

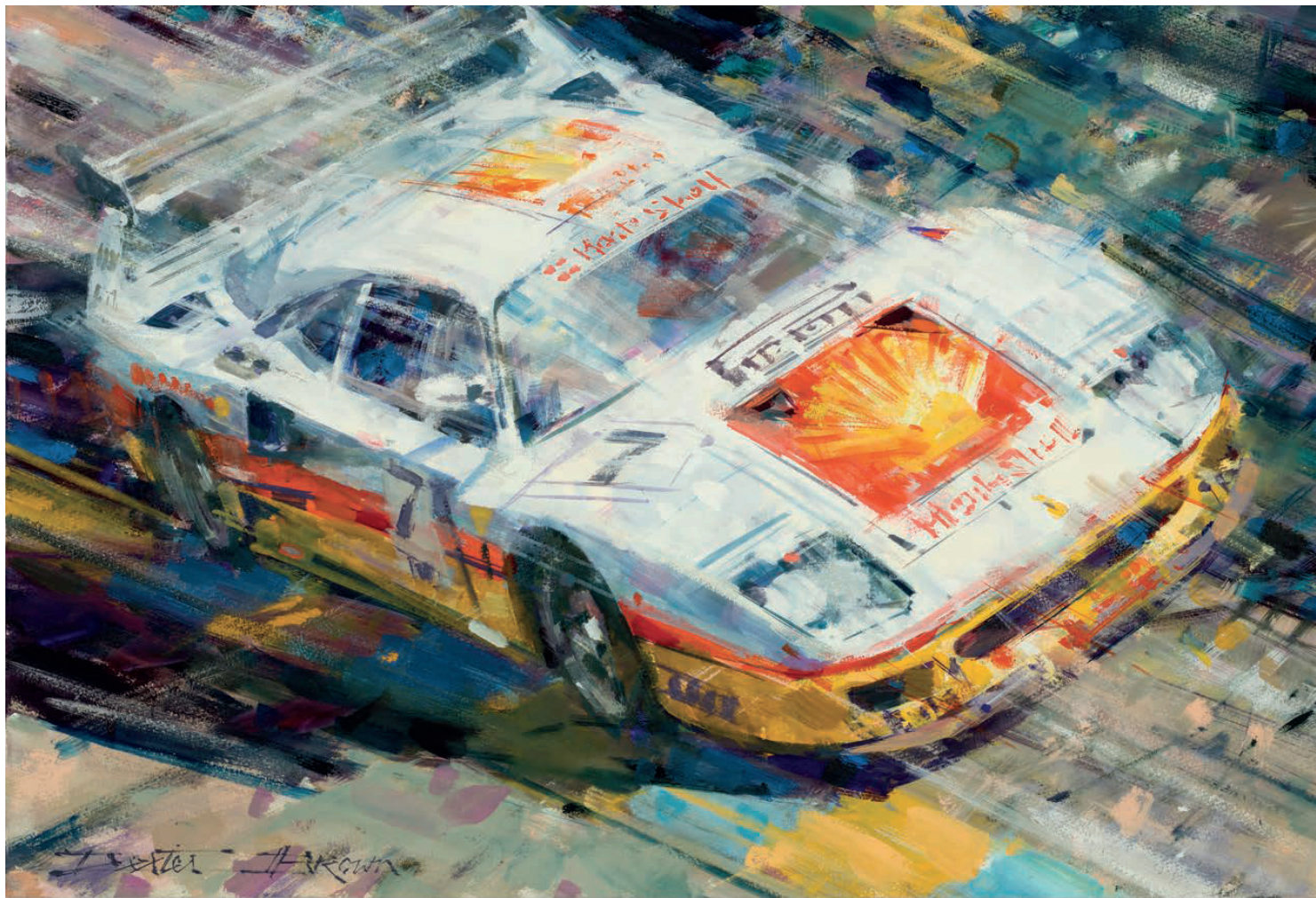
DK

Engineering

Est. 1977



Winter 2019



Dear Friends,

As 2018 draws to a close, we can happily look back and celebrate another busy year at DK Engineering. For our Christmas card this year, we have once more commissioned an original piece by long-standing friend, Dexter Brown. This year turning his palette to #80742, the most successful F40 ever built; a car sourced, sold, restored and race prepared by ourselves during the last 18 months.

Over the course of five months earlier this year, we restored the ex-Taisan F40 to its original Monte

Shell livery. Colours in which, during its debut championship, the car won 9 out of 10 races and clinched the Italian Supercar GT championship - it was also the only F40 ever to win a championship. Post restoration it ran faultlessly at its shakedown at the RedBull Ring in May and later went on to race at Silverstone Classic.

DK Engineering was privileged to be able to extensively support the Design Museum with organising "Ferrari: Under the Skin", an exhibition



celebrating Ferrari's 70th anniversary. We helped arrange for a number of historically significant Ferraris to be involved, Gianni Agnelli's Testarossa Spyder, the prototype 250 PF Cabriolet, the factory Daytona Competizione (pictured below) and the 250 LWB rolling chassis exhibit to name but a few.



An ever-increasing number of events in the motorsport calendar saw the team and cars travel to a host of events all over the world. April saw Scuderia Bear re-enter Tour Auto in the GT40 for a 5 day, multi-thousand kilometre road race through France. Unfortunately, mechanical issues on the last day meant that a win two years running was off the cards. We'll be back next year though!

We also proudly sponsored and competed in the Pre63-GT championship; a three round cup starting at Donington, running through Silverstone and concluding in the Algarve. After 7 years of trying and countless podiums, James took gold in the final race of the season in the DK Jaguar E-Type.

