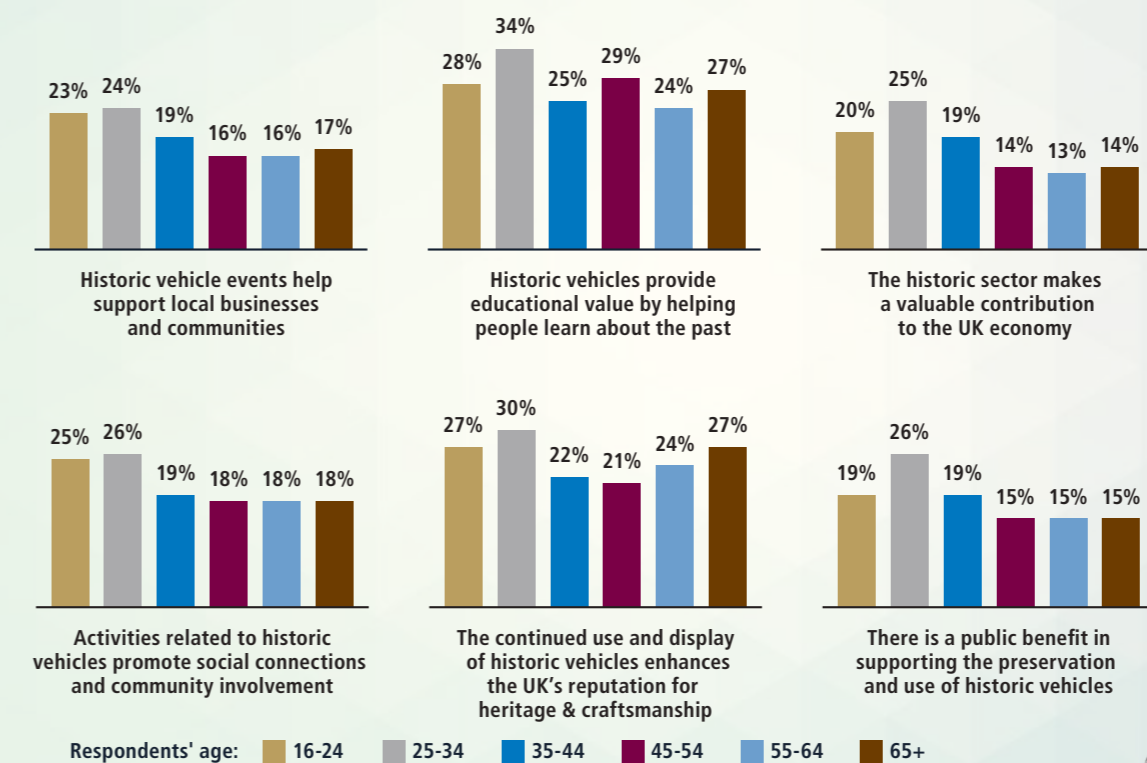
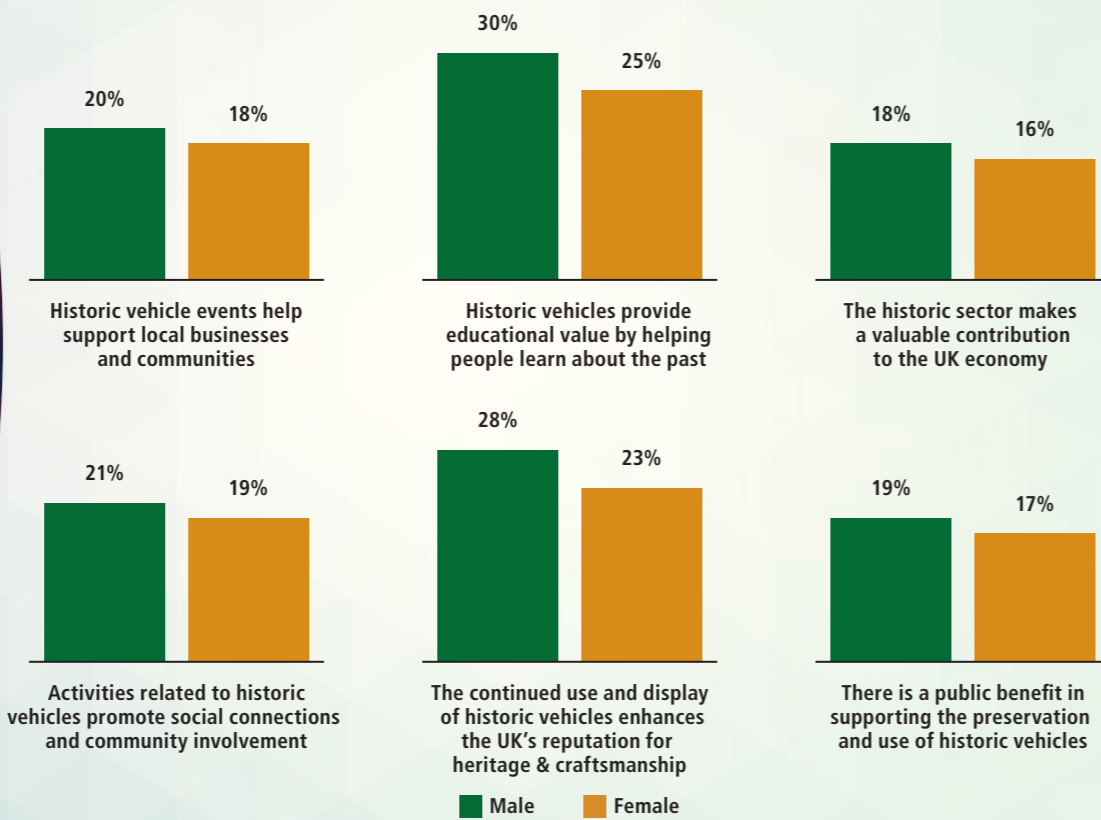
Very few owners are not members of an historic vehicle club (just 12% collectively)

