

1964 Porsche 356C 1600 C

2dr Coupe . 4-cyl. 1582cc/75hp 2x2bbl

#1 Concours condition

\$168,000

↗ +171.8%

#2 Excellent condition

\$125,000

↗ +182.2%

#3 Good condition

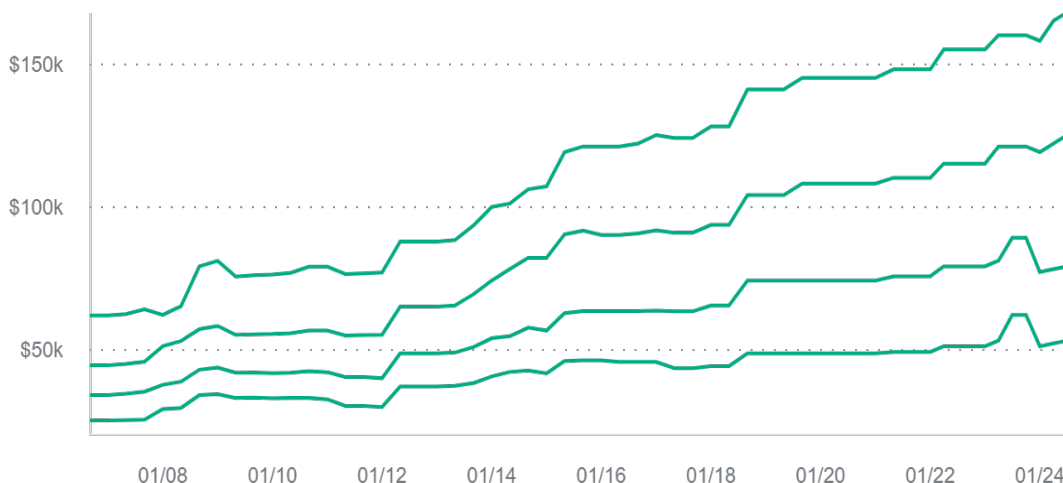
\$79,000*

↗ +133%

#4 Fair condition

\$53,000

↗ +112%



Value adjustments

+5%
for sunroof on cpes.

+\$7,000
for hard top on
cabs.

Model description

Known internally as the T6 and designed by Erwin Komenda, the Porsche 356C came out for the 1964 model year. External changes were minimal in typical Porsche fashion, but with the 356C a Porsche finally had disc brakes front and rear.

The range of available engines for the Porsche 356C was reduced to three, as the 60hp engine from the 356B was discontinued. The 75hp engine from the old 1600 Super therefore became the base engine, while the final and most powerful version of Porsche's complex Carrera four-cam engine made a full 130hp in the 2000GS.

The Porsche 356C was the final Porsche model to debut before the completely new 911. It therefore mainly featured mechanical rather than aesthetic improvements. The 1964 and 1965 cars culminated with the pushrod-operated SC engine and the complex quad-cam Carrera 2 unit. This model also served as development for Porsche into the widespread use of all-round disc brakes and much work was undertaken to improve the tail heavy bias of earlier cars with the addition of larger anti-roll bars and a steering damper.

As with any Porsche 356 purchase, body and chassis condition are major considerations. The Karmann-bodied 356C is prone to structural corrosion and restoration costs are expensive. Fortunately, parts availability is fairly good and there is a large community built around these cars.

The 356C represents the final and most developed version of the model that made Porsche's reputation on roads and race tracks throughout the 1950s. It was a far cry from the handful of basic sports cars made in a small village in postwar Austria. Porsche had grown exponentially and gained an enviable reputation all over the world for building high quality, fun and quick sports cars. It was almost all thanks to the 356, and the 356C was a worthy send-off.

*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.

Body styles

2dr Cabriolet

2dr Coupe

Engine types

4-cyl. 1582cc/75hp 2x2bbl

1963-1965 Porsche 356 C stats

Highest sale

\$1,760,000

Lowest sale

\$4,429

Most recent sale

\$70,350

Sales

454**Equipment****Additional Info**

Shipping Weight: 1980 lbs

Vehicle Length: 158 in

Wheelbase - Inches: 82.7 in

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.