Attending major race meetings this year with a broad selection of cars, we have competed, piloted and supported clients throughout. Attendance was secured at both Goodwood circuit events (with a win with the Porsche 904 at the Members Meeting) Silverstone Classic, Spa Classic, Le Mans Classic, Monterey Historic, Modena Cento Ore and many others. Away from the racetrack, we also took several cars

to the concours lawn of Salon Privé, once again hosted at Blenheim Palace. After a 36 month restoration, Ferrari 250 LM #6105 was completed just in time and brought home the People's Choice and Duke's Choice awards.

The sales team have had another strong year contradicting the continued apparent uncertainty around Brexit. Rounding up another year, we have re-homed several historically significant, high-profile cars. Some of these have been off-market sales including but not limited to; a McLaren F1 road car, one of just two examples that left the factory in white and one of the few Ferrari F40 prototypes built. On top of these, we have also sold Ferrari #0098, an extensively raced, factory restored, 212 Export. Other highlights include four Ferrari 275s, two Ferrari Enzos, three Ferrari F50s and nine other of the model we are best known for, the F40. If you're looking for something specific, or would just like to have a chat, do get in touch and we would be delighted to assist you.







2018 also saw the completion of our much-needed storage facility expansion. We added a new full-size mezzanine and a giant car lift. As a result we have nearly doubled our capacity meaning that DK have almost 300 cars in our care at any one time; all whilst retaining the security, discretion and convenience that you have come to expect from us at DK. We welcome Adam Price to the storage team to assist with the growing number of cars in our facility.

As the company continues to grow, we have welcomed new members once more to the DK family. Simon Steele is the new face in charge of the workshop. Simon joins us with a wealth of knowledge and experience in the motoring sector having been a long term Prodrive employee. He is on hand to ensure servicing your car runs as smoothly as you would expect, whether you are dropping a car off personally, or co-ordinating logistics from the other side of the world.

Davi Braga joins us as a multi-lingual engineer to form our new Technical department. Luke Gilbertson has joined our sales department with an extensive social media and photography background and is working alongside the existing team with administration, motorsports photography and event summaries. DK also continues to train in house a number of fresh apprentices as four of our existing younger employees progress up the ladder.

With all of this and much, much more; auctions, race events and socials aplenty, it has been a rather busy year. We can only reflect on this year with positive thoughts. From everyone here at DK Engineering, we wish you the very best Seasons Greetings and a Happy New Year.





930UYH-ROMA

Pictured: Ferrari 250 Californias - Chassis: #3119GT & #2871GT,
both recently totally restored by DK Engineering.



2018 News Highlights

Goodwood 76th Members' Meeting

Methuen House regained the Members' Meeting House Shield this year, beating Darnley House by almost 3000 points, after a 76th meeting of superb sporting achievement, both on and off the circuit. Anthony Reid immediately dedicated his house's victory to the greatly missed, Goodwood commentator Henry Hope-Frost. He echoed the thoughts of all in the hall by saying how important Henry had been to the Members' Meeting since its resurgence five years ago.

James Cottingham stormed to victory in the Ronnie Hoare Trophy which kicked off the 76th Members' Meeting, despite his lack of seat time in the DK-prepared Porsche 904 amidst the freezing conditions! Upon his return to the paddock, James too dedicated his win to much loved friend, Henry and his memory.

In the same race the DK Engineering MGB was given a brief hiatus from retirement in the hands of DK's Acquisition Consultant Harvey Stanley who

drove the historic car to make his debut on the Goodwood circuit. Qualifying a strong 12th in tricky early morning qualifying sadly an unfortunate start forced the car back to 16th place during the first lap, however pushing on Harvey managed to re-pass a gaggle of Porsche 911s and 904s to finish 10th Overall and become the 2nd MGB to finish the race. The fastest lap of the 76MM meeting went to Olivier Hart who steered his 1965 Shelby American Cobra Daytona coupe around the circuit in 1min 25sec; a car previously built under the management of DK, it was also sold by DK to the current owners.







Tour Auto

Visit our YouTube channel (DK Engineering TV) to view the full video.



In an incredibly unfortunate turn of events, having spent the whole week following the Tour Auto and the James Cottingham/Andrew Smith piloted GT40 of Scuderia Bear down through France, the car succumbed to a mechanical failure of the GT40's Achilles heel, stripping second gear of its teeth on the thirteenth of fourteen special stages.

Returning this year, we had hoped to make it two victories in a row. The team did take 9 special stage and track victories out of 11 completed. The team had a considerable seven minute lead in the pre-66 category and a two minute lead overall prior to retiring.

Starting the week with the cars on display in the Grand Palais in Paris, then leaving at first light on Tuesday heading down through France, the tour made overnight stops in Besançon, Megève, Avignon, Aix-en-Provence before finishing in Nice. Over the course of the week, there were 4 circuits, 10 closed road specials and over

two thousand kilometres covered through an incredible variety of scenery. The event itself is fascinating and refreshingly well loved, passing through the tiniest, quaint villages with the streets always lined with locals sitting and watching the cars go by over the 4 or 5 hours of different grids.

Early starts made use of the cool temperatures, clear roads and morning light, the calm countryside disrupted by the catalogue of different road and race engines hurriedly making their way to the next time check. With the stop at each circuit, the competition grid was afforded an 8 lap race after an 8 lap practice. The regularity entrants did without a race and instead set an initial lap time, trying to come closest to it with each consecutive lap. The full grids offered a great variety of cars and the tracks were well worth the time for the spectator too.

