

Classic 1969 Volvo P1800s

PRL 500G

Sale document – further information



Prepared by Simon Walker

28th August 2002

E&OE

This is a truthful account of the current condition of the car, to the best of my knowledge, but I will not be held liable by any info in this document, the car will be sold as seen. This is not meant as a legally binding document. It is only to assist in the decision as to whether you are truly interested in this vehicle.

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1.0 Introduction

I am now looking to sell my Volvo 1800s, which I have had the pleasure of owning for the past seven months. I purchased it on 2nd Feb 2002.

There is a lot about this car that I would like to let you know, before you come along and have a viewing or test drive.

In mind of being as totally honest and up front about the car, this document aims to highlight all the detail that might be of interest to you. So that you don't have any surprises and your expectations are set before you see it.

1.1 Reason for sale

Without going into too much detail – company car forces sale. Owning a classic car is a luxury, so unfortunately I'm therefore forced to sell it.

2.0 The Car

1969 Volvo P1800s 2dr Coupe.

This is a very reliable and dependable car. It has always started, it is mechanically sound and runs well, both around town and on motorways. The overall condition is tidy & solid. I have had it garaged since ownership, as did my predecessor.

This car is unique in the fact it looks very 'Saintly' as it is not dissimilar in appearance to that driven by Roger Moore in the '60s TV series 'The Saint'. It is definitely a head-turner. (see pictures of my car on last page for comparison)

(These Saint pictures sourced from <http://www.volvoclub.org.uk/main.htm>)



I have registered the car with Volvo Owners Club and a picture of it is to be used on the cover of their Technical Magazine.

2.1 The Facts

General

- First registered 10th January 1969
- 7 owners (inclusive)
- UK market - right hand drive
- Tax exempt
- **MOT ('til mid Jan 2003)** – It passed easily for its current Mot, with no work needed & no reason why it won't pass it's 2003 MOT easily.
- White body colour
- Red leather interior
- 2.0L (1986cc) engine
- 4 speed manual gear box with 5th gear overdrive
- Stainless steel exhaust
- Approx 115,000 miles (estimate)

Specific

- B20B engine type (engine no. 181)
- Twin SU carbs.
- M41 type gearbox
- Produced between Aug 1968 and Aug 1969
- Only 1,693 of this type ('S' = Aug 1968 and Aug 1969) produced
- This car was about 458th in line
- Built in Sweden, although many UK sourced components
- Chassis no 28759

2.2 Positives

Obviously this car is now over 33 years old, and like any other classic, there are good and bad points about the condition of the car. I am not going to hide the condition of the car, so to set your expectations, I list below all the good points about the car, and highlight all the bad points that I am currently aware of:-

- | | |
|---|---------------|
| ▪ Mechanically very sound* | - |
| ▪ Body recently treated with rust prevention – Waxoyl | Feb 2002 |
| ▪ Recent re-spray (not bare metal) | during 2001 |
| ▪ Under-sealed | during 2001 |
| ▪ Leather in very good condition* | - |
| ▪ Seats in good condition* | - |
| ▪ Tyres in very good condition | - |
| ▪ New carpets fitted | during 2001 |
| ▪ New leather dash covering | during 2001 |
| ▪ Gearbox very good condition* | - |
| ▪ Clutch very good condition* | - |
| ▪ New battery | Mar 2002 |
| ▪ Re-conditioned brakes | Feb 2002 |
| ▪ Major service | Feb 2002 |
| ▪ Bumpers recently re-chromed | during 2001 |
| ▪ £1000s spent over past couple of years | during 2001/2 |
| ▪ Runs well on Lead Replacement Petrol | - |
| ▪ Original handbook and full Volvo parts catalogue | - |

2.3 Negatives

- There is a little oil leak at the front of the engine. A gasket and seal were replaced in June 2002. So there must now be another seal that needs replacing. This leak isn't giving me any reason for concern, as oil level & pressure stays constant.
- Engine is a little fumey and smokey.
- Rust evident in usual places – but body has been protected and rust treated (previous owner).
- A few minor tears and sun fading to rear interior panels – cheap and easy to replace.
- Oil temp gauge disconnected – not important gauge and expensive to connect*.

2.4 History

I have now got 2 lever arch files worth of detail, which is largely receipts and detail from myself & the owner before me. There are a few gaps in the early ownership. Below I have included what I know.

Owner	Start Date of Ownership	Name	Location
8	Jul-02	-	-
7	Feb-02	Mr Simon Walker	Aylesbury/London
6	Jan-01	Mr Luke Hudson	Ringwood/London
5	?	Mr Arthur Nelson V K Vale	Blandford
4	?	Mr Peter James Vale	Liphook
3	?	Mr ?	Isle of White ?
2	?	Mr M Perkins ?	Hayling Island ?
1	Jan-69	Mr ?	Isle of White ?

Mileage	Date recorded	Desc	Owner
100,000	?	<i>assumes mileage been around the clock once</i>	
+ 928	May-89	Earliest recorded mileage	Perkins
+ 2273	Dec-91		Perkins
+ 2755	Sep-92		?
+ 3160	Apr-95		?
+ 8582	Jan-01		Nelson
+ 8814	Jul-01		Hudson
+ 10049	Jan-02		Hudson
+ 10412	Feb-02	Mileage upon my purchase	Hudson
+ 11500	tbc	Mileage upon sale	Walker

? question mark indicates unsure, best guess made on info available.

2.5 Work done

I have detail & receipts of all the work I have had done on file. I had the car thoroughly checked in Feb when I bought it. I am not mechanically apt, so everything has been done by a garage based near Chiswick, who specialise in classic Volvos, particularly Amazons & 1800s.

Volvo Owners Club recommends this garage and a feature article was written in one of their magazines. So they were the best people to work on the car, the previous owner used this garage as well.

Parts are surprisingly easy to source from a number of suppliers, including direct from Sweden. Parts are therefore relatively inexpensive.

** All the points that I have asterisked above (*) are comments and opinions I have received from these mechanics. All my knowledge & opinions are based on what I have been told by these specialists. The owner of the garage said to me that I have "a good old car"*

3.0 My Usage

I haven't had the time to drive the car as much as I would of hoped. I have used it to go to the south coast a couple of times, and to drive home to my parents to visit my family and friends.

It has been driven on all types of road and in the time I have had it, I have only driven it in the dry and garaged when the weather is wet.

4.0 Contact Details

The car is still registered at my parents, as that is where I first kept the car garaged, and it is my permanent address. This is near Aylesbury in Buckinghamshire.

The car is now kept in Beckenham (BR3), Kent (south-east London, nr. Crystal Palace) where I am currently living.

If you are keen to see the car, please give me a call on my mobile, 07786 152775 or on 020 8663 1955. or e-mail me at simondavidwalker@hotmail.com

5.0 Asking Price

Bearing in mind I realise there is a little work to be done on this car to bring it back to all its glory, such as the oil leak and at some stage the rust may need looking at again. The car is in good condition and is a very usable classic. My asking price is a negotiable:-

£3,000.00 ono

I do also have a number of items that could also be of interest:-

6.0 Negotiable Items

<i>Item</i>	<i>Cost New</i>
Disc-lock	£99.00
All weather car cover	£70.00
Aluminium Number Plates	£31.00
Haynes Manual	£12.00
Can (1/2 gallon) of Castrol Classic Oil	£11.00
New air filter insert	£11.00

7.0 Recent Pictures (March 2002)



