

DK

Engineering

Est. 1977



Winter 2023/24



1 of 3 Singer DLS' sold this year



Ferrari 288 GTO - First supplied new to Luigi Chinetti



2023

2023 at DK Engineering

It feels like this year has flown past, with our August trip to California feeling little more than a few weeks ago. Since our return we have been very busy both consigning and rehoming a number of hugely special cars. On the modern end of the spectrum, we have sold two of what will be just over 10 RHD Singer DLS built, from their short but very sweet 75-car production run. We've found a new home for our Pagani Zonda F, the first Zonda to gain US federalisation, one which we're hoping the new custodian will enjoy on many adventures to come. Our Ferrari 288 GTO was supplied new to none other than Luigi Chinetti, a man who made an inimitable impact on the marque at a global level, winning the first race at Le Mans for Enzo Ferrari and subsequently becoming the original importer for the brand in the United States; it seems fitting that its new custodian will take to those very roads.

We're pleased to have rehomed a Ferrari LaFerrari which was supplied new to a prominent royal collection and has subsequently undergone UK registration. An underappreciated modern classic, the Jaguar XJ220 found a new custodian mere moments after going live on our site. On the older side of our stock list, both of our double-barrelled cars have found new homes; the Frazer-Nash 328 and the Lister-Jaguar respectively.



This year has also seen several significant sales on Carhuna.com. Our online auctions powered by Carhuna saw us achieve a fantastic result for the owner of a Porsche Carrera GT Zagato, 1 of 6 examples built. Other key sales include a McLaren 675 LT, Mercedes-Benz CLK 63 Black Series and a PTS Porsche 997 GT3.



In early September, we revealed Jaguar D-type XKD404 to the world and adoring press for the first time after its near five-year restoration. DK Engineering were proud to return the Jaguar to its Le Mans specification, making its post-restoration debut at the Hampton Court Concours of Elegance. We supported several owners at Hampton Court and Salon Privé concours, with an entrant to the latter scooping 'Most Elegant' for their 250 GT Berlinetta Lusso, a car DK restored in 2019.



OKV 3 unveiled at the Concours of Elegance at Hampton Court



DK restored Ferrari 250 GT Berlinetta Lusso scoops the 'Most Elegant' award at Salon Privé

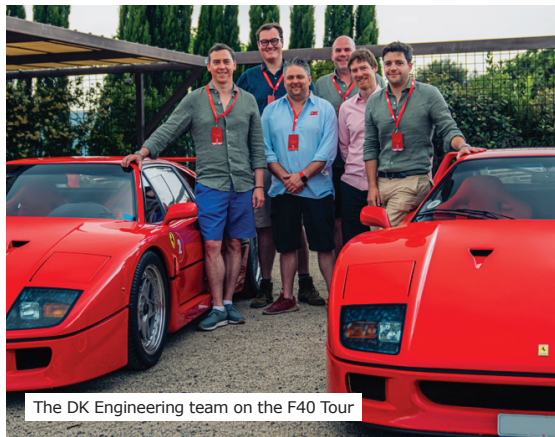


DK's Frida Cottingham and Monique Hanekom competing in the Rallye Des Princesses

As well as attending the iconic Monterey Car Week, the DK team has been all over the globe over the past year. June saw the women's only Rallye des Princesses trace the best routes of the French Riviera. Held for more than 20 years, it is a staple and visionary event which has united exceptional women around the same exclusive passion. Monique Hanekom and Frida Cottingham in DK's own Porsche 2.7 RS Touring gained an immense achievement in placing 35th overall in their first ever rally.



Just a couple of weeks later, DK Engineering took to the roads of Provence for an exclusive F40-only tour. Based exclusively out of the 5-star Coquillade Provence in Luberon, the rally saw participants exploring the best of the French countryside including Mont Ventoux and the Gorges du Verdon in their F40s. Each car on the tour was provided with a road-book for navigation and the event was expertly captured by our photographer Alex Penfold. DK Engineering proudly supported the delivery of 7 cars and additionally provided full tour and roadside assistance for the participants – including a midnight fuel-pump change to allow a guest to continue!



The DK Engineering team on the F40 Tour



F40 Tour in Provence

Closer to home, August saw the annual Fifties Sports Car Racing Club (FISCAR) Bentley Drivers' Club meeting at Silverstone. For this year's edition, Adrian King, who has worked at DK Engineering for 27 years and frequently co-drives the AC Ace with David Cottingham, drove the car alone to a commanding victory, with the runner up finishing almost a minute and a half behind! A fabulous result for Adrian, David and the team to be justifiably proud of.

Meanwhile, on track, I fought as hard as I could over the entirety of my second season of British GT. Competing in the 2 Seas motorsport Mercedes AMG GT3 with Jonny Adam, we managed to wrap up the team championship with a race to spare and pull a healthy 13-point lead over our competitors in the drivers' championship.

Unfortunately, the stars do not always align, and I found myself against several adversities coming into the



Adrian King (pictured next to David Cottingham) wins the FISCAR race at Silverstone



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A photograph of a yellow Mercedes AMG GT3 race car on a track. The car features several sponsor logos, including DK Engineering, SONAX, INTELLIGENTMONEY, and FIRELLI. The car is moving towards the camera on a wet track.



Winners at Portimão in July



Winners at Donington Park in April



Winners at Donington Park in May



last round with Philip Ellis. Illness, weather, safety cars and of course, the 'balance of performance' (BoP). I am confident that even without my penalty, we still couldn't have beaten the unrelenting pace of the BMW on the Sunday. It is such a disappointment after all the work, energy, and success this year, but it makes us think about what we do next year...

For now, as the year draws to a close, from me and the rest of the team, we wish you a fantastic Christmas and the best for 2024.



James Cottingham,
Managing Director



ASIAN
LE MANS
SERIES



At the time of writing, James Cottingham is set to move onto his next racing endeavour – the Asian Le Mans Series. James will be driving the Optimum Motorsport McLaren 720S, resplendent in DK colours, with a livery in reference to the Harrods F1 GTR; and will be partnered with Tom Gamble and Sam de Haan to complete the driver's lineup. By the time you read this, James will have already completed the opening round (the 4 Hours of Sepang in Malaysia). The series also includes upcoming races at globally admired tracks such as the Dubai Autodrome and the Yas Marina circuit in Abu Dhabi.

POSTCARDS 2023











Alfa Romeo 8C 2300 Zagato

This Alfa Romeo 8C 2300 Zagato is an automobile that transcends being merely a physical object, such is its fascinating and comprehensive ninety-year history. A story intertwined with Enzo Ferrari, Tazio Nuvolari and their 1930s Grand Prix successes, but also as a 21st birthday present to one successful and endlessly passionate owner, whose scientific accolades enrich the narrative of the iconic vehicle.

Motorsport Endeavours

2111044's early racing provenance in continental Europe was impressive and was unfortunately lost in time for a period, but due to the future owner's keen interest, its early competitive history was unearthed once mechanical work commenced on the chassis. Over the course of over six decades, a number of differences were eventually attributed to the car being a highly specified early 1930's Grand Prix machine with the original chassis number 2111002. It was discovered that it raced in multiple Grand Prix in 1931 and 1932, notably under Enzo Ferrari's watch with Tazio Nuvolari behind the wheel, and had several mechanical differences due to its race-bred origin, such as a tuned and blueprinted engine, and a different chassis and suspension setup.

Its early race history began with an entry into the 1931 Monaco Grand Prix, before the car was taken over by Scuderia Ferrari. After the Ferrari takeover of the Alfa Romeo racing team, the car was fitted with a 1750 test car engine and no body, for running in testing. The car was then provided once again with Grand Prix car body work and campaigned in the 1932 season with many successes. In order to compete in the 1932 Mille Miglia, the car was stamped with its third chassis number, 2111006.