Donington Historic Festival

The first May bank holiday weekend and the Donington Historic Festival provided a scorching backdrop for the first in the series of three races of the Pre-63 GT championship. Proudly sponsored by DK Engineering, the grid brought a wealth of competitors, seeing the likes of the Ferrari 250 GT 'Breadvan', a host of Jaguar E-Types up against Lotus Elites and an Aston Martin DB4 GT.

Whilst the Breadvan stormed into an early lead, unfortunately mechanical woes forced early retirement. After the mid-race driver swap, victory was taken by the Aston Martin DB4 GT of Friedrichs and Hadfield, second place taken by Blakeney-Edwards and Grant-Peterkin with the 260 Cobra. The final place on the podium taken by James Cottingham and Harvey Stanley in the DK E-Type.

David Cottingham and James also shared the driving of the 500 TRC in the RAC Woodcote trophy on the Saturday afternoon. The weekend gave us a broad mix of racing and continued into Sunday afternoon (along with the weather!); there was plenty to see and do as other races saw a tight grids of historic touring cars, pre war sports cars, super tourers, Formula 5000 and the Jaguar classic challenge.





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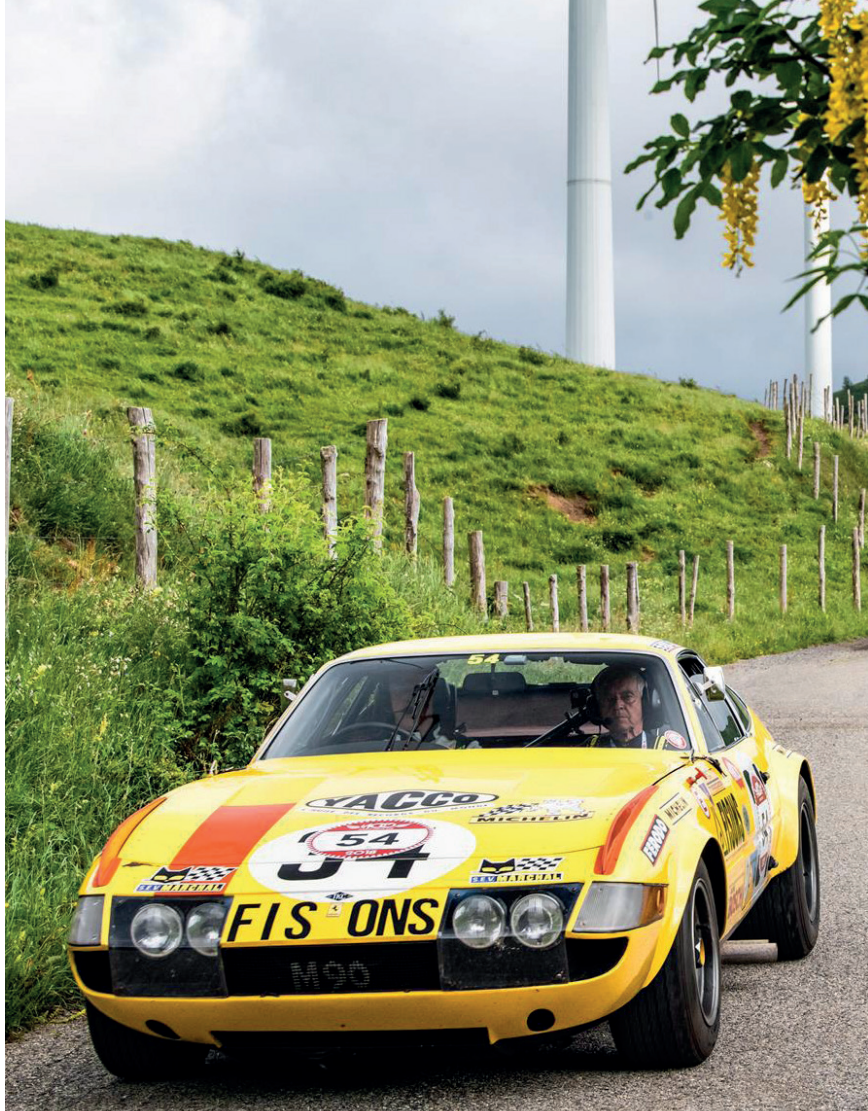
Challenge & GT Days: Red Bull Ring

The inaugural Challenge & GT Days at the Red Bull Ring in Spielberg, Austria, marked the culmination of the five month restoration and preparation of #80742. The team at DK Engineering worked tirelessly both night and day to ensure the car was ready for the weekend. As one of just seven cars built by Michelotto to CSAIGT specification in the early 90's, it sports uprated performance from a now heady 560bhp complimenting its reduced weight at 1050kg, rose-jointed suspension, quick-fill fuel system and hydraulic quick-lift jacks. Originally completed and delivered in 1989 as a non-cat road car, in 1991 it changed ownership and was converted by Michelotto, Padua to CSAI-GT specification and gained Monte Shell livery to be run by Jolly Club in the 1993 Italian GT Championship. For this championship it was piloted by Marco Brand and of the 9 events he competed in, he won 8.

Sold in late-1994 to Team Taisan of Japan, the car was then upgraded to full 'LM' specification with a Michelotto

supplied engine and gearbox, Team Taisan competitively raced the car through the later part of the year and in 1995 the car would remain in LM spec until it was acquired by its most recent custodian at the tail end of last year, in a sale handled by DK Engineering, including a comprehensive restoration by the team to its original Monte Shell livery.

In addition, the ex-Colin McRae Ferrari 550 GTS Prodrive received extensive testing with James Cottingham and Max Girardo at the wheel. This car has competed at Le Mans on no fewer than five occasions, more so than any other Ferrari in history. The Red Bull Ring allowed for some shakedown work to be carried out ahead of the French GP support race in June where the pair shared the car in the Masters Endurance Legends race. The Challenge & GT Days proved to be ideal for its first of several shakedowns ahead of competition entrances this year.