Of those who do not own an historic vehicle **58%** are members of a historic vehicle club (4% of the overall sample) whilst **42%** are neither an owner nor a club member (3% of the overall sample)

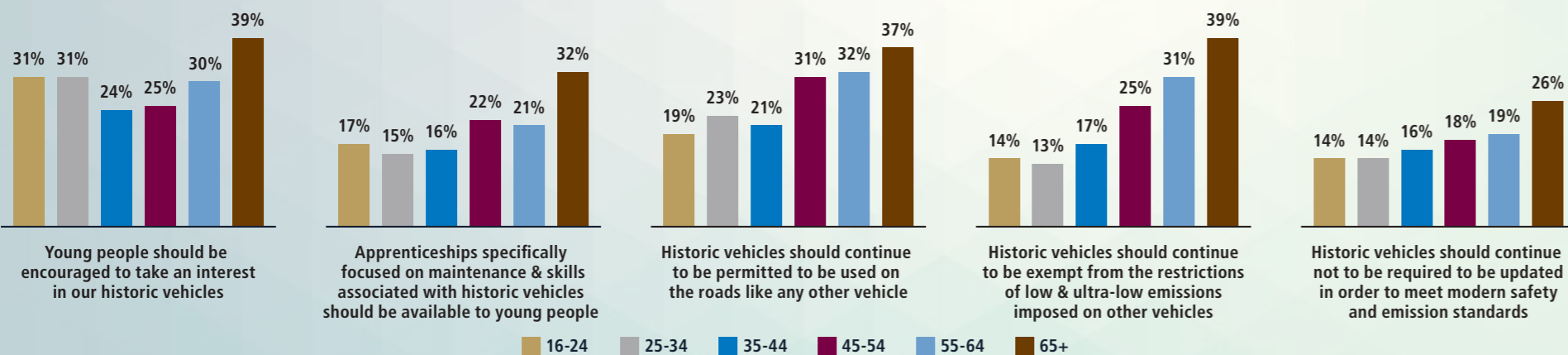
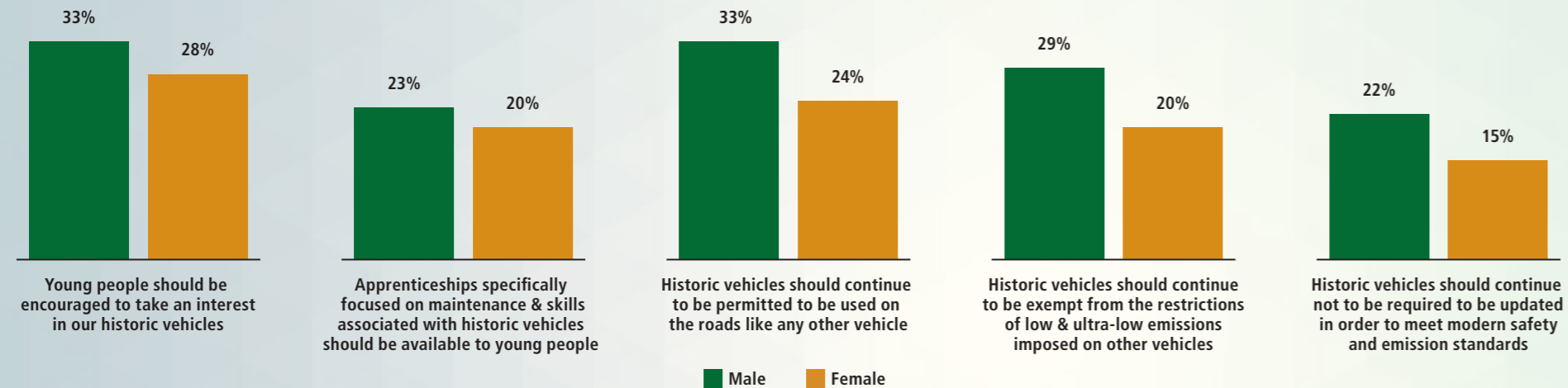
- Owner & Member
- Owner But Not A Member
- Non-Owner & Non-Member
- Non-Owner & A Member

Total Sample Size: 16,824 (15,805 owners & 1,019 enthusiasts)