24th July 1932 - Tazio Nuvolari in the pits at the Circuito di Piremonte. Tazio later placed 1st place overall.



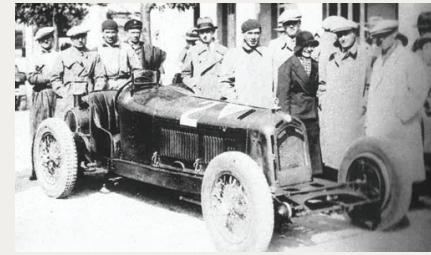
1932 Klausen Pass Hill Climb

Taruffi and Sienna were running in second place before an unfortunate retirement near Padua. By July of 1932, the car was road registered as 5769 MO with the chassis number 2111044 that it retains to date. By now the car was back to a 2-seater Zagato body style, but with 'Monza' specification suspension. Just three days later, Tazio Nuvolari won the Principe di Piemonte, and the car continued to have successes for the rest of its 1932 campaign. In August, Mario Tadini came second in the Targa Abruzzo but was disqualified as the car had too many non-standard features to scrutineer as a production sports car. It then came first in class in the Klausen Pass Hill Climb and then finished second overall in the second edition of the Circuito di Senigallia.

At the end of 1932, the 8C was purchased by Lelo Pellegrini where he posted the fastest time at the 1933 Vermicino Rocca di Papa Hill Climb.



The car was then once again loaned to Taruffi and ran without mudguards or a windscreen to compete in the 1933 Tripoli Grand Prix. It was also used for practice running in 1934 after being purchased by Penn-Hughes. After a short period, it was imported and eventually passed to Belleview Garage where it was spotted by a young Michael Crowley-Milling.





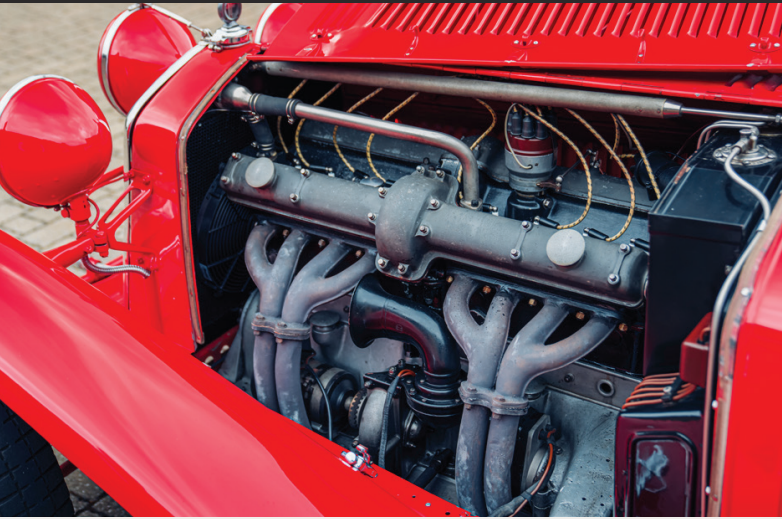
Michael Crowley-Milling at Cambridge before the Inter-Varsity Speed Trials (1938)



Michael Crowley-Milling

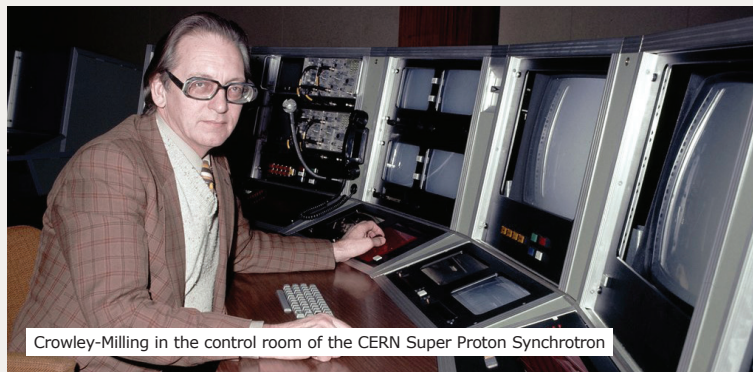
The car was listed as a second hand 8C 2300, which took the eventual owner's father some convincing to purchase for his 21st birthday, instead of a brand-new Jaguar SS100. Thankfully, in hindsight, the car was purchased for a sum of £365 in 1938 and was immediately put through the Inter-Varsity Speed Trials until the end of 1939. Needless to say, few cars and drivers posed any threat to the high performance of the 8C. His racing endeavours, including original Varsity Competition books and a wealth of photographs accompany this car in its comprehensive multi-volume history files.

Crowley-Milling's academic endeavours were far from left by the wayside of his motoring exploits, completing his MA in Mechanical Sciences in 1943.

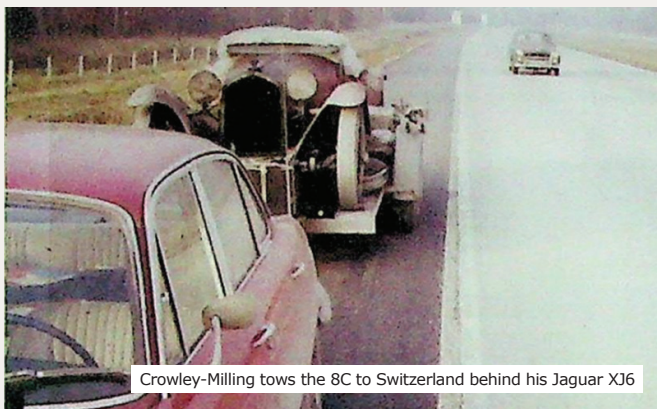


During the war he worked on Microwave Radar and later, worked his way up through the ranks of CERN (formerly the Conseil Européen pour la Recherche Nucléaire, and now the European Council for Nuclear Research)

Crowley-Milling is likely best known as being a leading contributor to the invention of the capacitive touchscreen and later, as the director of CERN. With these work commitments, he moved to Switzerland and towed his beloved Alfa all the way.



Crowley-Milling in the control room of the CERN Super Proton Synchrotron



Crowley-Milling tows the 8C to Switzerland behind his Jaguar XJ6

Patiently waiting for the opportunity to restore the car himself, the determined owner commenced a 20-year restoration that was performed alone with a minimal amount of replacement parts; due to their scarcity, the owner painstakingly reconditioned all the necessary components. This meticulous process was documented in four volumes of photographs and notes, and crucially meant the car was ready in time to compete in the 1993 Klausen Pass, a famous Swiss route which the owner referred to as his favourite event in period. The car was driven by Michael as he traced the very same breathtaking route that the car competed on 60 years prior, piloted by Nuvolari at the time.

2111044 was inextricably linked to Crowley-Milling for the duration of his life and he showed an undying interest in the car over the next 2 decades, where he proceeded to document and amend several volumes of earlier history of not only his car, but several Alfa Romeos from 1931 onwards.

Recent History

The car then underwent a sympathetic restoration from 2007 to 2009 by JSW, which high standards and originality are still evident today. Despite two successive owners, the car remained a feature of Michael's life up until his passing in 2012, where mentions and photos of the car featured even at his funeral, such was the synonymy of the car and the man.

The deep and evocative history of chassis #2111044 is second to none, and it is an exceedingly rare opportunity to be able to unearth and present such an encyclopaedic story, archived and researched over the duration of the individual's entire life. This incredible example was recently rehomed by DK through our confidential sales.



