

1972 Porsche 914 1.7

2dr Targa . 4-cyl. 1679cc/80hp FI

#1 Concours condition

\$77,000

↗ +10%

#2 Excellent condition

\$50,000

↗ +25%

#3 Good condition

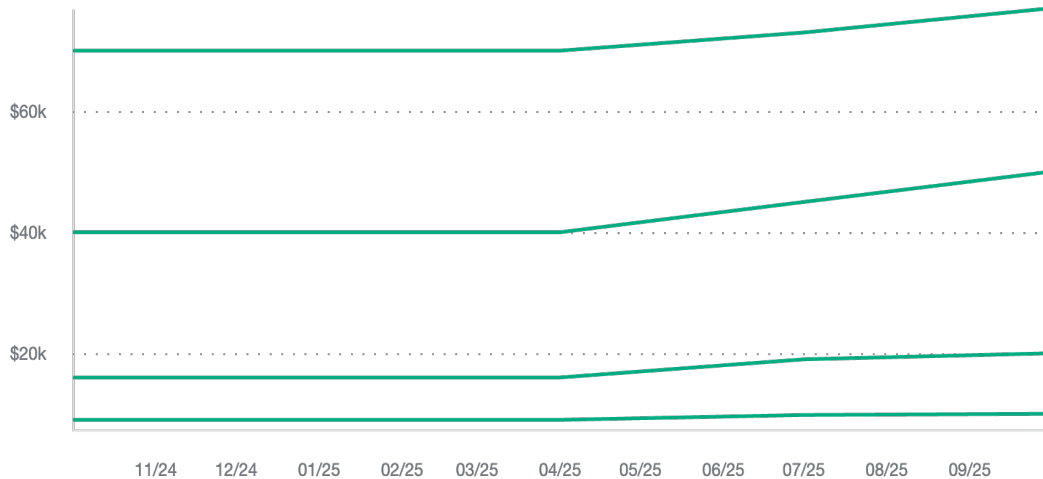
\$20,000*

↗ +25%

#4 Fair condition

\$10,000

↗ +11.1%



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

Value adjustments

+10%
for factory a/c.

Model description

By the late 1960s, inflation and currency issues had forced Porsche so far up market (above the magic \$10,000 mark for a highly optioned 911S) that they became desperate for a new four-cylinder entry-level car. The 912 was ripe for replacement, as it could no longer be produced cheaply enough to qualify as entry-level, and the new Datsun 240Z had made a mockery of it on a performance level. The answer was a collaboration with Volkswagen who would sell the new car, dubbed the 914, as a VW-Porsche in Europe. In the U.S. it was known as a Porsche but never carried the Porsche crest on the hood.

Styling was considered odd in the day and still is, but it avoided most of the impracticalities of the mid-engined layout with good outward vision and two large trunks. Performance was modest at first with base VW-derived engines of 1.7 and 1.8 liters. The 2.0-liter cars gave more sparkling performance and are the most desirable of the four-cylinder models today, and they are cheap to rebuild to boot. Handling is superb with fine brakes and phenomenal steering. Bright period colors suit the car well.

*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.

The 914-6 was produced between 1970-72, and utilized a carbureted version of Porsche's six-cylinder engine. Suspension was upgraded to better accommodate the increased output of 110 hp. Porsche also produced 32 factory-built, race-prepped versions of the 914-6 GT. Another 455 914-6s were either ordered with the "Competition Option Group" GT package or were upfitted with a factory kit.

Body styles

2dr Targa

Engine types

4-cyl. 1679cc/80hp FI

1970-1976 Porsche 914 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$626,500	\$728	\$3,750	850

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.