
1966 Porsche 906

Lot sold	USD 1 646 820 - 2 117 340 EUR 1 400 000 - 1 800 000 (listed)	Drive	LHD
Year of manufacture	1966	Condition	Used
Competition car	Yes	Location	
Drivetrain	2wd	Fuel type	Petrol
Lot number	83	Exterior colour	White
		Car type	Coupé

Description

Italian title

Chassis n° 906-115

Engine n°906-113

- Very well-preserved car
- Known, continuous history
- One of the most interesting competition client versions
- Eligible for the best events

This Porsche 906, or Carrera 6, in particularly well-preserved condition, comes with an interesting history. The original " Kartex " states that chassis 906-115 left the factory on 9 March 1966 and was delivered to its first owner, Mr Ermanno Spazzapan, in Italy. Livered in white, the car was fitted with engine 906-113. An amateur driver, known by his pseudonym " Mann ", Spazzapan competed in major Italian hill-climb events throughout the 1966 season. Of the ten competitions the 906 entered, there was an outright victory at Antignano-Monte Burrone, a second overall at Vittorio Veneto-Consoglio and several strong class results. It is probable that Spazzapan then sold the car to his compatriot Antonio Zadra, known as " Khandaru ", as this is the name listed in results for the 1967 season. Zadra participated in various hill-climbs, including rounds of the European Championship, as well as some international circuit races. He was happy to travel beyond the Italian border, entering events in Austria (Innsbruck), Switzerland (Ollon-Villars), Italy (Mugello), Germany (Nürburgring 1000

km) and France (Mont-Ventoux). In 1968 the car participated in the Imola 500km and other race events at Mugello and Vallelunga.

This Porsche 906 was then sold to Ennio Bonomelli, and appears in certain race results at the end of 1967 and in 1969. Passing next into the hands of a well-known collector Corrado Cupellini, it was subsequently bought in 1977 by Mr B. Becker, a German enthusiast. We know that the car was still in Italy at this point as Becker collected it from Bergamo in Italy, painted red at that time, and took it to Rolf Götz in Waldenbuch, to be restored. At first, Becker hardly used the car, preferring to drive his 910, although there were a few occasions when it appeared in public, including at the Nürburgring Oldtimer Grand Prix in 1990. However, around 1995, the 906 was taken out of the garage and prepared for racing once more. Up until 2001, the car competed at circuits including Donington, Spa, the Nürburgring, Monza and Most, driven by Becker or Lamberty. There was even a trip to South Africa in February 2000 for a race at Killarny, where its driver, Harald Link finished in third place. In June 2001, it came fourth in the historic hillclimb St-Ursanne-Les Rangiers, driven by the son of Joseph Siffert.

The car was then sold in Germany to Mr Sadlowski who decided to change the colour. He was inspired by the presentation of the 906-125 he had seen at the Miles Collier museum in the US, and went with the same theme, white with a red bonnet and engine lid, beneath the rear window. In 2002, the car sold to the important French collector Mr A. Salat, who took part several times in the Tour Auto Historique.

In 2007, this Porsche 906 went under Maître Poulain's hammer, and the successful bidder was an enthusiast from northern France. He sold it six years ago to an Italian collector, known for collecting Maranello race cars, but who had always wanted to own a Porsche proto. He has only driven it occasionally, not wanting to risk destroying the integrity of the car. Important work has been carried out to maintain it in good running order and in good presentation: the correct front wheels, with an aluminium exterior rim, have been purchased and a mechanical, cable-driven rev counter to the original specification fitted. The brake discs and callipers have been brought up to standard. Above all, a correct period magnesium engine block was purchased from the German specialist Freisinger. The gearbox and differential have been overhauled. The mechanical work, documented in a set of photographs, was carried out by the well-known specialist de Siebenthal. The owner has had stone chips repaired on the nose.

Very well preserved, with continuous history, this 906 represents a model that played an important part in Porsche history, being a decisive step towards the famous 917. A competition car is designed to be used freely, and it is rare to find a chassis and body together that have survived the years without suffering significant damage. However, here is a Porsche that has, making it particularly interesting. This is a fantastic testimony of what was a competition client 906 when it was delivered new to its first owner, a passionate amateur driver.

Participating in the auction on this lot is subject to a special registration process. If you would like to bid on this lot, please get in touch with the bidding office or the motorcars department at least 48 hours before the sale

For more information and photos: <https://www.artcurial.com/fr/lot-1966-porsche-906-3980-83>

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