The late Michael Crowley-Milling with 2111044 at Windsor Castle in 2012



Sold by DK Engineering during 2023

SOLD

Ferrari 275 GTB 'Competizione Clienti' (RHD)

Following the FIA's refusal in 1964 to homologate Ferrari's mid-engined 250 LM in the GT category, Ferrari looked to its upcoming road going 275 GTB to succeed the 250 GTO. Introduced slightly later that year, the 275 holds a special place in Ferrari's history as the cars were the last true dual-purpose Ferraris; cars that were equally at home on the road or the circuit. Furthermore, the elegant lines of the 275 Berlinettas are regarded as those of the last classically styled Ferrari.

Needless to say, the 275 was an advanced car in a technical sense; a sophisticated chassis, fully independent suspension, and race-proven Colombo V12 engine, now displacing 3.3 litres. It is no surprise that the end result was simply sensational and praised by journalists and critics the world over.

Competition 275s can be broken down into three distinct groups. The earliest referred to as *Competizione Speciales*, the middle 7000-series as 'Competizione Clienti' and the final cars as 'GTB/C'.

At the start, there were a handful of 'Competizione Speciale' cars, taking learnings from the preceding 250 GTO. These early cars were equipped with lightweight tube frames, six-carburettor dry sump engines and bodywork that, while clearly related to the 275 GTB, was markedly different with a 330 LM Berlinetta-style nose and Lusso-style air intake atop the bonnet.

During 1965, Ferrari produced another ten special Berlinettas, designated "Competizione Clienti" and built for customers as dual-purpose sports

cars. These short-nose cars were fitted with six Weber 40 DCN3 carburettors sitting atop the essentially standard, wet sump V12 engine. An outside fuel filler cap in the right sail panel led to a large 140 litre gas tank, which replaced the usual 94 litre unit and resulted in the relocation of the spare tyre to sit vertically behind the gas tank. Three additional vents were added behind the rear wheels and most cars benefitted from alloy bodywork. Consequently, the rear shelf on these cars was somewhat higher in appearance - another distinguishing visual feature.

These cars were built for privateers to race whilst the continued dispute between Ferrari and the FIA raged on over the fly-weight 275 *Competizione Speciale* and the 250 LM's prototype status.



1 of 10 '7000' Series Examples

Of the 10 Competizione Clienti cars built, just three would leave the factory in right hand drive. Maranello Concessionaires order book notes 'Order 191' as a 275 Competition Berlinetta - Rosso Cina with a Blu interior, alloy body, lightweight alloy wheels, Dunlop racing tyres and a Tour de France ratio axle. Competition options included the 140 litre fuel tank, rear fender vents, and quick-release fuel filler cap.



Spare tyre kit sitting vertically behind the gas tank



Extensive research during the car's recent restoration to complete factory specification by marque specialist Bob Houghton & Storico Restorations saw a wealth of details about its early life brought to life, especially this early Irish competition.



2nd Overall, 500 MRC, Clubman's & Sports Cars Class B, Kirkistown Circuit, April 1966



Supplied new in late 1965, this example has worn the UK registration mark 'GGJ 5C' from new, which it retains to this day. Its first owner Harry Napier was a keen amateur racing driver from Ireland, and upon purchase, he sent his friend Alan Grimason to London to collect the car and drive it back. Napier then hosted a New Year's Eve party where the car was revealed to his friends and family at midnight on the dance floor!

Napier ran the car extensively at his local circuit, Kirkistown, as well at several hill climb events throughout 1966. Later and still under his ownership, Napier allowed his friend Wes Ard to race the car into 1967. Whilst Napier has been introduced here as an amateur racing driver, his racing efforts were considerable, regularly finding himself on the podium against grids including much lighter Ginetta G4Rs and larger capacity 4.2 E-types.

The car was entered into the 1966 Brands Ilford Films 500 mile race by Napier and co-driver Malcolm Templeton, the Alfa Romeo & Lotus importer for Northern Ireland.

At the time, the Ilford 500 was one of the longest races to be held in Europe. Torrential downpours saw several incidents in qualifying, and whilst this greatly levelled the playing field between the heavyweight 7 litre Cobras, GT40s and a 250 LM and the numerous Lotus Elans and MGBs; ultimately fearing for his pride and joy, the 275 GTB did not start. The car would however return to Kirkistown on several further occasions under Napier's ownership.

In 1968, with its next custodian, the 275 would set the lap record at Clondeboyne football ground in County Down. Generously allowing his mechanic to drive the car, this record remains unbeaten to this day – mostly due to the fact the circuit has been replaced by houses.

This Competizione Clienti 275 first crossed paths with DK in 1977, right at start of the business and certainly one that fuelled founder David Cottingham's passion with the Ferrari marque. David recalls purchasing the car for himself in 1977, under some streetlights in West London.



David Cottingham at the wheel of #07407 in 1978





June 1998, Shell Historic Challenge, Dijon



November 1990, Macau GP Meeting

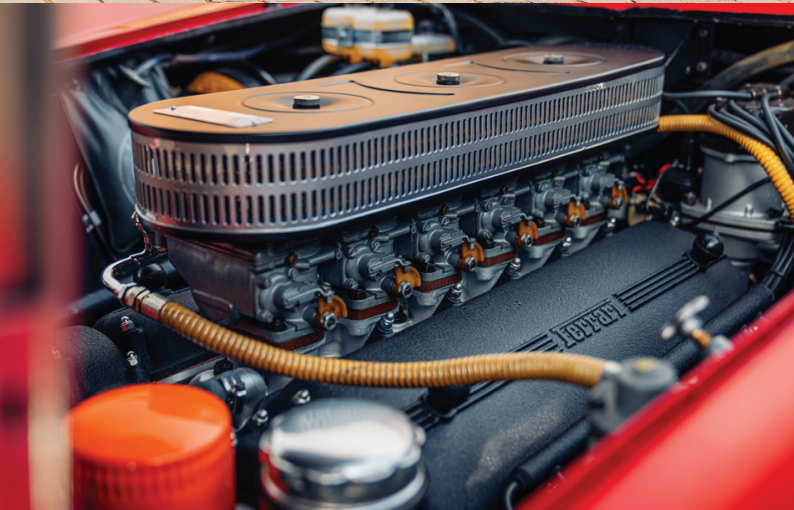
A Mr Martin McGlone then owned the car for almost 30 years from 1978 until 2005. During his ownership, the car was regularly maintained and serviced by specialists including DK and was exercised regularly including on track. The car was raced by Martin McGlone and featured in many rounds of the prestigious Shell Historic Ferrari Challenge, which spans the globe's most revered circuits; Silverstone, Le Mans, Monza, Dijon, Nürburgring and many more.

Following a racing incident in 2003, the car was restored in Italy. Subsequently, in 2005, the car was purchased by Sir Anthony Bamford. During his 6-year ownership, the car saw further on-track action, including at the Goodwood Revival and the Le Mans Classic, where the car was driven by Alain de Cadenet. During this time, the engine and gearbox were prepared by Piet Roelofs, and the car was race prepared by JCB's own team.

In 2014, the car was purchased by its current owner, in whose care the car has been meticulously maintained by marque specialist, Bob Houghton Ferrari. Under its current ownership, Bob Houghton & Storico Restorations undertook a total restoration on the car. Returning it to the specification of exactly how it left the factory.



Recently restored in 2020 to its entirely original specification of Rosso Cina over a Blu interior whilst boasting its matching numbers status.





The restoration culminated in 2020, and to showcase this restoration, the car was entered into the Hampton Court Concours of Elegance where it was awarded 1st in Class against some very stiff competition.

Such is the reverence for 'GGJ 5C', it was requested to be displayed amongst the highest echelon of automotive royalty when it featured in 'The Red Collection' at the 2021 Salon Privé at Blenheim palace.

