1968 Porsche 911 S

2dr Coupe · 6-cyl. 1991cc/180hp 2x3bbl



Value adjustments

+10%+10%-15%-10%for 5-spd.for factory sunroof
on coupe.for a/c.for Sportomatic.for glass rear
window on Targa.

Model description

For the first seventeen years of its life, Porsche built just one road car, and that was the 356. You could choose different body styles, colors and a few engines, but the 356 was it. By the early 1960s, the car was becoming rather antiquated and the pushrod four was at the end of its development life. The complicated blind alley that was the 356 Carrera 2 four-cam two liter four cylinder was no answer for mass-production.

Under the internal type number 901, Porsche developed a completely new GT car that was evolutionary of the 356 but with better visibility, more shoulder room and an overhead cam 2.0 liter flat six-cylinder motor with about 40 more horsepower than a 356 Super. Early 911s had much of the vintage charm of a 356, including chrome trim inside and out. They also rusted with the same alacrity as the 356 and were more tail-happy because of the increased power and skinny 165-15 tires. This tendency reached its apex with the 911S introduced in 1966. With 160hp and a tiny tire contact patch, the early S could be a handful. It went away in the US for the 1968 model year only to return in 1969 with mechanical fuel injection.

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Initially offered only as a coupe, the Targa joined the 911 lineup in 1967 with either a glass or soft folding rear window and a rigid Targa bar. The 912 was built along side the 911 until 1969. It was essentially a 911 with a slightly detuned 356SC four cylinder pushrod motor, and actually outsold the 911 by quite a bit for the first few years. Any Porsche 911 and especially an early production example is expensive to restore. It's best to consider sound, complete cars only.

Body styles

2dr Coupe

2dr Targa

Engine types

6-cyl. 1991cc/180hp 2x3bbl

1964-1968 Porsche 911 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$3,360,000	\$3,999	\$47,157	467

Equipment

Additional Info

Shipping Weight: 2376 lbs

Vehicle Length: 163.9 in

Wheelbase - Inches: 87 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.

#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.

#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.

#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.