

1968 / 912 TARGA / VEHICLE-SPECIFIC RECORD

One chassis. Several layers of evidence.

A technical identity dossier for Marc de Graaff's Blutorange 912. The factory-record photograph is the starting point; it is not a substitute for inspecting the car.

12871136

Chassis recorded in the certificate

616/39

Engine type recorded

902/02

Transmission type recorded

RECORDED ITEM	VALUE	EVIDENCE
Engine number	1285453	S02 / certificate image
Exterior / interior	Blutorange 6809 B / black leatherette	S02 / certificate image
Invoice / dealer	10 July 1968 / P.C. Pacific, Burlingame	S02 / certificate image
Power / displacement	66 kW at 5,800 rpm / 1,582 cm ³	S02 / certificate image

THE KEY DISTINCTION

This is a 912 flat-four dossier. Six-cylinder 911 engine settings, lubrication data and power curves do not belong here.

Evidence vocabulary used throughout the archive: **RECORD** means a document says it; **REFERENCE** means a period or manufacturer specification; **CALCULATED** means a reproducible mathematical result; **UNVERIFIED** means the actual car has not been checked.

[S02 / View the certificate photograph](#)

01 / ORIGINAL CONFIGURATION

What the certificate actually lists.

The photographed certificate was issued in Heteren on 14 January 2016. The following are delivery-record options, not an inventory of parts confirmed on the car today. [S02]

DELIVERY-RECORD ENTRY	ENGLISH READING
USA-Ausstattung	USA specification
Verchromte Lochscheibenräder	Chromed perforated steel wheels
Gummipuffer ... vorn und hinten	Rubber buffers for front and rear bumper guards
2 Lederriemen für Fond	Two leather straps for the rear compartment
Holzlenkrad	Wooden steering wheel
2 Nebellampen	Two fog lamps
Blaupunkt-Radio "Frankfurt" US-Band Nr. 627.306	Blaupunkt Frankfurt, US band; record number 627.306
Lautsprecher und Antenne	Loudspeaker and aerial
2 Schlummerrollen Leder	Two leather neck/head cushions
Getönte Rundumverglasung für Targa	Tinted glazing for the Targa
Radzierkappen mit farbigem Wappen	Hubcaps with coloured crest

DO NOT MERGE PAST AND PRESENT

A recorded wooden wheel does not prove a wooden wheel is fitted now. "Tinted glazing" alone does not prove a fixed-glass rear window.

[S02 / Check the original German entries](#)

02 / ENGINE AND TRANSMISSION IDENTITY

Consistent is not the same as matching numbers.

The most useful verification starts with separate records for the chassis, engine type, engine serial, transmission type and transmission serial.

CHECK	WHAT THE SOURCES SUPPORT	WHAT REMAINS OPEN
Engine family	Porsche PET lists 616/39 for MY1968 USA/CDN 912, starting at 1280001.	Actual stamped type and serial have not been examined.
Recorded engine	Certificate: 616/39 / 1285453. This is consistent with that model-year series.	Consistency cannot authenticate the certificate or prove the original engine is still fitted.
Transmission	Certificate: 902/02. PET's MY1968 summary lists 902.02 as five-speed.	Serial is masked in the certificate image. Do not reconstruct it from the engine number.
Roof appearance	The owner's rear-quarter photo appears to show a flexible rear window.	The photograph does not date the assembly or establish original build configuration.

WORDING WORTH KEEPING

"Recorded engine: 616/39, no. 1285453." Avoid "matching-numbers car" until documentary authentication and physical identifiers have both been checked.

[S03 / PET engine summary - PDF page 4](#)

[S03 / PET transmission summary - PDF page 5](#)

[S07 / Owner photo used for the rear-window observation](#)

03 / PUBLICATION ACCURACY

Make the story precise.

An impressive archive does not need to overstate rarity, originality or performance. These distinctions make the public page more credible.

SUBJECT	PUBLISHABLE FORMULATION	AVOID
Rarity	"One of 1,217 912 Targas recorded for model year 1968." [S02]	A claim of 1,217 survivors, or a known total of this exact colour/option combination.
Power units	"90 PS (DIN), approximately 66 kW." Period reference, not a measured output today. [S06]	Treating metric PS and mechanical hp as identical units.
Top speed	"Period reference: 185 km/h." [S02/S06]	Saying this car has recently achieved it, or calculating aerodynamic top speed from gearing alone.
Provenance dates	"Invoiced 10 July 1968"; the owner site separately reports delivery on 18 July. [S01/S02]	Conflating invoice, production, delivery and registration dates.
Archive dates	The certificate image is dated 2016; PET is a 2017 edition.	Presenting either as an original 1968 printed document.
Le Mans image	Retain the site's clearly hypothetical historical caption. [S01]	Inventing competition participation or race results.

The most distinctive material is not a claim that the car is "the only one". It is a traceable connection between this chassis number and specific technical records: the engine-series entry, the roof-frame change point and the transmission reference.

[S01 / Compare the current website wording](#)

04 / THE EVIDENCE MAP

The next five photographs would close the biggest gaps.

Use the inspection record supplied with this archive to attach new evidence without turning a hypothesis into a fact.

PRIORIT Y	EVIDENCE TO ADD	WHY IT MATTERS
1	A clear, contextual photograph of the chassis identifier, taken without disturbing it.	Connects the physical car to the published record.
2	Engine type and serial, each with a wider context view.	Distinguishes a visible number from an unlocated close-up.
3	Transmission type and serial, documented safely by a specialist.	Closes the largest gap in the certificate; does not by itself reveal internal ratios.
4	Interior, wheel and tyre sidewall photographs, plus roof hardware and rear window.	Separates present configuration from delivery options.
5	Original maintenance-book delivery entry and authenticated factory record.	Tests the 18 July delivery narrative and the certificate's documentary chain.

Evidence rule

For each addition, retain the date, person who made the observation, original file and any uncertainty. A restoration invoice, a component stamp and a visual resemblance answer different questions. Never erase the earlier record when a later inspection disagrees.

Source access

[S02 / Owner-published certificate image](#)

[S03 / Manufacturer parts catalogue, 1965-1969 coverage](#)

All sources accessed 24 September 2026. This independent dossier neither authenticates Porsche documents nor certifies roadworthiness, originality, market value or competition eligibility. Refer to sources.json for the complete linked bibliography.