

# 1968 Volvo 1800S

2dr Coupe . 4-cyl. 1778cc/115hp 2x1bbl SU

#1 Concours condition

**\$88,200**

0%

#2 Excellent condition

**\$55,600**

+18%

#3 Good condition

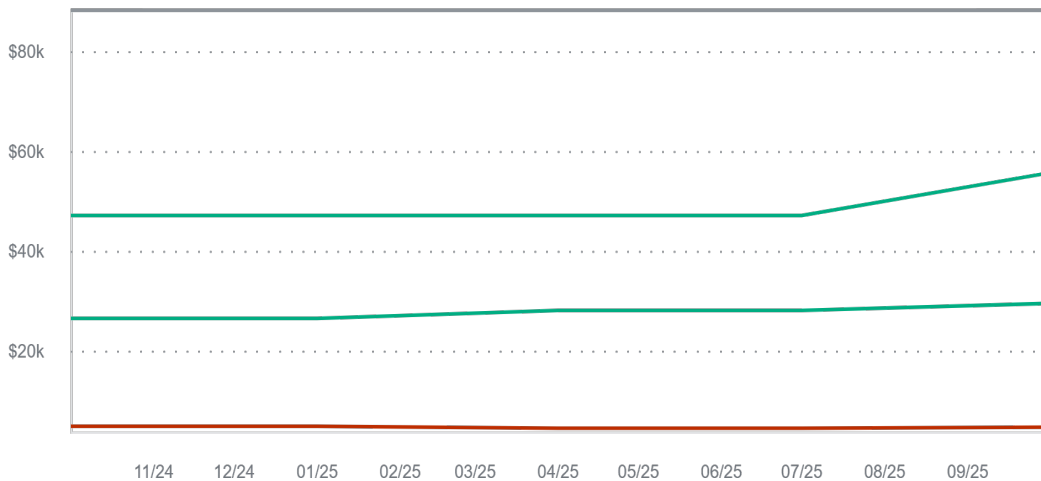
**\$29,500\***

+11.3%

#4 Fair condition

**\$4,700**

-4.1%



NOTE: The chart displays price changes for the last year.

## Value adjustments

**+15%**  
for a/c.

**-\$3000**  
for no hard top.

## Model description

Volvo was best known for making sturdy but somewhat stodgy sedans in the mold of the PV544 and the 122 Amazon. In the 1950s, they flirted with a sports car with the fiberglass P1900, but quality was miserable as were the driving dynamics of the car. Volvo took another stab at a sporty car with the P1800 of 1961.

Design of the car was until very recently attributed to Frua of Italy, but in reality, it was a family affair, done primarily by a then-young Pelle Petterson, the son of 544 designer Helmer Petterson. The car at least looked Italian, very much a product of the 1950s rather than the 1960s with neat tail fins and a short greenhouse with a tall beltline. Early cars were assembled by Jensen in West Bromwich, England.

Quality of the Jensen-built cars was, however, not up to Volvo's standards (and the cars were notoriously rust-prone) so production was shifted to Volvo's Gothenburg plant in Sweden in 1963 and the model name transitioned from P1800 to 1800S. A few years later, in 1969, the original 1.8-liter B18 engine was replaced with the 2.0-liter B20 for an added 18 hp. Both engines came with dual, English-made SU carburetors.

\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)<sup>®</sup> on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

In 1970, the 1800E came with a host of changes including a new (and slightly less charming) instrument panel and Bosch fuel injection. The change was good for another 12 or so horsepower and improved drivability.

The last major variant was the 1800ES, a two-door wagon with a glass tailgate. Nearly as lovely as the coupe, it remains one of the most successful variations on the sports wagon theme.

Today, parts support for the 1800s remains quite good (with trim items for the early cars being an exception), and several specialists are available to take good care of owners. And while the B18 and B20 engines are nearly unburstable, bodies rust with alacrity, which means it is usually more cost effective and gratifying to pay a premium for a nice example than to buy a project with the aim of bringing it up to snuff.

**Body styles**

2dr Coupe

**Engine types**

4-cyl. 1778cc/115hp 2x1bbl SU

**1961-1973 Volvo P1800 / 1800S / 1800E / 1800ES stats**

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$115,000</b>	<b>\$915</b>	<b>\$15,487</b>	<b>635</b>

**Vehicle's condition classification**

**#1. Concours**

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

**#2. Excellent**

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

**#3. Good**

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

**#4. Fair**

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.