The car today presents superbly in the original specification of Rosso Cina over a Blu leather interior. This exceptional competition Ferrari has a documented history from new and is still registered on its original registration number of 'GGJ 5C'. The car is proven to be as well suited to circuit racing as it is to tours, rallies, and use on the road, and it goes without saying that this provenant and rare 'Competition Clienti' 275 GTB is eligible for all the most desirable and exclusive historic car events.

A superb example of the gentlemen client racers of the 1960s the early competition 275s are amongst the most desirable yet well priced competition Ferraris. This 275 is accompanied by a wealth of documents dictating this car's history from new, a complete tool roll including its jack, and a comprehensive spares package including two sets of spare wheels. For further details, please scan the QR code.



Salon Privé 2021 - 'The Red Collection'

Exclusive Access
Scan for further
details on #07407



POA

Ferrari Enzo **SOLD**Porsche 911 Singer DLS **SOLD**Multiple Ferrari F40s **SOLD**Multiple Ferrari F50s **SOLD**



Porsche 911 Singer DLS **SOLD**



Porsche 911 3.0 RSR **SOLD**



Lancia Stratos HF Stradale **SOLD**



Frazer-Nash BMW 328 **SOLD**





Aston Martin DB5 Goldfinger Continuation **SOLD**



Ferrari 288 GTO **SOLD**



Bugatti Veyron 16.4 **SOLD**



Ford GT40 **SOLD**

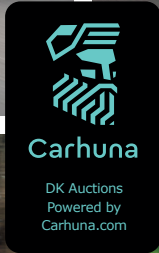
Ferrari F430 GTC **SOLD**Ferrari 599 GTO (Corse Clienti Aero Pack) **SOLD**Lister-Jaguar 'Knobbly' **SOLD**Ferrari 250 GT LWB Berlinetta 'Tour de France' **SOLD**



Porsche Carrera GT Zagato **SOLD (DK Auction)**



Ex JK Ferrari Scuderia Spider 16M **SOLD (DK Auction)**



Porsche 911 (997.2) GT3 Clubsport **SOLD (DK Auction)**



McLaren 675 LT **SOLD (DK Auction)**



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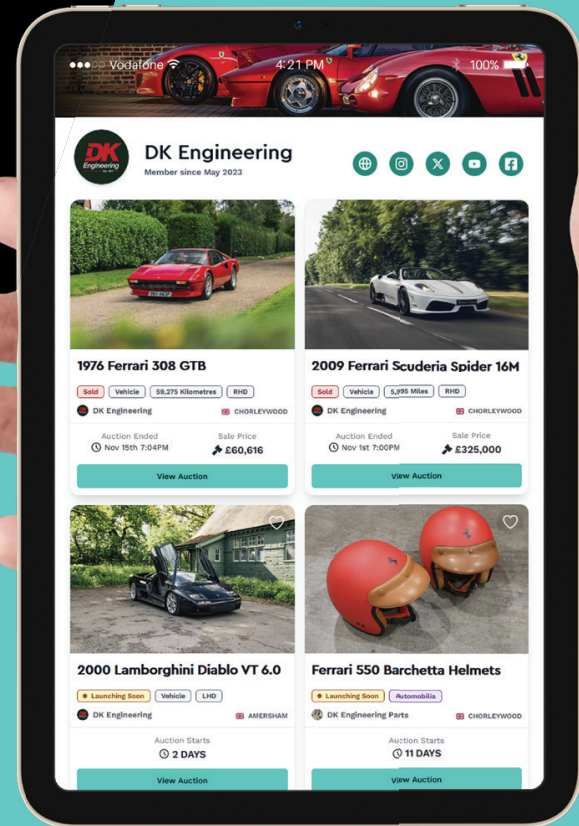
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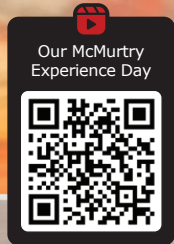


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 **McMURTRY**
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DK Engineering are the exclusive UK agent for McMurtry, the British engineering outfit working towards creating the world's greatest small electric cars for road and track use. Operating at the leading edge of technology, McMurtry is working to develop the next generation of automotive innovation. The team is committed to raising the bar for electric vehicles, inventing and proving new technologies to offer cars with unrivalled performance in dynamics, speed and range.



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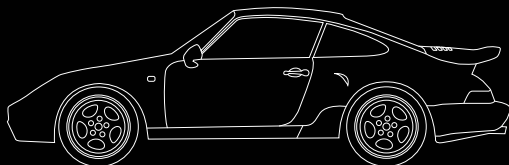


The McMurtry Spéirling Pure - Now Available to Order

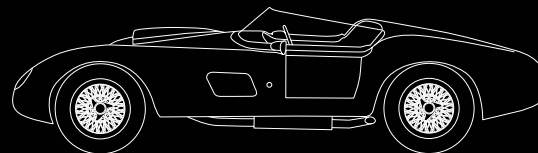
The commercially available successor to McMurtry Spéirling recently unveiled at the Goodwood Festival of Speed 2023. A sealed skirt fan car for the track • Sub 1000 kg weight • 1000 bhp (745kW) peak output • Eligible for the GT1 Sports Club 190 mph top speed • 60 kWh battery system with fast-charge in under 20 mins • Carbon fibre monocoque Rear wheel drive • Slick tyres – 27/65-18 (Front), 30/68-18 (Rear)

Limited to just 100 units, deliveries will start in 2025. For ownership enquiries contact our sales team.

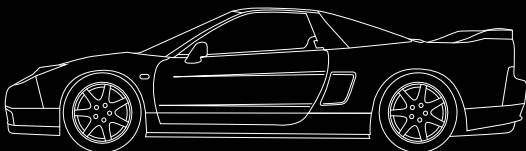
Coming Soon to DK Engineering • Please Enquire



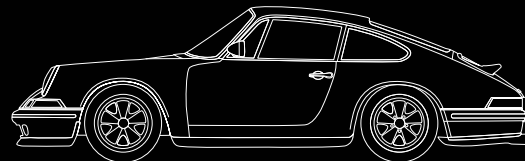
Porsche (964) 911 Turbo S Flachbau



Cegga TR250 (Powered by Ferrari)

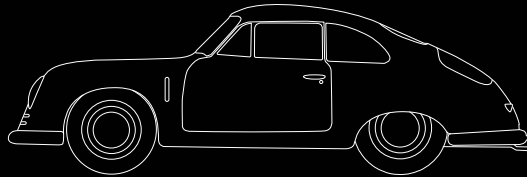


Honda NSX-R

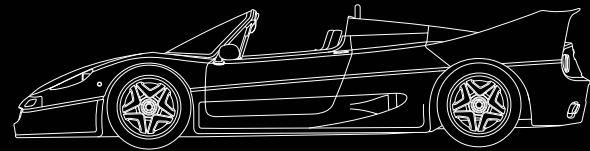


Porsche 911 Singer (Classic)

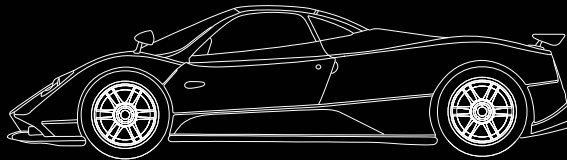
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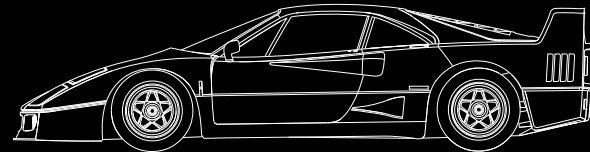
Porsche 356/2 'Gmünd' Coupe



