

HAGERTY VEHICLE VALUATION REPORT

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1969 Porsche 912

2dr Coupe 4-cyl. 1582cc/90hp 2x2bbl

\$30,000 Avg Value*

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Hagerty Valuation Tools® uses vehicle values from our own independently published [Hagerty Price Guide](#), a respected and definitive resource for post-war cars and trucks. To determine this value, Hagerty analyzes sources including auctions, dealer sales and peer-to-peer sales. We also note condition, history, optional equipment, quality of restoration, degree of documentation, and sales venue, just to name a few.

Also incorporated into vehicle values are inventory, demand, recent trends of similar vehicles, movement within related market segments, and general directions of the vehicle market overall.

This report is an up-to-date and accurate representation of data currently available for the vehicle(s) requested.

**Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty Insurance 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 Hagerty Insurance policy, please call us at 877-922-9701.*

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MODEL OVERVIEW

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

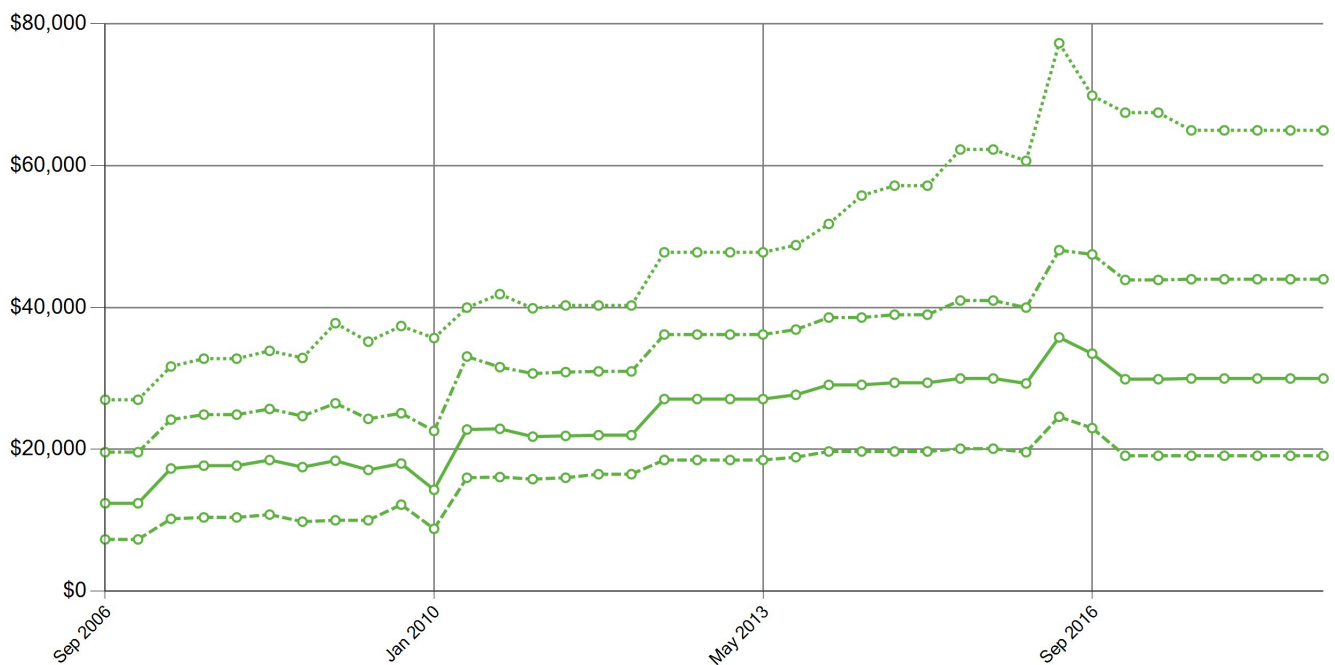
SPECIFICATIONS:

Curb Weight: not available
Length: not available
Wheelbase: not available

ENGINES:

4-cyl. 1582cc/90hp 2x2bbl

CURRENT & HISTORICAL VALUES



Prices assumes that no major modifications to the vehicle are present.

#1 Concours \$65,000

Condition #1 vehicles are the best in the world. The visual image is of 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. The one word description for #1 vehicles is "concours."