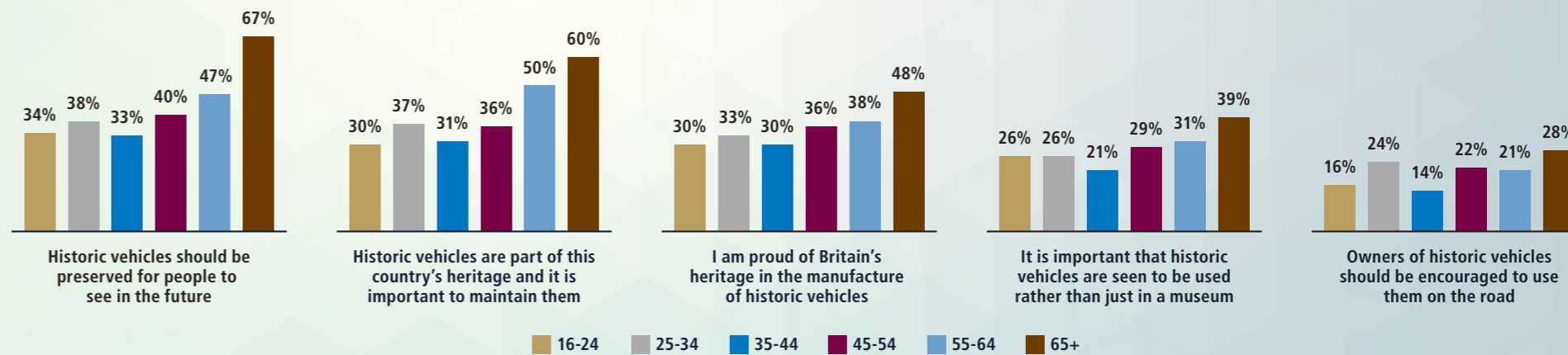
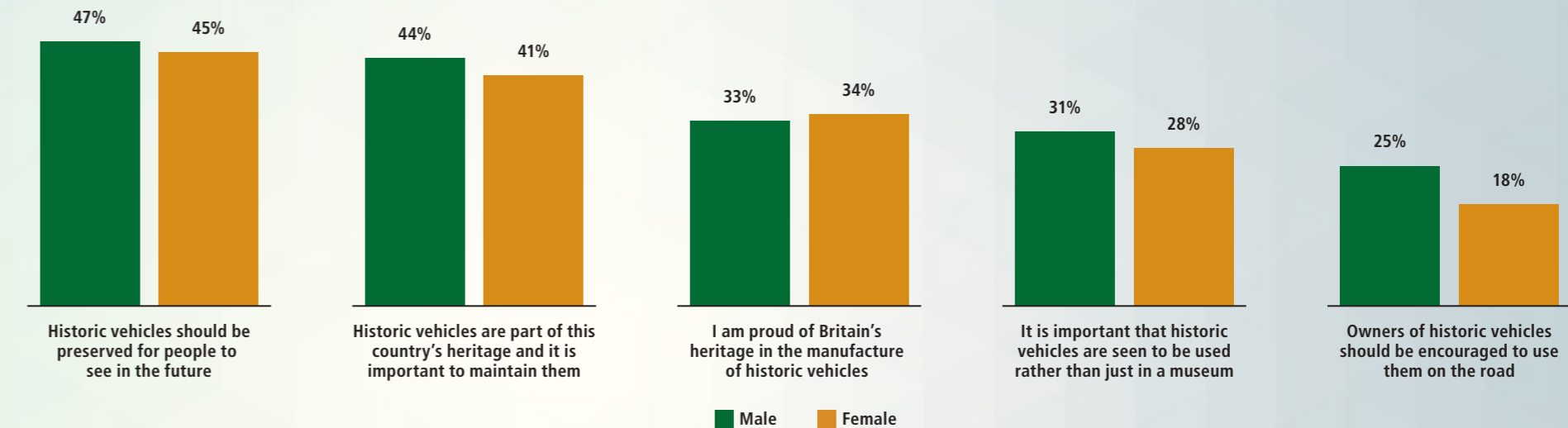
## It is often those aged 25-34 who are more likely to see the value of the wider role of historic vehicles



## 31% of those aged under 35 believe that young people should be encouraged to take an interest in our historic vehicles

