

1969 Porsche 912

2dr Coupe • 4-cyl. 1582cc/90hp 2x2bbl

#1 Concours condition

\$108,000

↗ +2.9%

#2 Excellent condition

\$82,000

↗ +3.8%

#3 Good condition

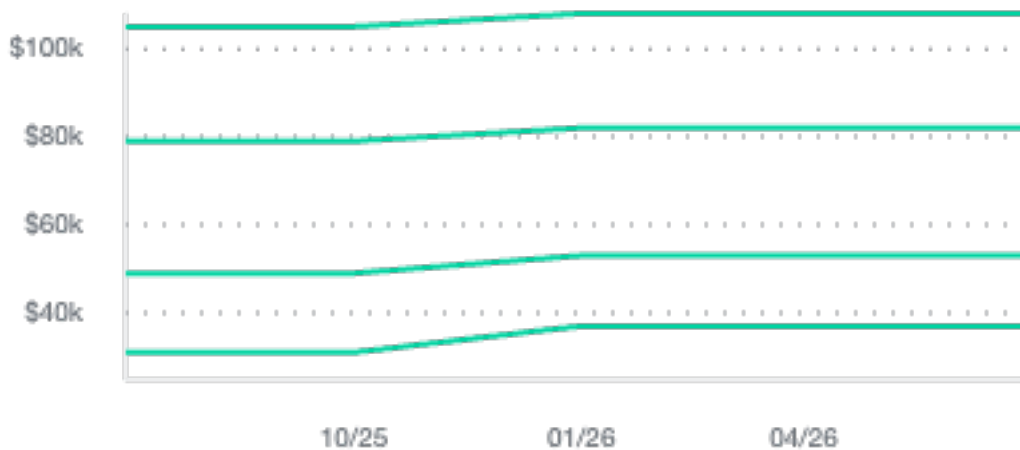
\$53,000*

↗ +8.2%

#4 Fair condition

\$37,000

↗ +19.4%



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

Value adjustments

+10%
for 5-speed

Model description

Today, all but true Porsche enthusiasts may have forgotten that the Butzi Porsche-styled 901 (aka, 911) had a four-cylinder twin for the first five years of production. Introduced in 1965 as a replacement for the venerable old 356, the new four-cylinder Porsche brought the 911's new design across the entire product line. A 912 is essentially a 911 body paired with a pushrod four-cylinder, which was actually a slightly detuned variant of the 356SC motor. While the 912 did weigh 133 pounds more than the old 356C, the new body was more aerodynamic and a five-speed gearbox, a \$75 option for the 912, aided performance. Upon its introduction the 912 sold for \$4,700, and it outsold the 911 by a margin of two to one. Porsche's 100,000th car was actually a 912, and it was a Targa outfitted for a German police department.

Outside of the engine compartment, only badging and interior fitments distinguished the 912 from the 911, with true base cars having a plastic steering wheel rim and a three-dial dash as opposed to the 911's five-dial unit. A four-speed all-synchromesh transmission was standard with a five-speed optional. Most of the other usual 911 options were available including special order paints, a sunroof, and the unique soft rear window Targa top. For 1969, like the 911, the 912 rode on a stretched wheelbase with flared fenders and redesigned gauges. 1969 would prove to be the final model year for the 912. The 911 range expanded and a wider cost gap included the range-topping 911S, the mid-level 911E and the base 911T. By 1970, Porsche sought to carve out an entry-level market for itself with the Volkswagen-produced 914.

In 1976, though, with the demise of the 914 and with the new, water-cooled, front-engined 924 not quite ready for public consumption, Porsche resuscitated the 912 (called the 912E) for one year only. The 912E utilized the 2.0-liter VW Type IV motor that had previously seen service in the 914, and it was only available in the American market. For decades, the 912 would languish in the 911's shadow, namely for having two fewer cylinders. Adding insult to injury, the 912's ensuing affordability placed them in the hands of unsympathetic owners who subjected the cars to all manner of thoughtless "improvements" and "updates." Today, as long-hood 911 and 356 prices have increased, so too has interest in 912s, and the cars are now treated with much more regard than they were even just a few short years ago.

Enthusiasts now recognize that despite a less potent motor, the 912 nevertheless offers all of the quality and styling one would expect from a 1960s 911, but with easier maintenance as well as better balance and weight distribution. Because it's still all Porsche, though, 912s aren't any less expensive to maintain or restore than a 356 or 911, so it is best to stick with the best examples.

Body styles

2dr Coupe

2dr Targa

Engine types

4-cyl. 1582cc/90hp 2x2bbl

1966-1969 Porsche 912 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$134,400	\$357	\$42,170	189

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.

*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)® 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.