Ferrari F50




Pagani Zonda



Ferrari F40

Tax/Title Status: Enquire

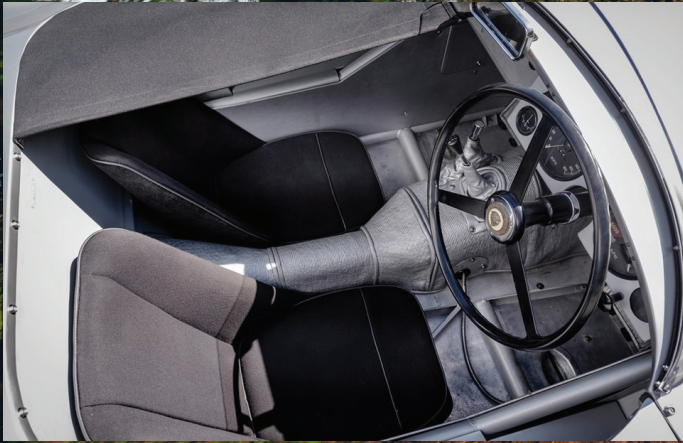
Location: USA 

POA



Jaguar C-type

This C-type was received by Los Angeles based distributor Charles Hornburg on 24th November 1952. Its early life saw it primarily used as a road car, the merit of which shines through today. Recently inspected by CKL Developments, Chris Keith-Lucas' report notes this example as "a particularly complete and correct C-type, indeed I cannot think of a more original example". Most recently this example has found residence in the United States once more, and is available to view by appointment only.



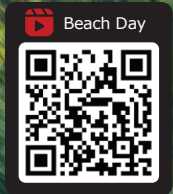



Ferrari F40

Non-Cat, Non-Adjust

This fastidiously maintained and documented F40 is understood to be the 25th production example to be produced. Accompanied by its Ferrari Classiche Certification, a wealth of period documentation and with no fewer than 17 service stamps. A fresh major service including cambelts and fuel tanks has been completed in house; today the car presents with 29,200 kms.

POA



Title/Tax Status & Location: UK 

Title/Tax Status & Location: UK 



1957/2018 Jaguar XKSS Continuation

One of only nine continuation cars, built in 2018 to complete the original planned run of 25 Jaguar D-type conversions that commenced in 1956. A fire prevented the rest from being constructed until decades later. Additionally, this specific XKSS is the only continuation example painted in cellulose paint, which means it will age and patinate in the same way that an original car would. In 2019, the car passed its IVA inspection and was subsequently issued with a UK V5 document, which means it is ready to enjoy on the open road.



POA

XKSS Reel

A QR code is positioned in the center of the page, overlaid on the bottom half of the top image and the top half of the bottom images. Above the QR code is a small red icon of a video camera and the text "XKSS Reel".





POA



Mercedes CLK GTR

The mythical CLK GTR was produced in only 26 units across all variants and was so successful in its racing campaign that it is largely attributed to the demise of the GT1 class. This specific example has covered only 7,100 km from new and is one of only three GTRs that feature the iconic Stirling Moss '300SLR' grey-blue heritage plaid. Just three cars left the factory with this interior optioned in homage to that of Sir Stirling's victory at the 1955 Mille Miglia.

Title/Tax Status & Location: USA 

Title/Tax Status & Location: UK 

Ferrari 330 GTS (LHD)

1 of just 99 examples built, this 330 GTS was supplied new to Luigi Chinetti Motors in 1967. In the hands of a single owner for 37 years, this example was dutifully maintained and made regular appearances at Road America as the head physician's personal car. Completed in 2023, this example was treated to a comprehensive bare metal restoration by marque specialists Cremonini and Bonini, refinished in the period correct colour combination of Verde Scuro with its interior in Cioccolato, trimmed by Luppi. Benefitting from the increased power and torque of the 4.0 litre V12 over that of the preceding 275's 3.3 litre powerplant, the 330 GTS makes for an eminently usable 60s Ferrari, in a remarkably elegant colour scheme.

POA





Scan code to watch our
Carrera GT User's Guide
video on YouTube



POA

Title/Tax Status & Location: UK 



Porsche Carrera GT

This UK supplied example presents today with just 9,850 miles from new and 14 Porsche service stamps in its history. Finished in GT Silver over Natural Dark Grey leather, and having received its most recent annual service at Porsche GB in August 2023.

McLaren Senna

This example was supplied new through McLaren Hatfield in December 2018 and was elegantly finished by McLaren Special Operations in the same blue as featured on Ayrton Senna's 1988 World Championship winning helmet; a scale model of which accompanies the car. Freshly serviced by Lanzante, this example presents on the button, ready to be used and enjoyed with just 1,900 miles from new.



£774,995

Title/Tax Status & Location: UK 





Singer

Porsche 911 Singer DLS (LHD)

This example of the already highly exclusive Singer DLS stands apart from others as one of just a handful of examples to receive colour-tinted carbon fibre. In fact, this example has a build sheet of optional extras totalling \$370,000. It was delivered new to Holland in 2022 and has covered 5,900 km. This example has also been freshly serviced by Singer UK and fresh PPF has been applied.

POA



Title/Taxes: EU




Location: UK



Alfa Romeo Tipo 33 TT 3 (Ex-Works)

4th place overall at the 24 Hours of Le Mans 1972, this Tipo 33 TT 3 is one of just three Works examples built, and the last factory prepared Alfa Romeo to enter the legendary race. Powered by a 3.0 naturally aspirated V8 producing 440bhp at 9,800rpm, the 33 TT 3 is a force to be reckoned with. Hugely eligible and accompanied by its Le Mans block and a healthy spares package.

Tax Status & Location: UK 

POA



Watch Reel

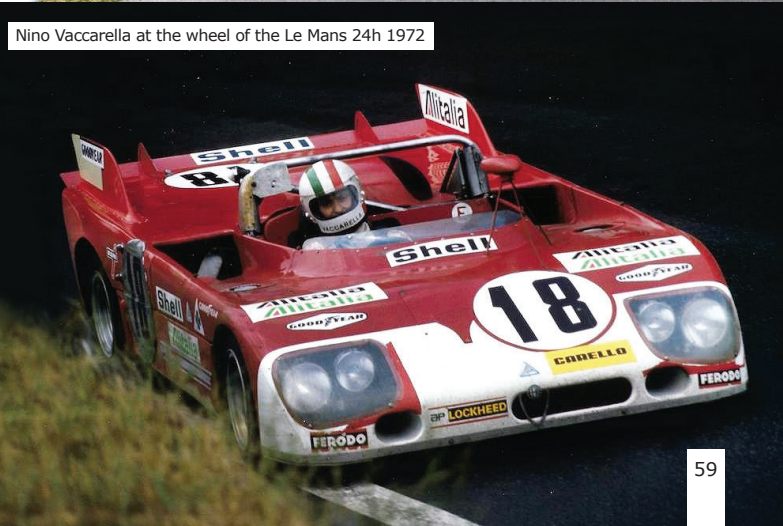
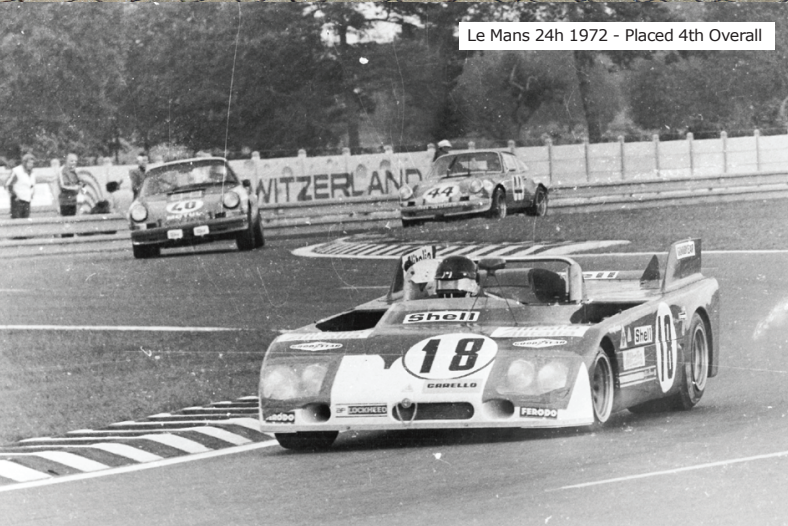