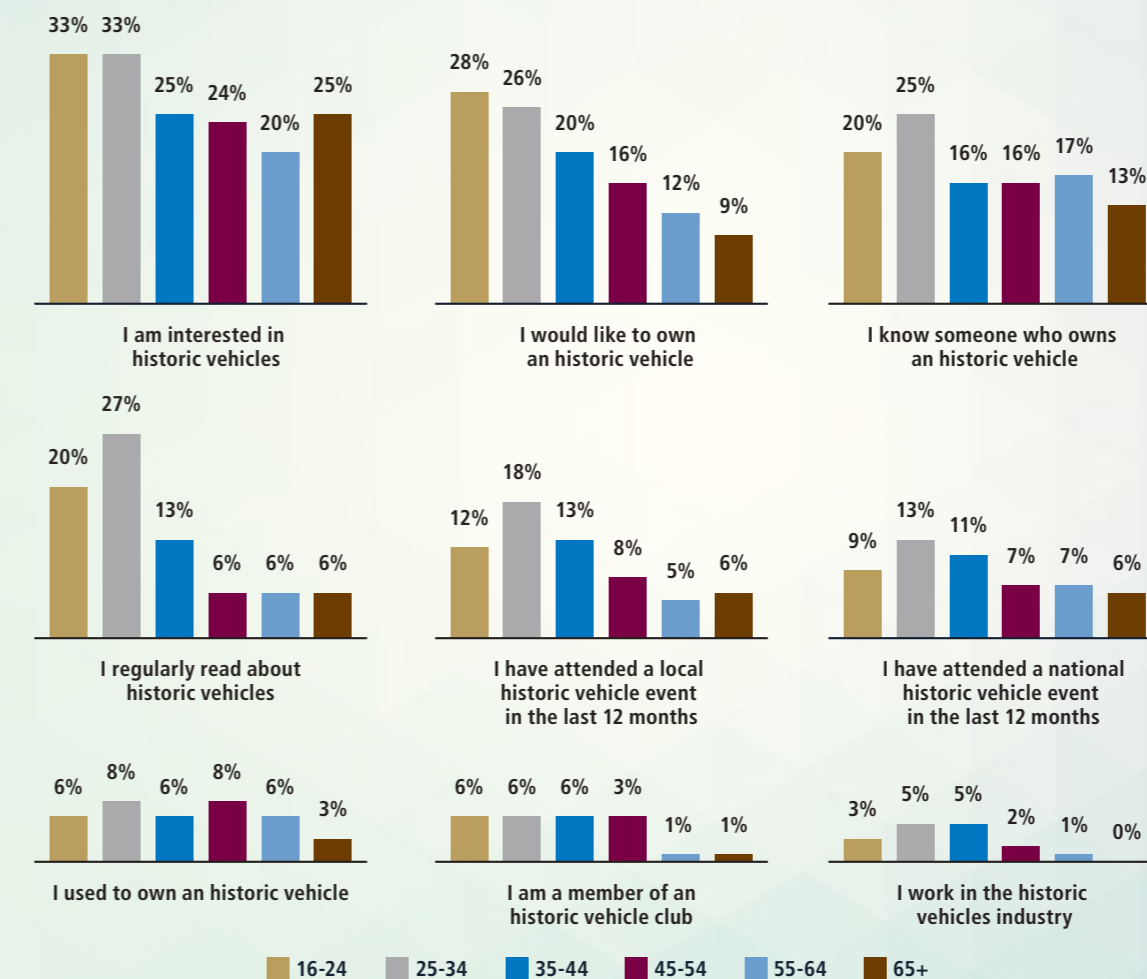
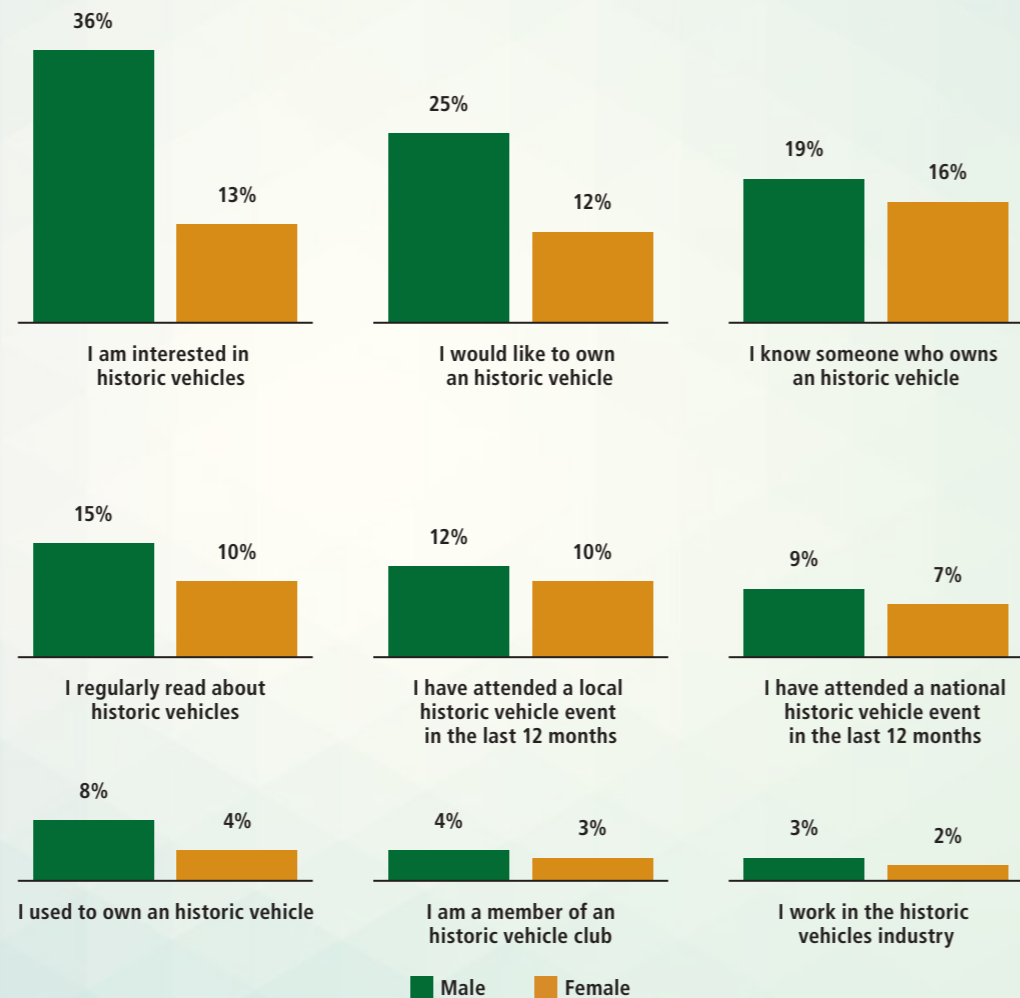


## Older enthusiasts are more likely to believe vehicles should be preserved for people to see in the future





## Under 35s show the most interest in historic vehicles overall





**200**  
apprentices  
currently in training

*More businesses are offering apprenticeships or considering doing so in the future*



# Economic Value

## The economic value of the historic vehicle sector continues to be very important

Category of Spending	2020	2025
Direct Spending	£2,889,000,000	£3,155,372,999
Indirect Spending	£589,000,000	£893,488,622
Vehicle sales	£2,082,000,000	£1,929,523,121
Foreign owner spending	£946,000,000	£890,260,000
UK Trade to UK Trade*	£272,000,000	£378,038,566
<b>Total Annual Spending</b>	<b>£7.2 Billion</b>	<b>£7.3 Billion</b>

\*based on estimate of 2,500 commercial organisations, 120 museums, 100 events

The average amount that owners typically spend on their historic vehicle(s) each year is **£4,567** an increase on the £4,223 that was being spent in 2020. The combined value of all owner spending that is 'directly' attributable to their historic vehicles is around **£3.1 billion** per annum (compared to £2.9 billion in 2020).

