

CLASSIC DRIVER

Classic Driver Dealer: Jan Luehn



For thirty year old Jan Benjamin Luehn, classic motor cars are equally a passion as well as a job. Coming from three years working at Christie's the auctioneers, and having played a big part in the sales at Paris and Le Mans, he's now an independent broker and sees himself as "mediator between private clients" making use of his extensive international contact list.

With this list of clients (both buying and selling), Luehn has been able to develop his business further into areas dealing with racing teams and constructors, as well as the more conventional arena of the world's best collectors. The search for, and sale of, the finest automobiles is now his profession. He works from two offices, one in Telgte, Germany and one in Brussels in Belgium. Jan Luehn attaches great importance to the concept of correct procedure and transparency of all financial dealings.

"With my experience working at one of the world's top auction houses, I think I come from a different standpoint than some other 'dealers' in the strictest sense", believes Jan Luehn. Since six years old he has been fascinated by motorsport and the Le Mans 24 Hours in particular.

Nowadays it's historic motorsporting events like the Le Mans Classic and Goodwood Revival that get his attention.

He's chosen four special vehicles for Classic Driver readers to consider and, these apart, believes that the future increases in value will come from younger cars from the 70s and 80s that will become eligible for events like the Le Mans Classic. Cars such as the BMW M1 Procar or Porsche 935 and 936.

Completely original: [1967 Porsche 910-6](#)



Shorter, quicker and more nimble than its predecessor the 906, the Porsche 910 was first entered in mid-1966, starting with the hill climb from Sierre to Crans-Montana in Switzerland. As engines, either the reliable 2000cc 6-cylinder with 200 hp or the 2200cc 8-cylinder with up to 270 hp were used. The 910 was raced for about two years by the factory, and quite successful during that time.



Chassis number 026 was built in 1967 as a works car and was first entered at the ADAC 1000 km race at the Nürburgring in 1967, driven by Mitter and Bianchi who led most of the race before a discharging battery caused it to expire on the last lap. The car was used as a works spare at Mugello that year but it is believed that it did not race. Porsche AG sold the car in 1968 to Italian private racer Umberto Franchini, who entered various Italian races between 1968 and 1972.





Its history from 1972 to today is fully documented, it still has its original chassis, gearbox and matching numbers engine, and also comes with FIA papers and will be sold with many spares. The perfect entry for events such as the 2008 Le Mans Classic or the Monterey Historics, as well a prime candidate for invitation to the Goodwood Festival.

One of eleven: [1970 Porsche 908/3](#)