Le Mans 24h 1972 - Placed 4th Overall



Targa Florio 1972 - Placed 3rd



Nino Vaccarella at the wheel of the Le Mans 24h 1972



Le Mans 24 Hours 1972 - Placed 4th Overall



Targa Florio 1972 - Placed 3rd



Sebring 12 Hours 1972



Nürburgring 1000 Kilometres - Placed 3rd

POA




1972

- 09.01.1972 - Buenos Aires 1000 Kilometres – race no. 4 – DNF (engine issues) – de Adamich / Galli
- 06.02.1972 - Daytona 6 Hours – race no. 3 – DNS (accident in practice) – de Adamich / Galli
- 25.03.1972 - Sebring 12 Hours – race no. 34 – DNF (puncture) – de Adamich / Galli
- 16.04.1972 - Brands Hatch 1000 Kilometres – Race no. 6 – 4th – Elford / de Adamich
- 21.05.1972 - Targa Florio – race no. 4 – 3rd – de Adamich / Hezemans
- 28.05.1972 - Nürburgring 1000 Kilometres – race no. 6 – 3rd - Marko / de Adamich
- 10.06.1972 - Le Mans 24 Hours – race no. 18 – 4th OA – de Adamich / Vaccarella

POA



Title/Tax Status & Location: UK 

Ferrari 250 GT Lusso 'Hotrod'

A RHD example; that during its life has seen regular competition action including numerous Goodwood Revival TT races.

Totally restored by DK over the last three years, the owner decided to retain and refine its competition specification so as to create the ultimate road car with the addition of some further modifications. Crucially all modifications are reversible.

The finished result sees a handsome Verde Pino over chocolate interior. Competition features include, a 250 GTO 5 speed gearbox, 3.3L engine, 6 Carburettors, outside fuel filler, updated brakes with additional cooling, wide wheels, no bumpers and much more.

This specification makes for a fabulous fast road car ideal for tours and rallies, and is now reluctantly offered for sale due to relocation of the owner.





Tax/Title Status: Enquire

Location: UK 

Ferrari 458 GTE

With the 458 GTE, Ferrari won the Le Mans 24h twice, the World Endurance Challenge three times, the European Le Mans Series and the Asian Le Mans Series; the last of which was won in 2013 by this car, chassis 2868. This example was delivered new to the legendary Japanese 'Team Taisan' to be driven in all four rounds of the Asian Le Mans Series by a line up including ex-F1 driver Kamui Kobayashi. The car won all four races, hence claiming

the 2013 title and earning an entry into the 2014 Le Mans 24h, where the car was driven by another ex-F1 driver, Shinji Nakano with Martin Rich and Pierre Ehret. The car finished 8th in class and was returned to Michelotto to be refreshed ahead of its next race. Subsequently the car was purchased by one of its former drivers and remains maintained by Michelotto and ready to race again.



POA






Ferrari 365 GTC (RHD)

Restored for DK Engineering founder David Cottingham, this 365 GTC received a degree of attention to detail and quality that was, and still is, unheard of on a GTC. The retail value of the work DK carried out was in excess of £400,000. One of only 22 RHD examples, this 365 GTC is finished as it was ordered new in the rare period hue of Grigio Mahmoud.

POA



Title/Tax Status & Location: UK 

Porsche 918 Spyder (Weissach Upgrades)


This example of 918 Spyder features an extensive specification list including a full exposed carbon fibre exterior pack with Weissach rear bumper winglets.

It presents with just 2,400 km from new and is accompanied by its original book pack, charger, and history folio.

POA



Title/Tax Status: Enquire

Location: UK 


918 Spyder



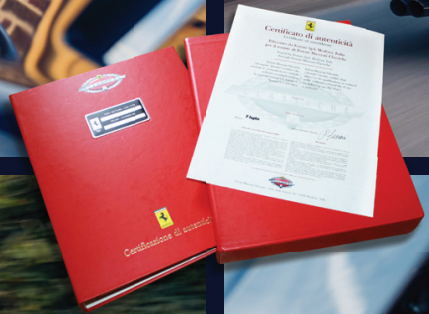
Ferrari 275 GTB (LHD)

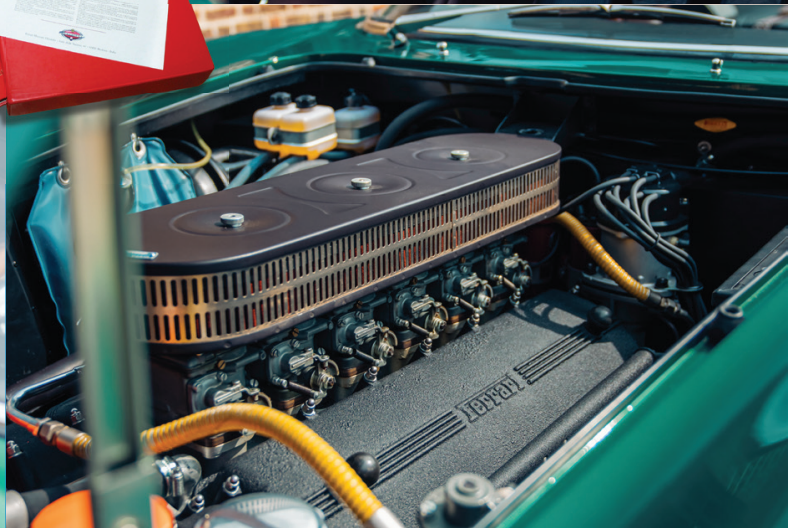
This 275 was acquired by its present custodian through DK Engineering in 2017, who at the time, instigated the return to its original Blue Scuro hue. Used sparingly since, this GTB has been kept as a part of a large and prominent collection. This wonderful example of the timeless 275 GTB presents today with a 6-carburettor setup. Having been cared for with no expense spared both mechanically and aesthetically it is offered in a most exceptional condition.

POA

Title/Tax Status & Location: UK 








Ferrari 275 GTB 6C (RHD)

A factory built RHD example with 6 carburetors from new. Totally restored by GTO Engineering six years ago and today it presents in 'as completed' condition. A beautiful example in Pinot Verde Pino over a Cioccolato interior. Accompanied by Classiche Certification.

Title/Tax Status & Location: UK 




POA

Ferrari 365 GTB/4 'Daytona' Competizione

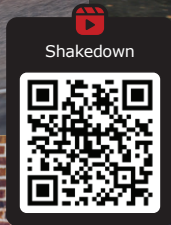
Starting out life as a road-going example, this Daytona was converted to Group IV specification in the early 1980s. Emulating a Series III Competizione of which the factory built just 5 examples, the conversion included the addition of hundreds of hand drilled rivets, aluminium closing panels, flared arches, external fuel filler and a re-routed side exit exhaust. This Daytona has recently undergone a recommissioning by DK Engineering to the tune of £30,000 and is presented today in the 1974 Le Mans livery of Cyril Grandet and Dominique Bardini.