The amount of indirect spending has increased since 2020 which is positive – it must be noted that the previous survey took place in the height of COVID which will account for some differences.



# £7.3 Billion

## Total Annual Spending

Estimated total value of spending on historic vehicles and activities in the UK economy

# £4,567

## per annum

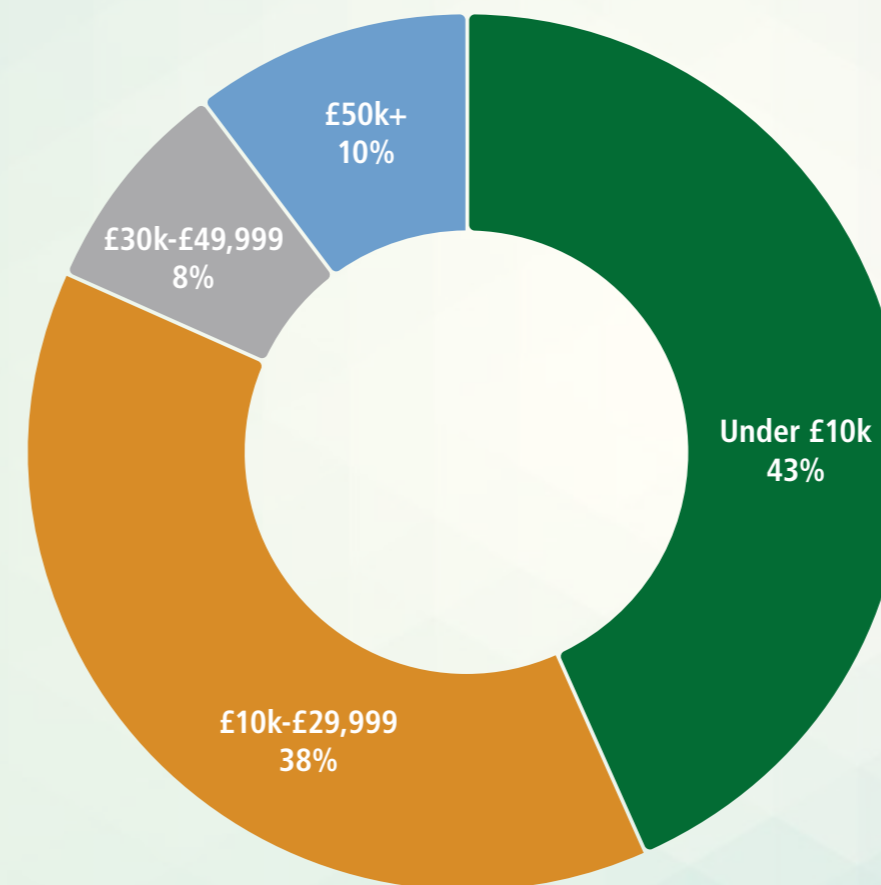
The average amount an historic vehicle owner spends on their historic vehicles

# £890 Million

## inward spending

Estimated foreign spending with UK firms from foreign historic vehicle owners

## The proportion of vehicles with a value of less than £10k is lower than what we have seen previously



What their collections were worth **£834,160,901**

Average direct spend per owner **£4,567**

Average indirect spend per owner **£643**

The estimated value of the UK historic vehicle fleet has grown to approximately **£35.1 billion**, up from £25.8 billion in 2020

**43%** of historic vehicles are now valued under £10,000 – a fall from 51% in 2020 – indicating rising asset values

The hobby remains accessible across income groups: over a third of owners earn less than **£35,000** annually

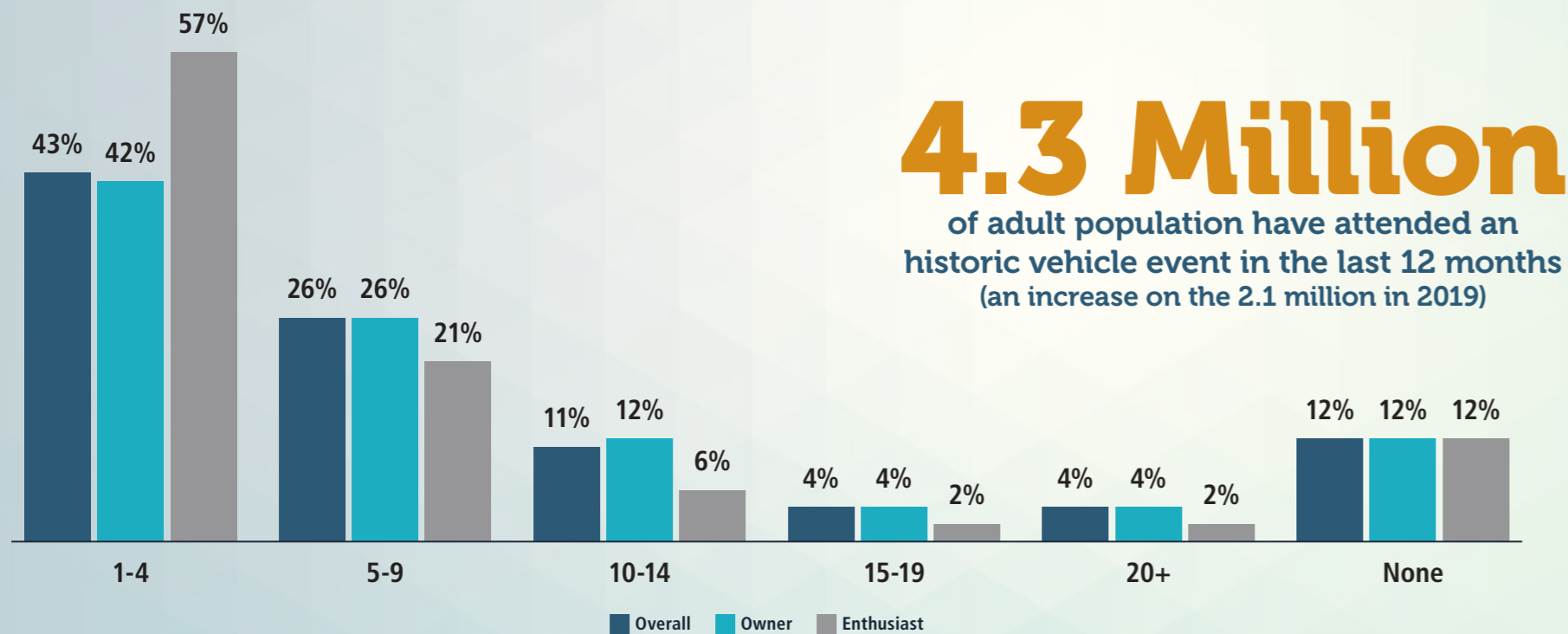
The average owner income has increased marginally to **£45,930** (vs £45,000 in 2020), above the UK average salary.