Modena Cento Ore

Whilst still relatively unknown outside the close knit circle of competitors, the Modena Cento Ore has been running since its inception in 2000. The event is no stranger to seriously rare, fast and beautiful competition and road cars; and has a tendency to attract the more valuable and rare competition cars.

For the 2018 event, David and James paired up as a father/son driver and navigator team, driving '#16425', the last of 15 factory built 365GTB/4 'Daytona' Competiziones. Over the course of 4 days, the rally saw cars competing on a mix of roads and circuits. Starting some action at Monza and then passing down through Varano, Mugello and ending in Modena.

The earliest fielded entrant was that of a 1938 BMW 328 and the latest, a 308 Gr.B of 1984. The majority of cars were from the mid-sixties & seventies, seeing competition fierce between the Alfa Romeo GTA's and various 911s, up against 275's, Stratos' and gullwings. The Daytona was very competitive on the special stages and narrowly missed out on a win at Mugello during a close race.

Visit our YouTube channel (DK Engineering TV)
to view Special Stage on-board videos.



Le Mans Classic

The 2018 Le Mans Classic brought back the searing temperatures of 2016. Growing once more from the last event, 700 competition cars and 1000+ drivers took to the infamous circuit over the weekend. The bi-annual Classic saw the local roads closed to form the full, 8.5 mile circuit. Even with the chicanes added in to the Mulsanne straight, the faster grid cars were seeing top speeds in excess of 180mph.

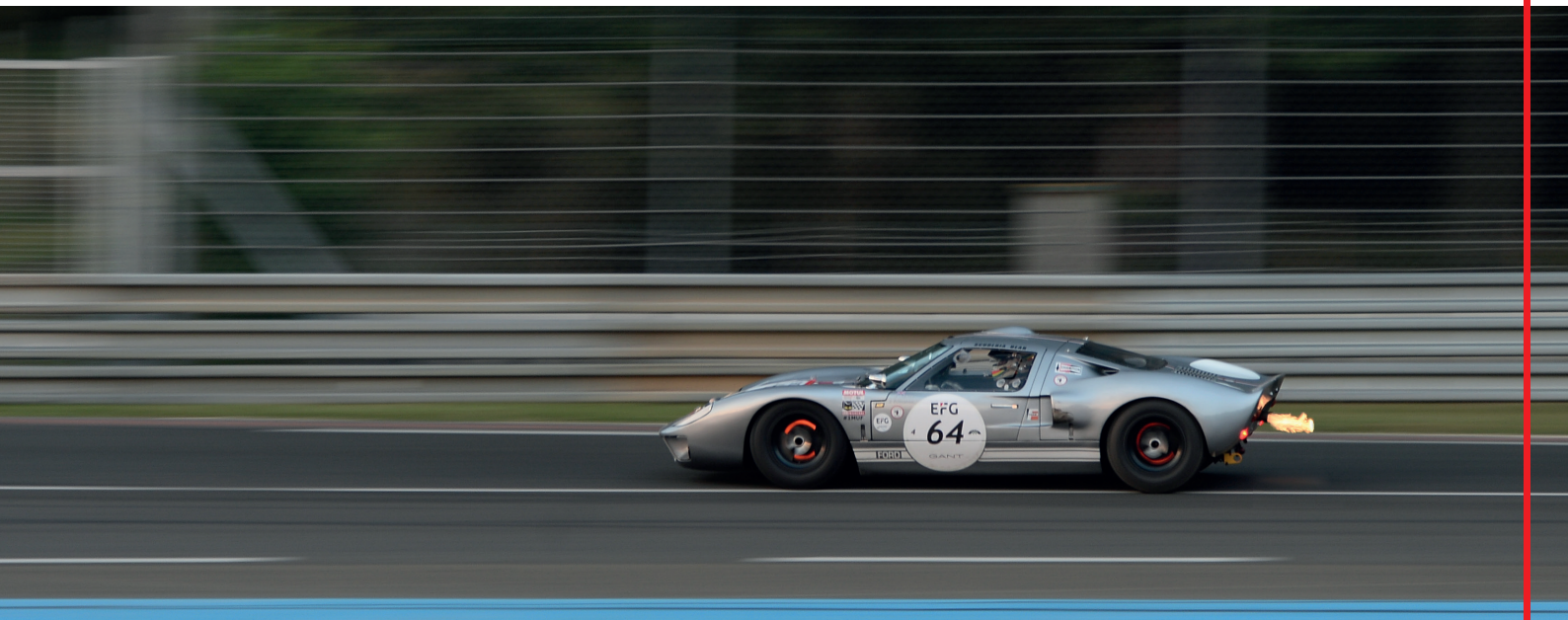
Unlike the 24 hour event each June, the Classic sees 6 different grids compete in 3 races, plus qualifying, with races lasting on average 45 minutes. These were joined by sightseeing laps and a high speed demonstration with a full grid of Global Endurance Legends cars, seeing the likes of the McLaren F1, Toyota GT-One, and of course the DK Engineering supported 575GTC and Prodrive 550 GTS taking to the track.

With over 135,000 attendees, the grandstands and paddock were packed from Friday to Sunday evening.

Over 200 car clubs brought an additional 8500 cars to the infield, with a large presence from both Porsche celebrating their 70th and from Alpine's 40th anniversary of outright victory in the Le Mans 24 Hours.