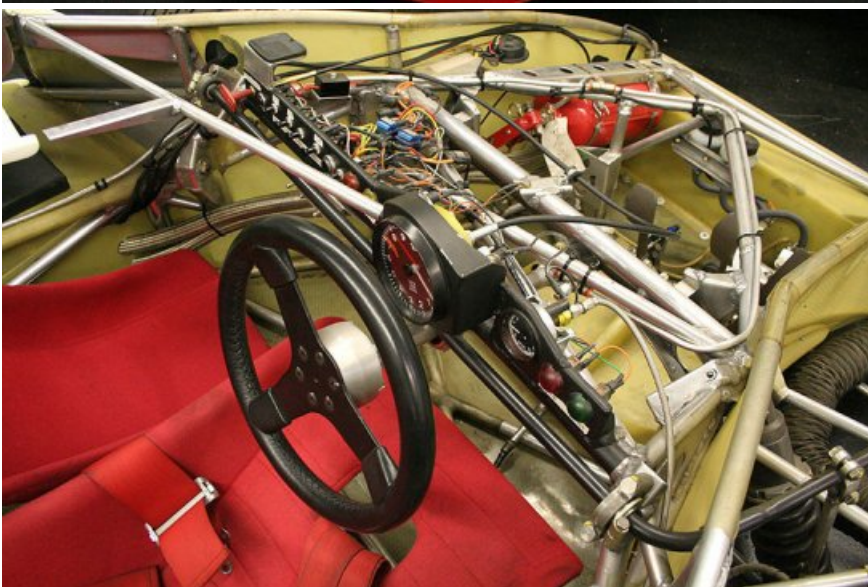


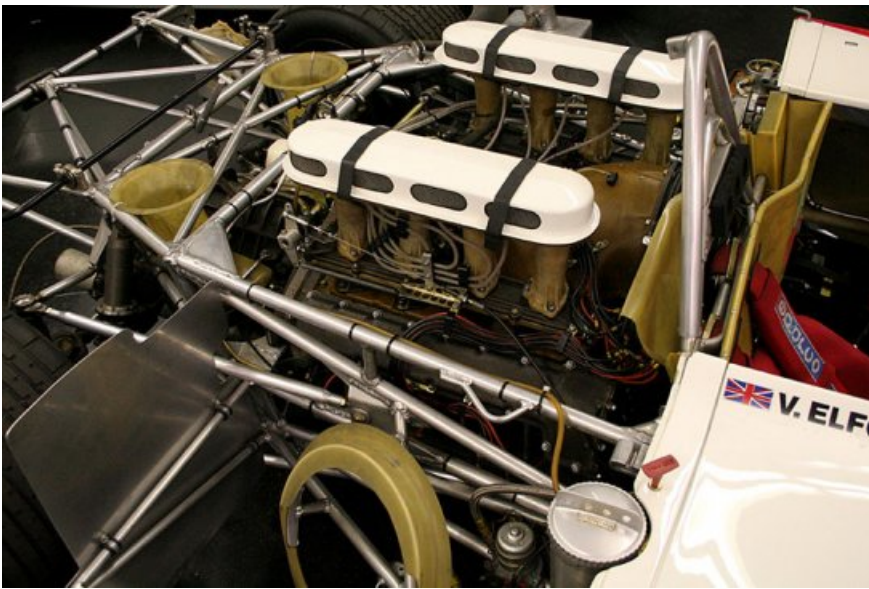
The Porsche 908/3 was designed specifically for the twisty Targa Florio and Nürburgring tracks, where superior handling is essential. The car combined the very light weight of its aluminum-alloy spaceframe and featherlight (a little over 12 kg) glass-fibre bodywork, with a 360 bhp, flat-eight air-cooled motor. In its debut year of 1970, the Porsche 908/3 scored victories in the two races it was designed for; the Targa Florio and the Nürburgring 1000 km.

Offered here is the ex-Vic Elford 1970 Targa Florio works entry (Porsche Salzburg) with the chassis number 007. In Italy Elford qualified in second position with a lap time of 34.46 minutes, only beaten by its sister car driven by Jo Siffert. Just after the start Elford touched a kerbstone and smashed the car into a wall due to a punctured tyre leading to immediate retirement. The car was then repaired and upgraded to 1971 specification over the winter, and in '71 Gijs van Lennep and Helmut Marko drove chassis 007 at the Nürburgring 1000 km; the now Martini sponsored car finished third behind two other 908/3s driven by Elford/Larrousse and Rodriguez/Siffert.



In 1973, chassis 007 was sold to a Mr Fernandez in Spain, who sold the car in 1976 to Egon Evertz. It is documented that the car stayed in German hands until 1995 before it was sold to a collector in the US. Today the car is presented in perfect condition throughout, after its full restoration in 2000 to correct white and red 1970 Targa Florio livery.





It has its original 3-litre, eight-cylinder magnesium engine with the matching number 908034 and it is ready to go. It comes complete with FIA papers, many spare parts (six cylinder engine for track use, extra bodywork in 1971 shape and for Le Mans use, etc) and a large history file including full documentation of the restoration, invoices and period photos.

Unusual rarity: [1960/64 Ferrari 250 GT/E Berlinetta 'Drogo'](#)



This car started life in 1960 as a 250 GT/E 2+2, registered in Milano with the number plate 'MI H08236'. It was then rebodied from a Ferrari 250 Testarossa (chassis 0716TR) in 1980 with one of two ever built GTO-style bodies by Piero Drogo. The aluminium body presented here was originally built in 1964 by 'Carrozzeria Sport Cars' for the Ferrari V-12 TR Testarossa of their Brazilian client Celso Lara Barberis who used his car at smaller local race events. When Ferrari first introduced the 250 GTO, Barberis decided to rebody his car in GTO-style. Drogo's work was quite difficult because of the shorter chassis, but the result was of exceptional quality with a spectacular look. The car remained in America for a few years and brought back to Italy in the 70s where it was again rebodied to its original Testarossa coachwork. The attractive berlinetta body was saved and professionally remounted on this GT/E chassis which had to be shortened and modified to fit.



In 1988 the car was sold at an Italian car auction for \$211,000 and went to Monaco. It then changed hands again in 1994 and went to a well-known European sports car collector who restored the car entirely in 2000. This highly attractive Drogo-bodied rarity is now offered for sale from its current private owner. Today the car is presented in perfect condition throughout. The entire car benefits from a very thorough recent restoration and has only been used rarely at different rallies. The V-12 engine has been slightly tuned up and is producing close to 300 bhp.

Fast and simple: [1971 Porsche 2.5 S/T](#)



This highly original car has an amazing racing history and is fully documented including FIA papers. For many people the 'perfect 911', this is one of the last cars produced before the era of wings and really big wheels and tyres. Please inquire for further information.

For more details on the rest of Jan Luehn's cars please visit his page in the [Classic Driver car database](#).

All motorcars:

1966 Alfa Romeo GT Sprint Veloce
 1967 Citroen DS 21 Chapron Cabriolet
 1960/64 Ferrari 250 GT/E Berlinetta "Drogo"
 1966 Ferrari 275 GTB/4
 1972 Ford Capri RS 2600 "ONS"
 1972 Ford Escort RS 1600 MKI "BDA"
 1929 Indian Scout 37
 1972 Lotus Esprit Prototyp
 1954 Mercedes-Benz 300SL Prototype
[1969 Nerus Silhouette F100 Sport Prototype](#)
 1957 Porsche 356A Carrera
 1957 Porsche 356 Speedster
 1964 Porsche 904 GTS
 1967 Porsche 910-6
 1970 Porsche 908/3
 1970 Porsche 2.5 S/T
 1998 Porsche 962 "Derek Bell Signature Line"
 1969 Toyota 2000 GT
 1951 Volkswagen 'Beetle'

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