# *Activities & Events*

Owners are typically attending more events per year than non-owner enthusiasts, with 20% attending 10 events or more compared to just 10% of enthusiasts

How many organised historic vehicle events did you attend in the 12 months to 31 December 2024?

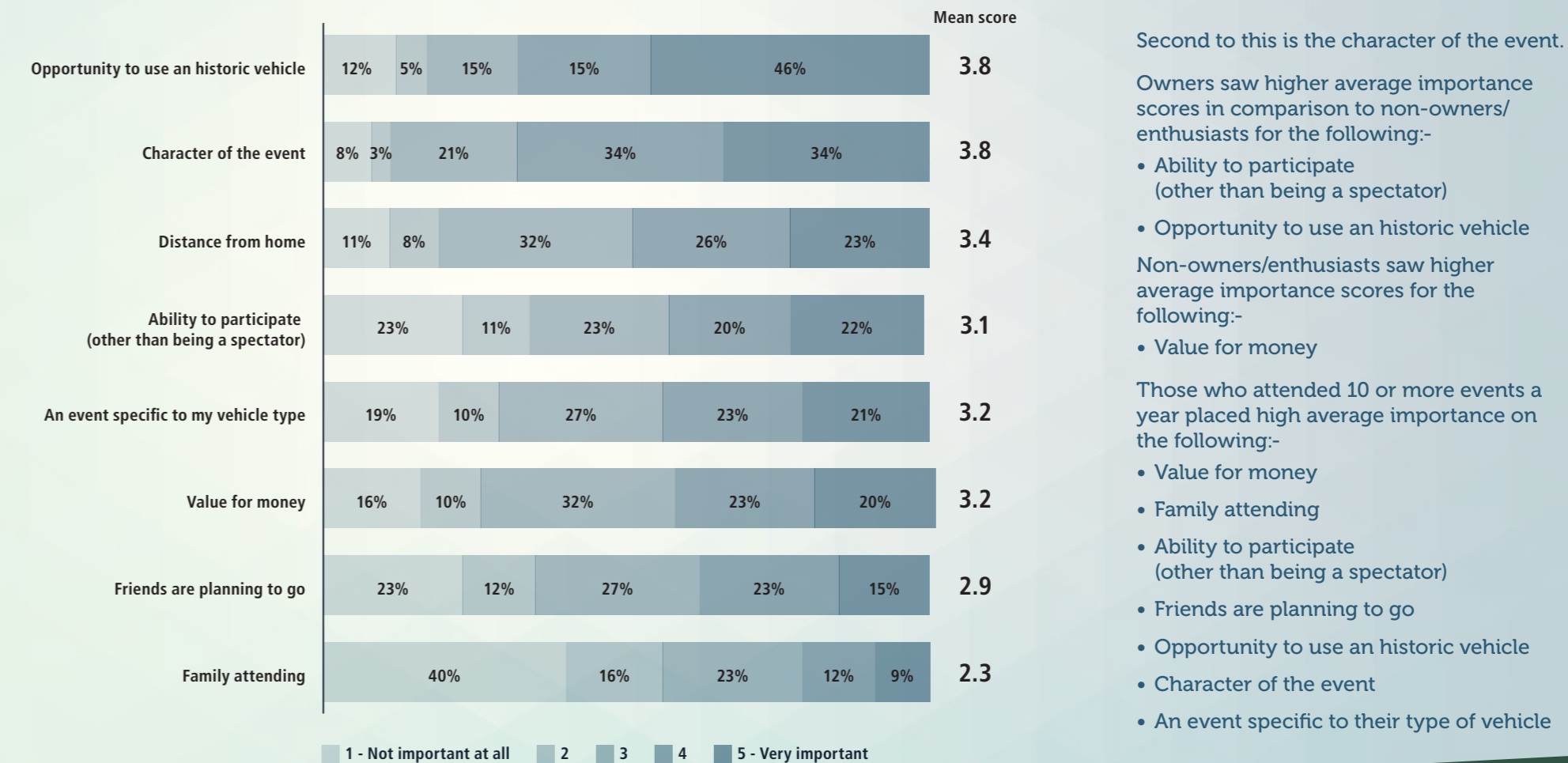


**4.3 Million**

of adult population have attended an historic vehicle event in the last 12 months (an increase on the 2.1 million in 2019)

The opportunity to use an historic vehicle is the key motivating factor for attending an historic vehicle event

How important are each of the following to you when deciding which historic vehicle events to attend?