Both James and Harvey saw competition over the weekend. James piloting 1MUF, GT40 P/1029 alongside Joe Twyman, who saw fierce competition in the form of David Hart, Diogo Ferrao and Shaun Lynn also in GT40s. Said competition with a P1, P1 & P3, plus an unfortunate time penalty still resulted in a podium finish and fantastic 3rd place overall.

Unfortunately mechanical issues with the Tojeiro-Jaguar put it out of the running early on whilst at the hands of a great friend of DK Engineering, Max Girardo. Harvey also competed in the Grid 3 races alongside a customer in the Lotus XV purchased via DK Engineering last year.





Silverstone Classic 2018

The 2018 Silverstone Classic took place in the middle of a seemingly never ending heatwave. Both cars and people alike flocked to Silverstone for the 2018 Classic. With racing of all classes across the weekend and a trio of dusk races in ever decreasing light on the Saturday made for quite a spectacle.

DK Engineering entered, prepared and maintained a series of cars across many classes for the event. DK sponsored the pre-63GT grid of the Royal Automobile Club Tourist Trophy with both James and Harvey finding themselves in the hot seat of the no. 73 E-type for a deserved second place.

As the sun dropped in the sky, it was the racing that really started to hot up. By the time the final grid was on track at 20.30, the sun was well masked by the grandstands. James was back on track in the ex-Colin McRae, Ferrari 550 Prodrive, one of just ten built, and a car that has competed at Le Mans no less than 5 times! Alongside him a client of DK was driving F40 GT/LM #80742, its first competitive outing since restoration with us, and its shakedown at the Red Bull Ring in May.



Monterey Week

The Quail Motorsports Gathering is an annual occasion, held every August in California, drawing in fans and cars from every corner of the globe. This year both David, James and the 500 TRC made the pilgrimage across the Atlantic for the event, to Laguna Seca and the surrounding hills. Both managed to cover some 350 miles on the road tour in just two days, no mean feat in a 1957 Le Mans contesting 500 TRC. As one of the most raced 1950s Ferraris in existence, with over 160 races under its belt, it was only fitting to see the car on track once more. This time Laguna Seca held host; a track just a couple of hours south of San Francisco complete with the infamous 'corkscrew'. James and David raced alongside 25 others in a race for Sports Cars from '55 to '61. James finished 5th & 8th in the two races respectively. Ferraris continued to make headlines throughout the car week.

Classic car values held strong once more at the RM Sotheby's auction with 250 GTO #3413 selling for the record breaking price of \$48m – the most expensive car ever to sell at auction. Pebble Beach Concours Best of Show was taken this year by David & Ginny Sydorick and their 1937 Alfa Romeo 8C 2900B Touring Berlinetta.





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Salon Privé Concours d'Elégance

The first weekend of September was a busy one for us at DK Engineering. We prepared six cars for two concours in the UK. Salon Privé saw the debut of the just completed, ex-Ron Fry, Ferrari 250LM. After inspecting, approving and acquiring the car for its current custodian in 2015, we have completed one of our in-house, world famous restorations. Lasting 2.5 years, consumed by the restoration, we have extensively researched, ensuring the car is historically accurate, with countless hours of work going into the bare metal restoration.

#6105 left the show with one of the two most coveted awards "People's Choice", as well as the Duke's Choice Trophy.

DK also had a stand at the show, with five and a half cars. The highlight of the stand proved to be the totally unique,

Ferrari 212 Export 'Barchetta', sympathetically restored by Ferrari in 2013 where it achieved its Classiche status and later sold by us in October this year.

The half car on the stand was the ex-Design Museum: Ferrari Under The Skin; 250 GT LWB rolling chassis which garnered significant attention over the course of the event! Further Sales cars included, a 2,500 kms F40, Bugatti Veyron, 365 GTC and a 550 Barchetta.

As ever we were delighted to attend this prestigious invitation event and were further pleased to be bringing home more significant silverware to add to the trophy cabinet.



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A side-profile view of a bright red Ferrari 250 GT Coupé on a red carpet. In front of the car are four trophies and a bottle of champagne. The background features a wall with logos for Salon Privé and Chubb Insurance.

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Goodwood Revival 2018

The 20th edition of the world famous Goodwood Revival delivered some of the most impressive and thrilling racing yet. Lasting sunshine and warm temperatures helped the 20th anniversary Revival go down a storm.

The Friday held host to the inimitable Kinrara Trophy, marketed by Goodwood as £200million worth of cars which fiercely battled it out, to the very edge of grip and beyond. A magical sight against a backdrop of the sun setting behind the West Sussex downs. This wonderful grid arose from the surging popularity of the DK Engineering backed "Pre-63 GT" Series which this year featured rounds at Donington, Silverstone and Portimao.

DK took three cars to the event this year. The Ford GT40 (1MUF) enjoyed another outing with James at the wheel, whilst the Tojeiro-Jaguar ran successfully in the Sussex trophy after a summer hiatus.

David's 500TRC, ran this weekend in his hands for the past winners parade lap and in James' for the Freddie March Memorial Trophy. The near ritualistic attendance of the crowd in period dress was demonstrated this year once more; mechanics, staff, pilots, guests and even the police donned classic outfits to help make the event not just one for classic car fans, but for all those appreciating a time gone by.