#2 Excellent \$44,000

#2 vehicles could win a local or regional show. They can 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 not seen by the general public. The paint, chrome, glass and finishes will all appear as excellent. No excessive smoke will be seen on startup, no unusual noises will emanate from the engine. The vehicle will drive as a new vehicle of its era would. The one word description for #2 vehicles is "excellent."

#3 Good \$30,000

#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 a fresh paint job or a new, correct interior where applicable. #3 vehicles drive and run well, but might have some incorrect parts. These vehicles are not used for daily transportation but are ready for a long tour without excuses, and the casual passerby will not find any visual flaws. "Good" is the one word description of a #3 vehicle.

#4 Fair \$19,100

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting or scratches, the windshield might be chipped. Paintwork is imperfect, and perhaps the body has a minor dent. Split seams or a cracked dash, where applicable, might be present. No major parts are missing, but the wheels could differ from the originals, or other non-stock additions might be present. A #4 vehicle can also be a deteriorated restoration. "Fair" is the one word that describes a #4 vehicle.

CURRENT & HISTORICAL VALUES

Date	Fair	Good	Excellent	Concours	Notes/Buzz
Jan 2019	\$19,100	\$30,000	\$44,000	\$65,000	+10% for 5-spd. -10% for glass rear window on Targa.
Sep 2018	\$19,100	\$30,000	\$44,000	\$65,000	
May 2018	\$19,100	\$30,000	\$44,000	\$65,000	
Jan 2018	\$19,100	\$30,000	\$44,000	\$65,000	
Sep 2017	\$19,100	\$30,000	\$44,000	\$65,000	
May 2017	\$19,100	\$29,900	\$43,900	\$67,500	
Jan 2017	\$19,100	\$29,900	\$43,900	\$67,500	
Sep 2016	\$23,000	\$33,500	\$47,500	\$69,900	
May 2016	\$24,600	\$35,800	\$48,100	\$77,300	
Jan 2016	\$19,600	\$29,300	\$40,000	\$60,700	
Sep 2015	\$20,100	\$30,000	\$41,000	\$62,300	
May 2015	\$20,100	\$30,000	\$41,000	\$62,300	
Jan 2015	\$19,700	\$29,400	\$39,000	\$57,200	
Sep 2014	\$19,700	\$29,400	\$39,000	\$57,200	
May 2014	\$19,700	\$29,100	\$38,600	\$55,800	
Jan 2014	\$19,700	\$29,100	\$38,600	\$51,800	
Sep 2013	\$18,900	\$27,700	\$36,900	\$48,800	
May 2013	\$18,500	\$27,100	\$36,200	\$47,800	
Jan 2013	\$18,500	\$27,100	\$36,200	\$47,800	
Sep 2012	\$18,500	\$27,100	\$36,200	\$47,800	
May 2012	\$18,500	\$27,100	\$36,200	\$47,800	
Jan 2012	\$16,500	\$22,000	\$31,000	\$40,300	
Sep 2011	\$16,500	\$22,000	\$31,000	\$40,300	
May 2011	\$16,000	\$21,900	\$30,900	\$40,300	
Jan 2011	\$15,800	\$21,800	\$30,700	\$39,900	
Sep 2010	\$16,100	\$22,900	\$31,600	\$41,900	
May 2010	\$16,000	\$22,800	\$33,100	\$40,000	
Jan 2010	\$8,800	\$14,300	\$22,600	\$35,700	
Sep 2009	\$12,200	\$18,000	\$25,100	\$37,400	
May 2009	\$10,000	\$17,100	\$24,300	\$35,200	
Jan 2009	\$10,000	\$18,400	\$26,500	\$37,800	
Sep 2008	\$9,800	\$17,500	\$24,700	\$32,900	

Date	Fair	Good	Excellent	Concours	Notes/Buzz
May 2008	\$10,800	\$18,500	\$25,700	\$33,900	
Jan 2008	\$10,400	\$17,700	\$24,900	\$32,800	
Sep 2007	\$10,400	\$17,700	\$24,900	\$32,800	
May 2007	\$10,200	\$17,300	\$24,200	\$31,700	
Jan 2007	\$7,300	\$12,400	\$19,600	\$27,000	
Sep 2006	\$7,300	\$12,400	\$19,600	\$27,000	

Prices assumes that no major modifications to the vehicle are present.

VIN DECODER

1	2	9	0	2	0	0	0	1
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1	Model: 912
2	

9	Year: 1969
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0	Sub Model:
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2	Body Style: Coupe
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0	Serial Number: not available
0	
0	
1	