POA

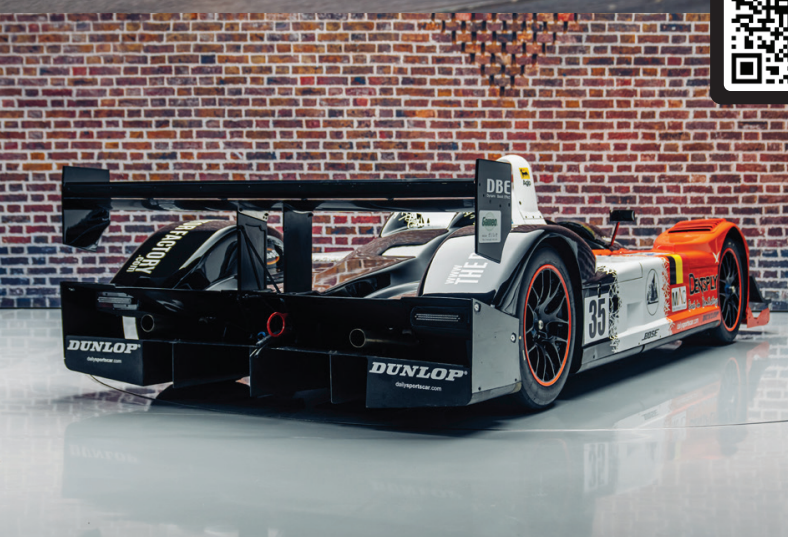


Title/Tax Status & Location: UK 





Shakedown




Courage C65 (LMP2) - Judd

In an era when sportscar racing was dominated by big factory teams, Yves Courage set up shop near the Le Mans track to build and prepare his own cars specifically for the annual 24 Hours race down the road. Fewer than a dozen LMP2 Courages were built and the cars enjoyed great success between 2003 and 2008, picking up 12 Class wins and several championship wins in the LMP2 Class. This example is fitted with a 3.4 litre Judd V8 as per its competition specification for Le Mans in 2006. Most recently, this example has undergone a complete restoration by Pursuit Racing to ensure it is race-ready ahead of the 2024 season.

POA




Location: UK 

POA



Lamborghini Diablo VT 6.0

Optioned from new in the rare and attractive shade of Blu Ely, introduced in the year of this example's build. Having covered just 42,300 km from new, the Diablo VT acts as a best-and-final cornerstone of the Diablo lineage.

Title/Tax Status & Location: USA 




Porsche Carrera GT 'Vesuvio'

This USA specification CGT was UK registered in 2014, and presents today with 24,080 miles from new. It has recently returned from a comprehensive respray by Porsche GB in 'Vesuvio'; a subtle warm grey which could at first glance be mistaken for Seal Grey, with purple shining through in direct sunlight, and featuring pleasant undertones of silver as the light wains.



£1.249M (\$1.54M
at time of printing)

Title/Tax Status & Location: UK 



Location: UK 

260 AC Cobra (LHD)

CSX2035 is one of the first Cobras to have raced in earnest, a well known car amongst the period SCCA competitors of that period including Ken Miles and Dan Gurney, and was a regular in the winners' circle with its owner and driver John Razelle. Remaining in the USA until eventually coming to the UK in 1990s, more recently the car as been totally restored and race prepared to correct Pre-63 specification, the car was invited to the Goodwood Revival in 2022 and in 2023 the Goodwood Members' Meeting; where this Cobra won the Pre-63 'Graham Hill Trophy' in dominant fashion.

POA

USRRC Kent GT Race, 10th May 1964. Driven by John Razzelle.



Watch this Cobra
race to victory in the
Graham Hill Trophy
at Goodwood






Chassis 001 & 002

Aston Martin Vantage GT2 (Pair)

Lord Paul Drayson had to ask special permission from the then Prime Minister, Gordon Brown, to pursue his dream of racing at Le Mans. Blind in one eye, the ACO would not permit him an entry, thus, in 2008 he embarked on the American Le Mans series in order to gain a Le Mans entry. With the help of co-driver Jonny Cocker and Aston Martin legend Darren Turner, he proved both his own ability and the ability of the Aston GT2 chassis. In 2009, he was therefore able to compete in the European Le Mans series and therefore Le Mans 24 Hours. Since then, the cars have remained with Drayson until a recommission by Pursuit Racing in 2023 which means this pair of iconic race cars are ready to return to racing with Masters or Peter Auto's Endurance Racing Legends. A totally unique opportunity.





Location: UK 

POA



Road America




Laguna Seca



Le Mans 24h

Ferrari 250 GT Berlinetta Lusso (RHD)

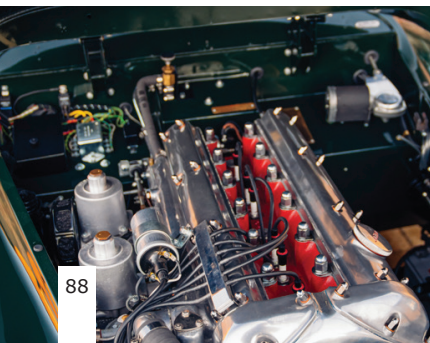
The penultimate of 22 UK RHD examples, this 250 GT Berlinetta Lusso arrived at Maranello Concessionaires on April 21st 1968. Notably, this Lusso was purchased by the current owner in 1968 and whilst he passed it to his daughter in 2009, it would remain in the family's care. Following the family relocation to New Zealand, the Lusso continued to see regular servicing but remains unrestored. This Lusso was repatriated to the UK by DK Engineering in early 2023.

Title/Tax Status & Location: UK 



POA






Jaguar XK140 OTS SE (RHD)

This example has been comprehensively restored by DK Engineering and is 1 of just 73 XK140 OTS examples built in RHD, and 1 of just 36 specified with Special Equipment (SE). As well as its exceptional appearance, its performance has also been enhanced thanks to a suite of mechanical upgrades including: a racing D-type cylinder head and camshafts, a pair of SU- H8 carburetors, a polished crankshaft, a 5-speed gearbox, a limited slip differential, alloy wire wheels and more.




POA

Title/Tax Status & Location: UK 

McLaren Speedtail


One of just 106 examples built, this single owner McLaren Speedtail is offered from a prominent collection with a specification that remained elegant and true to the 'hyper-GT' ethos, whilst also being unique in the production run. Inspired by a Ferrari hue, this example is finished in Celeste Silver over a bespoke orange interior and is today offered with just 30 miles from new. Benefitting from a fresh service at McLaren Ascot, this Speedtail is further accompanied by McLaren's extended factory warranty until November 2024.



Title/Tax Status & Location: UK 

£2.749M (\$3.47M
at time of printing)



Title/Tax Status & Location: UK 

POA



Ferrari F40

Non-Cat, Non-Adjust

Delivered new in 1988, this early F40 was allocated to the winner of the inaugural 1987 Italian Touring Car Championship. Today this 'Non-Cat & Non-Adjust' example presents with just 18,300 km from new, Classiche Certification and a fresh bill of health from our workshops.




Epsilon Euskadi EE1 Judd Le Mans LMP1

Built under the watchful eye of Ferrari's first non-Italian chief mechanic, the Epsilon EE1 was a bespoke built Le Mans Prototype powered by a Judd V10 and weighing in at just 900 kgs. Purchased by its current owner after no use in over a decade, this example has recently been treated to a full restoration and rebuild by LMP experts at Pursuit Racing. Recently shaken down, the EE1 is ready to race again once more, eligible for numerous endurance race events.