Algarve Classic Festival, Portimao

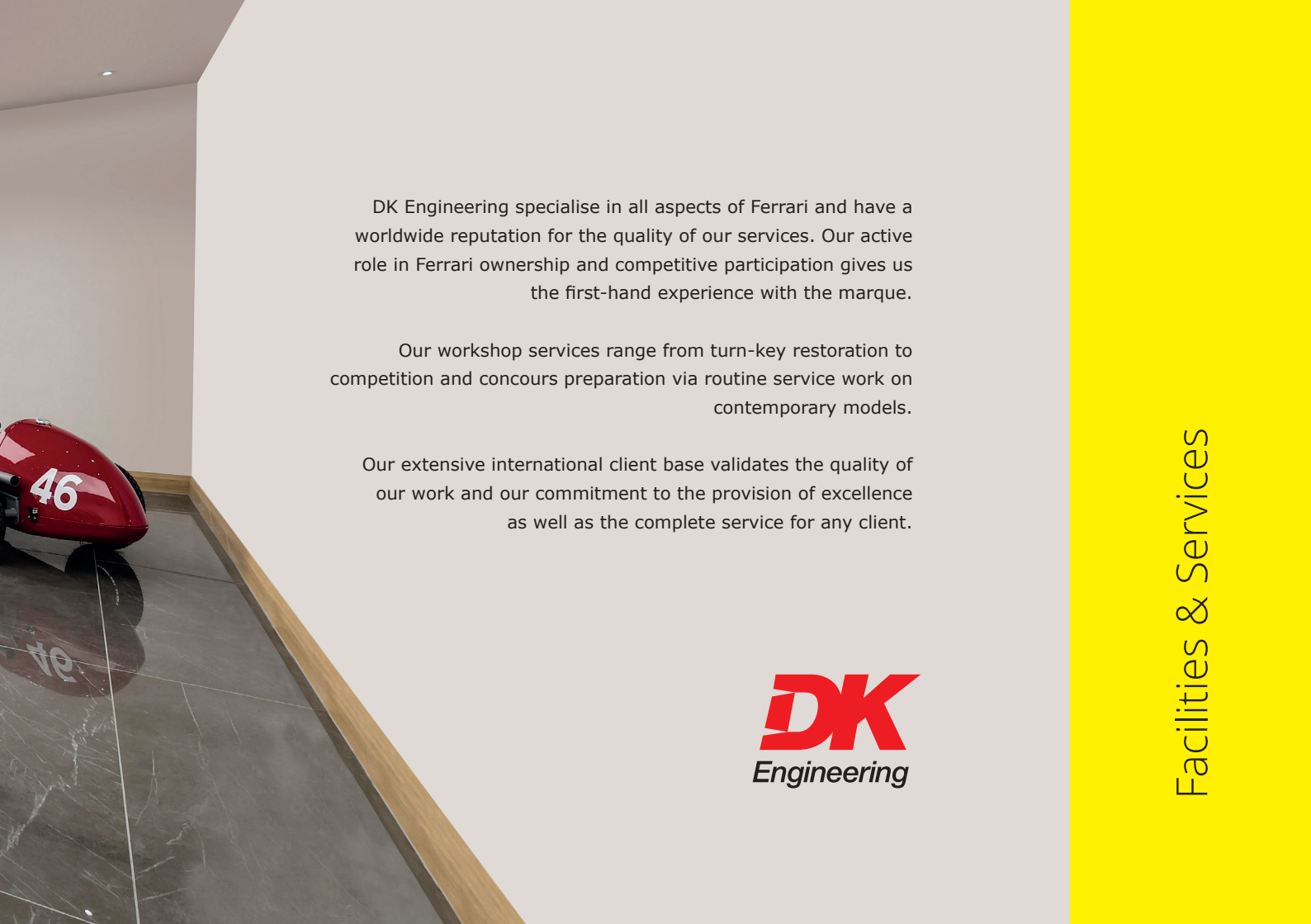
The Algarve Classic Festival proved to be quite the fruitful getaway for James and the team at DK winning two events overall over the weekend. The festival itself marked both the end for most of the motorsports season, but also the final round of DK-sponsored Pre-63GT Championship. Portimao Circuit is located in the very southwest of Portugal. Opened in 2008, the track is just under 5km in length.

The weekend offered up some lovely autumnal sun for those escaping the not-so-glamorous UK weather. The grids however brought with them drivers and cars emanating from much further afield. With a multitude of races over the weekend and cars spanning four decades, competition was fierce. The two hour dusk race combined the Stirling Moss & Woodcote Trophy on Saturday resulted in a 1st overall for the Tojeiro-Jaguar of Max Girardo and James. David and longstanding friend of DK, Scott Redding, placed 12th overall but 2nd in class in the Ace. In the 60 minute Pre-63 GT race, James & Max Girardo once more placed first overall, this time in the DK run Jaguar E-Type. After 7 years of trying and many podiums along the way, the E-Type finally took home gold!









DK Engineering specialise in all aspects of Ferrari and have a worldwide reputation for the quality of our services. Our active role in Ferrari ownership and competitive participation gives us the first-hand experience with the marque.

Our workshop services range from turn-key restoration to competition and concours preparation via routine service work on contemporary models.

Our extensive international client base validates the quality of our work and our commitment to the provision of excellence as well as the complete service for any client.





Early 2018, pre mezzanine



During construction of the mezzanine facility 2018



Upgraded Storage Facility

For 2018, we have extensively upgraded our off-site and discreet storage facility, increasing our capacity by 50% with the introduction of a new mezzanine floor. The works took 3 months and were completed in late October. Now capable of storing over 170 cars, we are ideally situated 1.5 miles from J18 of the M25 and 8 miles from J3 of the M40. Our facility is just half a mile away from Chorleywood Underground station and the Overground station to Marylebone. Cars can be ready and waiting to use with pressures and levels pre-checked. Alternatively they can be delivered to any worldwide location on demand.

As part of our collection management programme our aim is to provide the complete service to make the owners life as easy as they require. We are able to store, service, detail and deliver cars, either with our own covered transport by arranging alternative logistics without the vehicle ever being seen in public.

Our facilities are second to none, are of the highest quality and the most secure with up to date technology.



