

1968 Volkswagen Beetle

2dr Sedan . 4-cyl. 1493cc/53hp 1bbl

#1 Concours condition

\$55,600

↘ -7.9%

#2 Excellent condition

\$28,500

↘ -7.8%

#3 Good condition

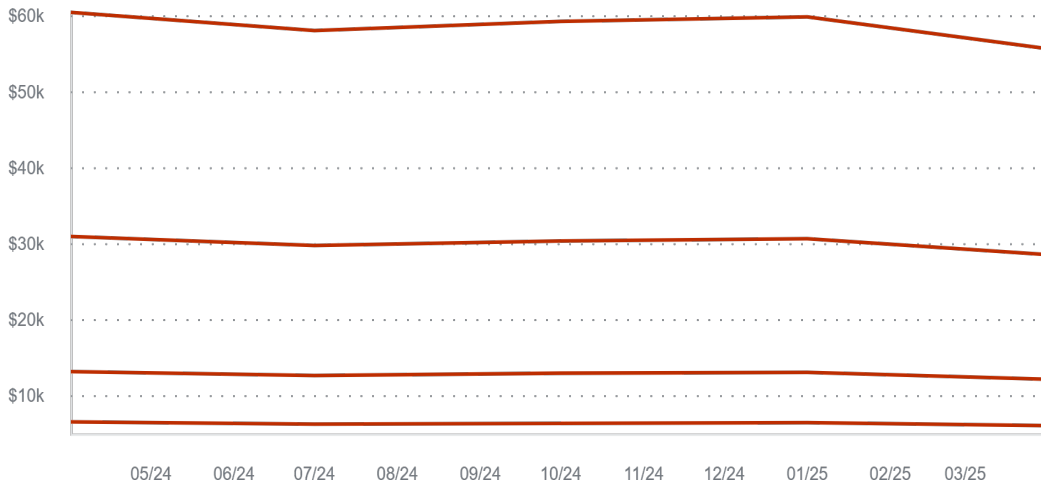
\$12,100*

↘ -7.6%

#4 Fair condition

\$6,000

↘ -7.7%



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

Model description

The Volkswagen Beetle received a major facelift in 1968, with vertical sealed beam headlights, bigger and higher bumpers, and both 1300 and 1500 models, with 50 bhp 1285cc engine and 53 bhp 1493cc unit. Taillights grew larger with reversing lights, push-button door handles were introduced and the fuel filler was finally moved to the fender from under the hood.

A collapsible steering column was introduced with integrated ignition switch, and there was a cowl fresh air vent. The Autostick semi-automatic transmission was introduced. Electrics were now all 12 volts, dash knobs were soft plastic.

U.S. sales jumped to 399,674 units, with 9595 Cabriolets. Heinz Nordhoff, who had masterminded VW's development died at 69. U.S. imports were projected to reach one million units soon with more than half VWs and the dealer roster rose to 1,064. Prices rose slightly with the 1968 Beetle Deluxe Sedan at \$1699, the Sunroof Sedan at \$1789 and the Cabriolet at \$2099.

Body styles

2dr Convertible

2dr Sedan

Engine types

4-cyl. 1493cc/53hp 1bbl

*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.

1968-1979 Volkswagen Beetle stats

Highest sale	Lowest sale	Most recent sale	Sales
\$112,750	\$371	\$17,062	2272

Equipment

Additional Info

Vehicle Length: 158.7 in

Wheelbase - Inches: 94.5 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.