

HAGERTY VEHICLE VALUATION REPORT

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1970 Porsche 914/6

2dr Targa 6-cyl. 1991cc/125hp 2x3bbl

\$44,000 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

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.



Image is general in nature and may not reflect the specific vehicle selected.

Styling was considered odd in the day (by Gugelot, a firm that had heretofore designed appliances) 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. 2.0 liter cars gave 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.

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.

[Click here to read Hemmings Motor News' Buyers Guide for the 1970-1976 Porsche 914.](#)

BODY STYLES:

2dr Targa

SPECIFICATIONS:

Curb Weight: not available

Length: not available

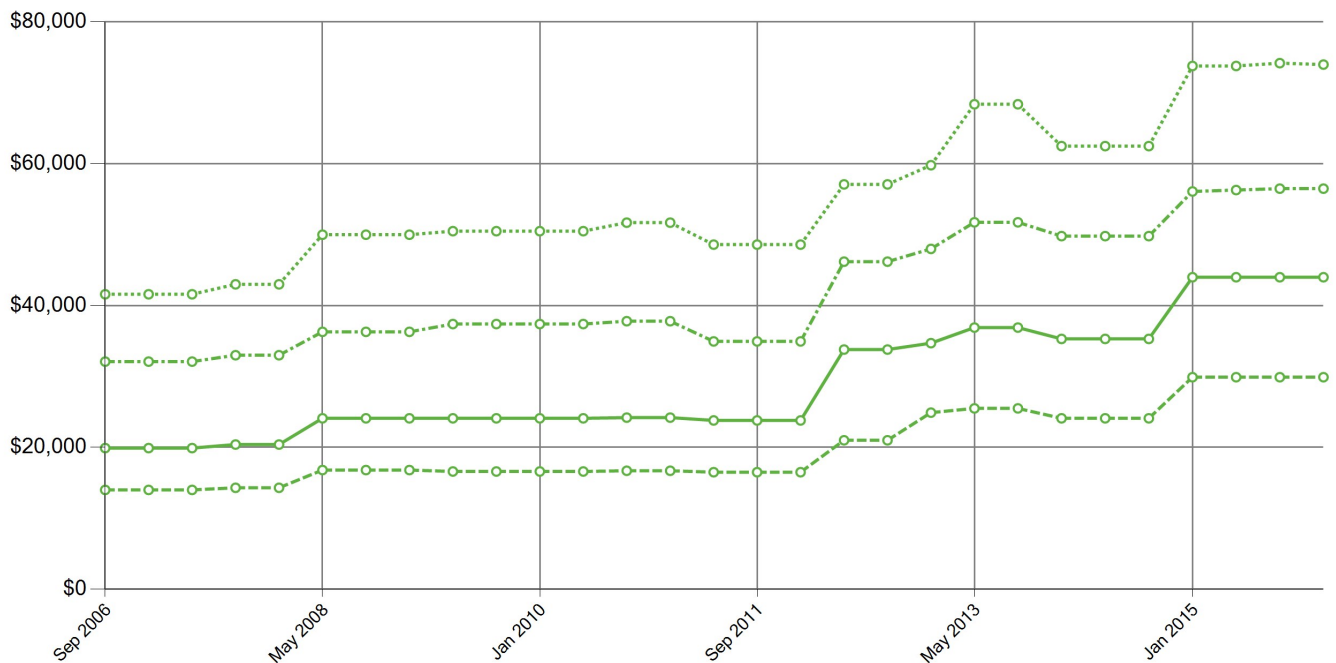
Wheelbase: not available

ENGINES:

6-cyl. 1991cc/110hp 2x1bbl

6-cyl. 1991cc/125hp 2x3bbl

CURRENT & HISTORICAL VALUES



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

#1 Concours \$74,000

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 ----- \$56,500

#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 _____ \$44,000

#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 ----- \$29,900

#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
Dec 2015	\$29,900	\$44,000	\$56,500	\$74,000	+10% for factory a/c. +10% for 5-spd.
Sep 2015	\$29,900	\$44,000	\$56,500	\$74,200	
May 2015	\$29,900	\$44,000	\$56,300	\$73,800	
Jan 2015	\$29,900	\$44,000	\$56,100	\$73,800	
Sep 2014	\$24,100	\$35,300	\$49,800	\$62,500	
May 2014	\$24,100	\$35,300	\$49,800	\$62,500	
Jan 2014	\$24,100	\$35,300	\$49,800	\$62,500	
Sep 2013	\$25,500	\$36,900	\$51,750	\$68,400	
May 2013	\$25,500	\$36,900	\$51,750	\$68,400	
Jan 2013	\$24,900	\$34,700	\$48,000	\$59,800	
Sep 2012	\$21,000	\$33,800	\$46,200	\$57,100	
May 2012	\$21,000	\$33,800	\$46,200	\$57,100	
Jan 2012	\$16,500	\$23,800	\$34,950	\$48,600	
Sep 2011	\$16,500	\$23,800	\$34,950	\$48,600	
May 2011	\$16,500	\$23,800	\$34,950	\$48,600	
Jan 2011	\$16,700	\$24,200	\$37,800	\$51,700	
Sep 2010	\$16,700	\$24,200	\$37,800	\$51,700	
May 2010	\$16,600	\$24,100	\$37,400	\$50,500	
Jan 2010	\$16,600	\$24,100	\$37,400	\$50,500	
Sep 2009	\$16,600	\$24,100	\$37,400	\$50,500	
May 2009	\$16,600	\$24,100	\$37,400	\$50,500	
Jan 2009	\$16,800	\$24,100	\$36,300	\$50,000	
Sep 2008	\$16,800	\$24,100	\$36,300	\$50,000	
May 2008	\$16,800	\$24,100	\$36,300	\$50,000	
Jan 2008	\$14,300	\$20,400	\$33,000	\$43,000	
Sep 2007	\$14,300	\$20,400	\$33,000	\$43,000	
May 2007	\$14,000	\$19,900	\$32,100	\$41,600	
Jan 2007	\$14,000	\$19,900	\$32,100	\$41,600	
Sep 2006	\$14,000	\$19,900	\$32,100	\$41,600	

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

VIN DECODER

9 1 4 0 4 3 0 0 0 1

9
1 Model: **914/6**
4

0 Year: **1970**

4 Submodel:

3 Body Style: **Targa**

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0
0 Serial Number: **not available**
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