“Restoration to Perfection”

Our philosophy for Ferrari restoration is simple: ‘Restoration to perfection.’ As a result of the full restoration of more than 150 important motorcars, we possess the necessary skills and experience to produce the greatest possible finished article each and every time.

Our attention to detail has been quantified by numerous class awards and outright overall victories at the Louis Vuitton, Bagatelle, Ashe Park, Pebble Beach, Salon Privé, Cavallino Classic and Ferrari Owners’ Club Concours d’Elegance events among others.





1956 Ferrari 250 GT Berlinetta 'Tour de France' (14 Louvre) - Chassis #0585GT
An example of our philosophy - "The Complete Service". Sourced, Sold, Restored and now Stored by DK.







Sales Department

Our vastly-experienced sales team; one that has mass-marketing skills and a hard-earned reputation for sourcing and supplying rare and specialist motor cars. In addition to an expansive client database, our team has a raft of contacts that span the globe. DK prides itself in discretion, with some of our clients preferring to do business 'off-market'.

Since its inception, DK has maintained more than 3000 important vehicles in addition to the restoration of over 180 historically-significant motor cars. We are fully-immersed in all-things Ferrari, but our expertise also encompasses other blue-chip marques such as Porsche, McLaren, Lamborghini, Jaguar, Alfa Romeo and Pagani.

Growth this year has increased our total showroom count up to four, with a total capacity now of 40 cars. Our latest addition houses 8 cars, with the latest lighting technology installed to highlight the finer details of our stock.

New 8-car showroom built in 2018





▲ McLaren P1

Presented in the iconic "P1 OOV" colour of Amethyst Black Metallic, with extensive MSO options and today having covered just 3,100 Miles. This single owner P1 is offered in EU specification and is UK registered. Full PPF and available immediately. **£1.25M**



▲ RUF RCT Evo (LHD)

Supplied new in 1992, this RUF chassis numbered 964 RCT EVO is powered by a single turbo, 3.6 litre flat-six mated to a 6-speed gear box, making this 425hp car good for 199mph. Fully restored with just 8,000 Kms since. **EPOA**

▲ Ferrari F40

A 'Non-adjust' variant with Classiche Certification and excellent weave. This incredible F40 has covered 27,500 Miles from new, has been fastidiously maintained and has just been subjected to an annual service.

£884,995



Ferrari 308 GTB Vetroresina (RHD)

This dry sump example was UK supplied to its first owner in 1976 and has covered 45,000 miles from new. Accompanied by a complete file including documentation regarding recent preparation to concours standard by Nick Cartwright in 2013.



Ferrari 212 Inter Pininfarina Prototype (RHD)

This 212 (#0229EL) was bodied by Pininfarina as the Prototipo for the 212 PF series and is the first coupe Ferrari bodied by them. This matching numbers example has been totally restored to concours standard. An ideal Pebble Beach or MM entrant.



Porsche 918 Spyder

Supplied in the superb specification of Meteor Grey over Garnet Red Leather. Options include: Carbon Fibre Interior Package, Front Axle lift system, 70 Ltr fuel tank, Carbon floor mats & Platinum silk gloss wheels. Full PPF by Topaz. Just 2,350 Miles from new.



Bugatti Veyron

A unique Veyron presented in the handsome combination of Silver Grey Metallic with a Matte Champagne Silver centre section has covered 11,600 miles from new. In April 2018 it received a comprehensive service and new tyres at Bugatti London.



Bentley 3 / 4.5 Litre "Speed Model"

Previously owned by Sir Jacob Epstein, this superb example was restored in 2003 and has recently been serviced by NDR Ltd. Accompanied by a well supported history file, record of restoration documenting its originality and Clare Hay report.



Mercedes Benz 600 SWB

Unique provenance of Aristotle Onassis being the first registered keeper, and later owned by Arnon Milchan a true Hollywood producer legend. Fantastic original condition yet clearly having been lavishly maintained throughout it's life.



Ferrari 275 GTB/4 (LHD)

Owned by the celebrated British photographer David Bailey throughout the late 60s & early 70s. Now fresh from a total restoration returning the car to its striking original "Blu Ferrari". This matching numbers car is offered with Classiche Certification.



Ferrari 365 GTC (RHD)

One just 22 UK RHD cars manufactured this example was in 2014 extensively restored; the car stands out because of its known history, ownership & provenance. Superb cosmetic & mechanical condition.



GT40

Based on an official Superformance chassis (GT40 P/2273), this example has been built to accurate period Race Car specs and comes complete with a period ZF gearbox, a current valid HTP and is fitted with a low hours Steve Warrior 289 engine.



Porsche 356A Speedster (LHD)

This 1956 Speedster was recently restored to concours standard (inspected and approved by Andy Prill) and is presented in the stunning combination of Stone Grey over Red Leather. Matching numbers and accompanied by books and tools.



Porsche 911 S (LHD)

This 73' model year 911 S was supplied new to Italy and today presents beautifully in it's original colour of Tangerine having been subjected to a thoroughly documented restoration.



Ferrari 512BB (RHD)

The first 512BB to enter the UK, this car was used by the importer for press and demonstration purposes and has since had just three owners. Recently treated to a thorough cosmetic restoration.



Jaguar E-Type 3.8L Flat Floor Roadster with OBL (LHD)

The purest of the E-Type production run, this early 3.8L Roadster benefits from the very rare outside bonnet locks and flat floors. Matching numbers block and head and recently subjected to a comprehensive mechanical recommission.



D-Type

Indistinguishable from an original car, this Short Nose D-Type has recently received HTP papers confirming its accuracy. It competed in the Woodcote Trophy at the 2017 Silverstone Classic but remains equally suited to road use also.



