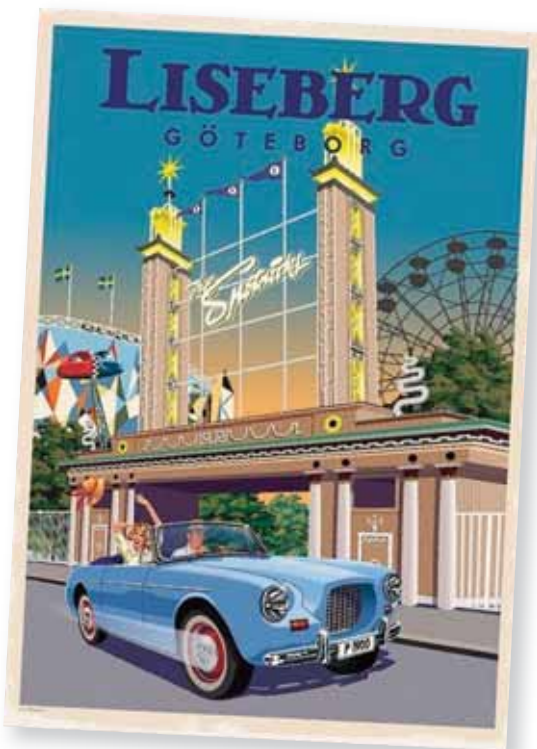




Welcome to the UK's first Volvo

P1900 Sport



with the vendor and secondly in December 2022 when a car came up for sale around Christmas in Belgium and I couldn't get out there 'till early January by which time the car had sold. So it was a question of could I be third time lucky? I emailed immediately and arranged a virtual viewing the very next day, once seen and shown around the car the sale was agreed. The car I have bought is in fact the car I missed in December 2022 when it was white, the new owners had done a light restoration and painted the car back to its original colour of Duck Egg Blue and it looks superb in that colour. It was described as almost concours and having now seen it I can agree with that assessment.

I have not imported a car from Europe since Brexit so engaged E. M. Rogers of Northampton to do the transport and importation work for me which made the whole process very easy and stress free, they collected the car and sorted out the NOVA (Notification of Vehicle Arrival) form with HMRC and handled the payment of VAT which is 5% on these older cars. You then receive a letter from HMRC confirming duties have been paid and you can then

register the car with the DVLA. All you need is the registration document from the country you are bringing the car from and a copy of your driving licence which you submit with the form you can download online, plus the £55 registration fee. There are lots of questions on the form about data which you can get from the certificate of conformity but with older cars you can ignore all those.

The car was delivered on 14th February 2024 – once we'd worked out how to open the bonnet to reconnect the battery the car fired up and I drove it to my garage where it now lives with its new-found friends. I'm just now waiting to be issued with a registration document and a sunny day and I'll be out and about – I can't wait.

The P1900 or Volvo Sport was conceived by Assar Gabriellsson who recognised the growing sports car market in the early '50s – at that time Volvo was trying to get into the

As many of you know I'm always on the lookout for rare and interesting Volvo models to bring to the UK to share with you all at shows and allow us to get up close to these rare cars. Cars do pop up on my radar from time to time and usually after too much procrastination I manage to miss them, so when in January I saw a Duck Egg Blue Volvo P1900 Sport for sale on the carandclassic.com website I knew I had to move quickly. I have tried to buy one of these cars twice before, once in 2014 in the Netherlands when I couldn't agree a price





American market with the PV444 and it was thought a sports car might attract people to Volvo showrooms and help sales of the PVs. Fibreglass was also being used for some sports car bodies at the time and Glasspar in California was tasked with producing the bodies for Volvo. The Volvo B14A sports engine with twin SU's was to be the power unit – it was a development from the B14B engine used in the PV444. A new chassis had to be made of tubular steel but the running gear was all Volvo PV444. The prototypes originally had a fixed head but the final production models had a fabric convertible top. The cars were produced in 1956-'57 and ran to chassis number 67 but it looks like 68 were produced as it appears there may be 2 chassis number 20. I have access to a complete list of known owners with chassis numbers and it looks like 50 survive – this by any accounts is a high survival rate for a car that is over 60 years old. The car sadly was

not up to the Volvo quality standards and so production ceased prematurely but the need for a sports car did not go away and this led to the development of the P1800 so some good came out of the P1900's demise. This does mean though that the P1900 is Volvo's rarest production model. Volvo fans would wait a further 40 years for the next rag top to be produced, the C70 in 1996.

The P1900 I have is chassis number 65 and is back in its original colour of Duck Egg Blue with red leather seats. I have an incomplete history file but the car was first registered in July 1957 in California and the first owner is believed to be Johnny Weismuller the Olympic swimmer and Tarzan actor. I have the name of one subsequent

Californian owner then the car appears to have gone to North Carolina in the mid '70s where I have two more owners before finally ending up with a Volvo dealer in Wilmington, North Carolina in 1984 where it was a showroom display car for 10 years. In 1994 it moved to Pennsylvania and that owner sold it to Guy Vermant in 1997 when the car went to live in Belgium. Guy sold the car in December 2022 (the one I missed) and its new owner has refurbished the car and returned it to its original blue colour and has sold it on to me.

The first thing I'm going to do with the car is to find a period radio as the radio blanking plate is not the original and the replacement one whilst lovingly made is nothing like the original. Other than that the car is in excellent condition.

Andrew Anderson