Second to this is the character of the event.

Owners saw higher average importance scores in comparison to non-owners/enthusiasts for the following:-

- Ability to participate (other than being a spectator)
- Opportunity to use an historic vehicle

Non-owners/enthusiasts saw higher average importance scores for the following:-

- Value for money
- Those who attended 10 or more events a year placed high average importance on the following:-
- Value for money
- Family attending
- Ability to participate (other than being a spectator)
- Friends are planning to go
- Opportunity to use an historic vehicle
- Character of the event
- An event specific to their type of vehicle

Total Sample Size: 16,824 (15,805 owners & 1,019 enthusiasts)

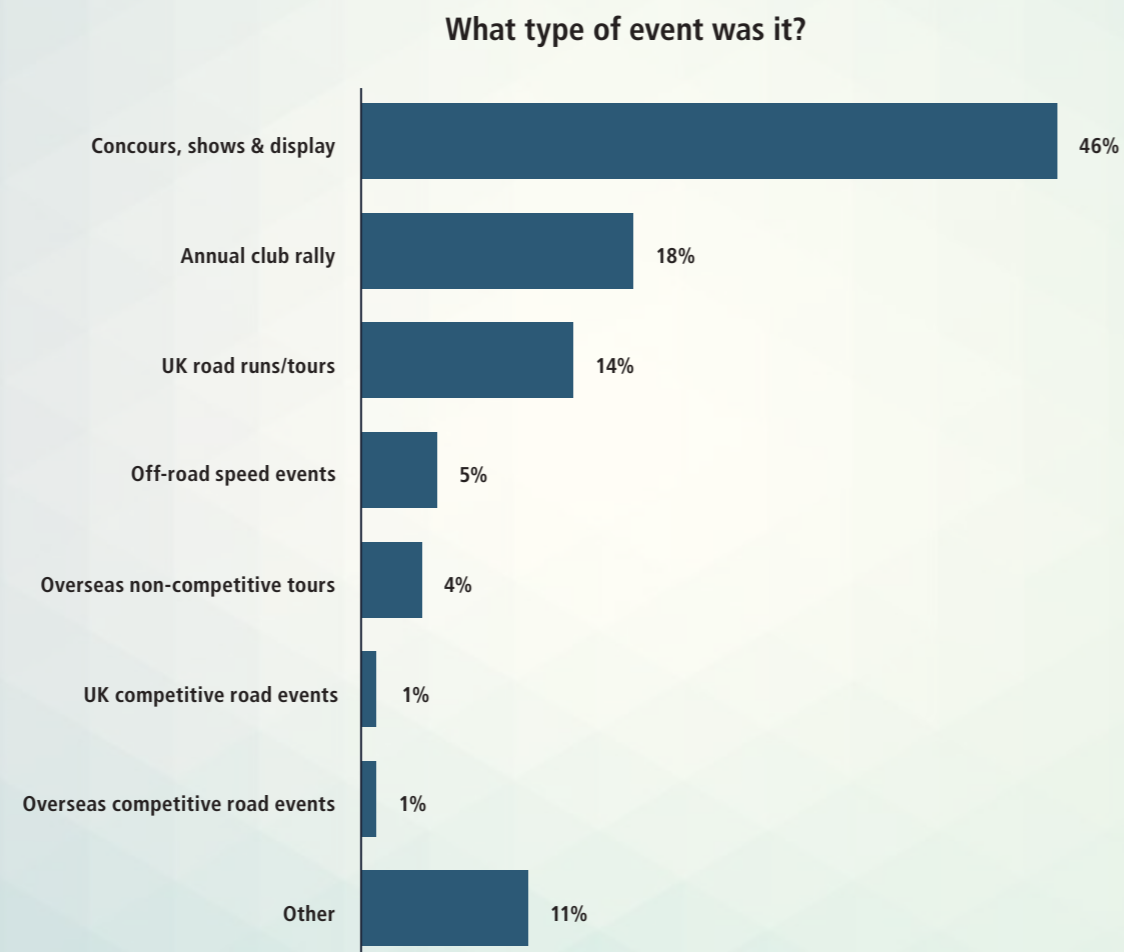
## Concours, shows and displays were the most popular type of event attended

There were again key differences to note between those who owned an historic vehicle and those who did not when it came to the type of events attended (as we have seen previously in terms of preferences).

Owners were significantly more likely to have attended annual club rallies, UK road runs /tours and overseas non-competitive tours.

In contrast non-owners were significantly more likely to have attended concours, shows and displays and off-road speed events.

If people are attending fewer events per year they tend to favour concours, shows and displays; whilst those who attend more events per year are significantly more likely than the average to be attending the other types of events.



Total Sample Size: 16,824 (15,805 owners & 1,019 enthusiasts)

# Methodology & Key Metrics

## Research Objectives

Gain insight on vehicle ownership, vehicle type, values of the vehicles, running costs (direct and indirect), spend on vehicles, number of Historic Vehicles owned, etc.

Give an understanding of the usage dynamics of historic vehicles.

Vehicle usage, frequency of use, other costs associated with ownership, events attended, and events participated in, etc.



## Methodology



**16,824**  
Validated Surveys  
with historic vehicle  
owners & enthusiasts

16,824 surveys were  
included in analysis:  
15,805 owners/1,019 enthusiasts

Conducted between  
February & May 2025



**129**  
Surveys  
with business

95 trade, 22 museums,  
12 specialist events

Conducted between  
February & May 2025



**431**  
Surveys  
with historic  
vehicle clubs

Conducted between  
February & May 2025



**2,559**  
Surveys conducted by  
Kantar Research with a  
representative sample  
of the GB population

The survey asked questions  
that aimed to measure public  
opinions, attitudes and levels of  
interest in historic vehicles.