Porsche 356 Coupe (LHD)

This concours winning 356 T-6 has recently been subjected to a most comprehensive restoration to concours standards and has covered under 400 Miles since. Accompanied by a complete driver's manual set, service manuals, complete tool kit, jack and luggage set.



Porsche 356 Speedster (LHD)

1956 Speedster in the exceptionally rare & desirable colour of Aquamarine blue metallic. A beautifully restored, concours d'elegance winning and historically significant Speedster.



Jaguar XK 120 Aluminium (RHD)

This rare example, being the 25th of only 58 RHD Aluminium XK120 Roadsters was built in 1949 and immediately used in competition. Restored to its current specification in the early 1990s it has since covered limited mileage.



MGA Twin-Cam Roadster (LHD)

1 of 3 BMC Works backed Sebring Racers (UMO93). An excellent opportunity to purchase a significant original historic race car with unique patina and unbroken provenance.



Jaguar XK 150 3.8 DHC (LHD)

This totally restored, concours condition XK150 has covered just 46,800 miles from new and has retained all of its original components including matching numbers engine.



Alfa Romeo 8C Competizione (LHD)

This stunning UK supplied 8C Competizione is presented in the colour of Rosso 8C Competizione and has covered just 4,900 miles from new and is accompanied by its original books and 3 piece luggage set.



Ferrari 599 GTO (RHD)

Just one meticulous owner from new, this UK RHD 599 GTO benefits from a full main dealer service history all completed by the supplying dealer Carrs. Accompanied by its original book pack, spare key, radio and Classiche Certification binder.



Ferrari 599 GTO (LHD)

This exceptional GTO has covered under 4,550 Miles from new and is accompanied by its original book pack, spare key, radio and Classiche Certification binder.



Ferrari 575 MM (RHD)

This manual transmission 575 is presented in Grigio Titanio with Bordeaux hide interior. Equipped with the Fiorano Handling Package this example has a fastidious main dealer service history and has covered just 28,600 miles.



McLaren MP4-12C

This UK RHD example was delivered in June 2012 making it a desirable early car and has covered just 15,250 Miles. Carbon Black paintwork with a Black dashboard, Carbon Black leather seats with McLaren Orange inserts. Freshly serviced by McLaren Hatfield.

£114,945



Ferrari 599 GTB (RHD)

This UK RHD 599 is presented in the very rare but highly desirable Rosso Monza with Crema Leather seats, Nero Leather dash. Extensive option list including: Ceramic Brakes, F1 Gearbox, 20" Monolithic wheels. Only 9,450 miles & thorough service history.

£174,995



Ferrari 512M (LHD)

Having been with it's current owner for 20 years, this 512M has been maintained fastidiously having just received its scheduled service including cambelts. Accompanied by a superb file, spare key, original books, tools & rare 4-piece factory luggage set.

£389,995



Ferrari 550 Barchetta (RHD)

A stunning RHD Barchetta with under 3,500 Miles from new. Accompanied by an exceptionally rare hard top roof and fitted with a desirable high speed soft top roof.

£199,995



McLaren 720S (RHD)

This Launch Edition McLaren 720 S has covered 4,520 miles from new. Offered in 'Luxury' specification, this example benefits from a host of options and additional full paint protection film.



Alfa Romeo 8C Spider (LHD)

This 2009 UK supplied 8C is presented in Bianco Madreperla with a Rosso Hide as covered just 2,500 miles. Combined with its fastidious service record, this car is one of the finest available.



Ferrari Testarossa "Monospecchio" (LHD)

An original & early "Monospecchio" & "Mono Dado" Testarossa. Presented in its original Rosso Corsa with Nero Hide having covered 25,400 miles from new. Recent full major service including timing belts.



Ferrari 599 GTB Fiorano 'HGTE' (RHD)

A RHD example equipped with the HGTE handling pack and presented in Nero Daytona. The interior benefits from Carbon shelled electric Daytona sports seats trimmed in Bordeaux leather. Just 7,500 miles from new, recently serviced and UK registered.



Porsche 991 GT3 RS (LHD)

This high specification 2015 GT3 RS has a Black leather hide with Grey Alcantara seat centres, Carbon Ceramic brakes, 918 seats, Sport Chrono & Clubsport Packages. 11,000 miles from new, UK registered and will be serviced by Porsche GB prior to sale.



Ferrari Daytona Spider (LHD)

One of just 19 LHD European Specification cars built by the factory. This Daytona Spider has received a recent total restoration returning it to its original colour combinatin and won its class at a prestigious concours event. UK Registered and "Red Book" Classiche Certified.

£POA



Aston Martin DB5 Convertible (RHD)

1 of 123 produced and previously owned by actress Beryl Reid. Following a recent highest quality restoration by the factory and Spray-Tec, this concours condition example presents in Midnight Blue over Cream & features a Vantage spec engine as upgraded by the Factory.

£POA





1953 Ferrari 166MM #0146/0346M

Competition Berlinetta by Pininfarina

The only 166MM bodied by Pininfarina and the last 166MM produced featuring 6-port cylinder heads and three quad-choke downdraught Weber carburetors.

Restored by DK in 2005 and sold later that year to a gentleman that has retained the car until now. Rarely seen in public since the car was fully restored.

Today it presents in Concours condition and is accompanied by Classiche Certification. A hugely rare opportunity to acquire a unique even chassis numbered competition Berlinetta that is well suited to events such as the Mille Miglia and Pebble Beach Concours d'elegance.

£POA

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Heathrow or Luton
Airports - 20 mins.



M25 Orbital
J18 - 3 mins.



London City
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