Conducted in August 2025

## Key Metrics

**16,824**

Number of surveys

**15,805**

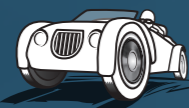
Number of owners

**1,019**

Number of enthusiasts

**32,616**

Number of historic vehicles the sample told us about  
(1.6% of the total historic vehicle market)



**24,397**

Number of historic cars the sample told us about



**5,244**

Number of historic motorcycles the sample told us about

**6,158**

Number of future historic vehicles the sample told us about

**£834,160,901**

What their collections are worth

**£4,567**

Average direct spend per owner

**£643**

Average indirect spend per owner

## Key Trend Comparisons with Previous Surveys

	1997	2006	2011	2016	2020	2025
Number of historic vehicles	Not reported	Not reported	850,000	1,039,950	1,538,927	1,934,178
Number of historic vehicle owners	Not reported	Not reported	Not reported	493,000	683,967	690,777
Average historic vehicle owner spend (per annum)	Not reported	Not reported	£2,900	£3,400	£4,223	£4,567
People in employment (historic vehicle activity)	25,000	27,000	28,000	34,900	34,113	34,500
Mileage (average per annum in historic vehicles)	516 miles	350 miles	288 miles	1,124 miles	1,200 miles	837 miles
Historic vehicle values	Not reported	67% under £10k	70% under £10k	53% under £10k	51% under £10k	43% under £10k
Total historic vehicle value	Not reported	Not reported	Not reported	£17.8bn	£25.8bn	£35.1bn
Historic vehicle owner household income (per annum)	Not reported	30% under £20k	30% under £25k	£43,200	£45,000	£45,930
Business growth expectation (% historic traders expect their businesses to grow)	Not reported	Not reported	52%	54%	29%	27%



# *Conclusions & Recommendations*

## Conclusions

There are many individual headline conclusions that stand out both in terms of absolute numbers and trends in this detailed and up-to-date report. There is the staggering contribution (£7.3 billion) that spending on historic vehicles makes to this country's economic prosperity which has remained stable (2020 £.7.2 billion), notwithstanding challenging economic circumstances. The report documents ever-increasing numbers of people from every type of income background who have taken the plunge into ownership and the numbers who would like to, demonstrating to us that the movement remains healthy and expanding.

However, we consider the standout figure is the simply huge number of people (22.7m) who regard historic vehicles as part of the heritage fabric of this country. Equally impressive is the proportion of young people in that standout figure who appreciate their importance and support their continued use on the roads without modification. This is significant when it must be conceded that the report's findings confirm that ownership continues to be dominated by the older generation.

Also encouraging is the big increase in attendances at historic vehicle events, the current figure being a 100% increase over the numbers recorded in the 2020 report. We note

that this increase comes despite the cancellation of a number of larger events for a variety of reasons including financial and regulatory risk.

From an environmental perspective, the report demonstrates that notwithstanding the healthy increase in the number of historic vehicles compared to previous years, usage is down in comparison with earlier surveys, with the historic vehicle community contributing only 0.2% of total road mileage. With the majority of journeys being short and relatively few in number, we conclude that they are not being used for commuting or normal use, thereby justifying the exemptions and benefits they receive.

As the federation which represents over 500 historic vehicle clubs, we are obviously delighted that the report confirms that owners so value the benefit that their club brings to enjoyment of their vehicles, that over 88% belong to one. This is a tremendous vote of confidence in the mainly volunteer officials who give up their time to sustaining this obviously universally valued part of Britain's heritage.



## Recommendations

We are delighted at the continued growth and health of the historic vehicle movement and consider it encouraging that the survey demonstrates that under-35s are showing the most interest in historic vehicles, and note their enthusiastic participation in the movement. However, we recognise there is action that needs to be taken to improve diversity in ownership. Owners are becoming older when ideally the trend should be towards the younger. In future we must encourage female enthusiasts to complete the survey in their own right as many undertake key roles in clubs and the movement but this is not reflected in the results. Similarly, ethnic communities need to record their enthusiasm.

For the first time ever the report has quantified the significance of the 'Youngtimer' vehicle with 29% of historic vehicle owners also owning a Youngtimer and 53% of enthusiasts for historic vehicles also owning a Youngtimer. Youngtimers are increasingly recognised globally and are defined as vehicles more than 20 years old. This news suggests we should promote the opportunity to recognise these vehicles and their owners and the Federation will be implementing an appropriate category of membership in the coming weeks.

Age is also a factor in relation to those who have the expertise to repair and maintain historic vehicles. The survey shows positive

trends in recruitment and training of the apprentices of the future, but we recommend businesses to invest more in what will be crucial to their continued success.

The report conclusively demonstrates that the historic vehicle movement is flourishing in economic, heritage and people terms and clearly bucking some trends in terms of individual spend. However, we do not take the continued favourable picture for granted and though not seeking for any direct funding or assistance, we encourage government to recognise its part in creating the conditions to sustain this success for the future. In particular, we recommend it maintains and improves support for apprenticeships and listens seriously when we raise issues which we consider are economic, legislative or technical barriers to the continued success of the historic vehicle movement and the ability to use these heritage vehicles on tomorrow's roads.

*David Whale*



David Whale  
Chairman, FBHVC



We offer our thanks to the following for kindly providing photographs used in this report:  
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