POA



Location: UK 



Jaguar XJR-15

This example was supplied new in Mauritius Blue with the optional all-synchromesh 5-speed gearbox, air-conditioning, and grey leather trim. Over the course of six years, Law's works would see the car effectively benefit from a 'road-conversion'. In its original form, the XJR-15 was only a lightly modified version of the XJR-9, Sharing the carbon fibre chassis and 6 Litre V12.

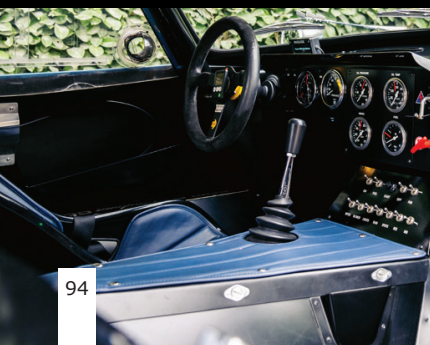
In 2018, the car was exported to the USA where it has remained since with a prominent collector. Today, this example presents with just 740 miles from new and is available to view by appointment.

In October 2023 a full service has just been completed including a new fuel tank, an injector overhaul, fuel pumps and a full service with parts supplied by Don Law.

Title/Tax Status & Location: USA 

SOLD






£264,995

Shelby American Daytona Cobra Coupe

A faithful recreation chassis and body, this Daytona Cobra Coupe was built by Jordan Racing Team (JRT) as a front running example as its history demonstrates. With just two hours on both the engine and gearbox since a full rebuild ahead of Silverstone Classic in August 2022, this example will be re-prepared to race ahead of delivery.

Title/Tax Status & Location: UK 

£449,995



BMW E9 CSL 'Batmobile'

Starting life a 3.0 CS race car, this example was upgraded to 3.5 CSL specification in 1973 by Graziano Cancian. The car competed in both DRM (precursor to DTM) and ETCC events until 1976. Upgraded in 1979 to Group V specification, the car would run in the IMSA series until 1985. Well documented and accompanied by its spare bodywork, this CSL presents as an immensely eligible racer powered by one of BMW's most iconic engines.

Title/Taxes: EU  Location: UK 




Bizzarrini 5300 GT (LHD) - Race Prepared to ISO A3/C Specification

This example is 1 of just 12 5300 GTs built with a lightweight aluminium body and De-Dion rear suspension.
With known ownership from new, this Bizzarrini was supplied new the USA where it remained until 2002.
Eligible for numerous events including the Goodwood TT, the Spa Six Hours and the Masters Historic Racing Series.



POA

Title/Tax Status & Location: UK 

- Restored to ISO A3/C Specification, a car which, unlike the Bizzarrini-badged cars, raced in early 1964
- Minimum homologated weight of a scant 1,098 kgs
- Eligible for numerous events; Goodwood TT, Masters Historic, Spa Six Hours
- Known ownership history since new
- Post restoration laps at Goodwood saw the car set a time that would have put it on pole for 2023 Goodwood TT





POA

Title/Tax Status & Location: UK 

Shelby Cobra 289 Recreation

Built to 1965 Specification. HTP papers valid until late 2033. A unique opportunity to acquire a highly competitive Cobra that is hugely eligible and potentially your ticket to Goodwood, the Tour Auto and beyond!

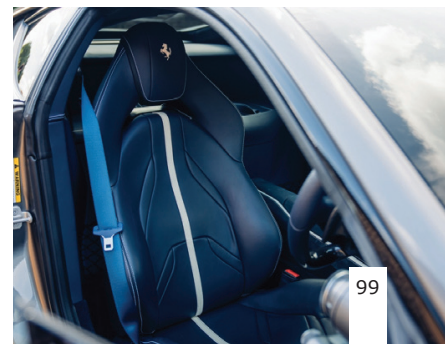
Title/tax Status & Location: UK 

£234,995



Ferrari 812 Superfast

This 812 Superfast is presented in the magical historical Ferrari colour of Grigio Ferro, a colour most notably an option in the late 1960s, combined with the interior in both Blu Sterling leather and Alcantara. This example also benefits from Front-Axle Lift, Carbon Fibre Bumper Inserts, Alcantara Dashboard, Privacy Glass, Adaptive Headlights, Heated Seats and a plethora of other options (listed online).



Ferrari F50 (Pre-Production Prototype)


This incredibly rare pre-production prototype of an F50 is one of only 19 examples, and was delivered new to a prominent Royal collection.

This car is Classiche Certified and possesses over 40 identifiable differences to the 350 production F50s, available to view with just 1,900 km from new.




Watch our video highlighting some of the key differences between an F50 and a pre-production F50



Title/Tax Status & Location: UK 

POA



Location: UK  Tax Status: Subject to VAT

Bugatti Chiron Sport

Freshly serviced by Bugatti Manchester, and having covered only 1,400 kilometres from new. In deviation to many Chiron's, this example features a fully painted exterior in Damson, a rich metallic purple, with highlights in Tangerine on the brake calipers, centre caps, plus the underside of the wing. Inside, the inner signature line that splits the cabin is finished in Tangerine, inviting a closer look inside. Cohesively, this theme continues into the car, with the dark purple hue of Midnight contrasting with the Tangerine seat inserts and door cards. The EB logo is embossed into the headrest and the stitching is inverse of the leather colour scheme. Notably all interior switchgear is anodised black at a cost of €45,000!

£2.75M (\$3.38M
at time of printing)





Bentley



Jaguar E-type

'Semi-Lightweight' Specification

Recently converted to full race specification, although retaining all parts needed to be road legal, this E-type has been used most recently as an introduction to historic motorsport. Accompanied by an extensive spares package including spare wheels, and all items to convert back to road legal if required, this E-type provides the opportunity to own a race proven semi-lightweight conversion, which also could easily be reverted to an enjoyable and presentable road car.

£234,995



Title/Tax Status & Location: UK 




Dino 246 GTS (RHD) - Factory 'Flares'

A UK supplied RHD 246 GTS, this example is one just twelve examples supplied to the UK through Maranello Concessionaires. The first owner exported the car to Brisbane, Australia where it would remain until purchased by the current owner through DK in 2014. Most recently this example has been subjected to a five-year, bare-metal restoration by ourselves. On-the-button and ready to be used and enjoyed.




POA

Title/Tax Status & Location: UK 

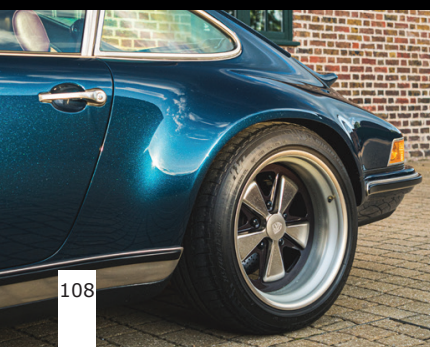
Rolls-Royce Phantom Coupé Series II (RHD)

Understood to be one of around 35 RHD Series II Rolls Royce Phantom Coupés, this example has covered a mere 5,250 miles since new. Elegantly optioned in two-tone Midnight Sapphire II and Anthracite over Crème Light.

Title/Tax Status & Location: UK 

£349,995





911 Porsche Singer Classic (RHD)


Completed in 2016, this Singer Classic features the revised 4.0 litre, 400bhp, air-cooled powerplant. Beautifully optioned in its donor car's original hue of Amazon Green, a dark metallic blue with rich green undertones. The interior is trimmed in a complementary Dark Blackberry hide, with Alabaster stitching and deep blue carpet. Freshly serviced by Tuthill Porsche, this example is available to view by appointment immediately.

Title/Tax Status & Location: UK 



Porsche 911 (993) GT 'GT2' (RHD)

Just 25 road-going 993 GTs were built in RHD. This example is one of just 16 'C16' UK specification cars and is presented in its original specification of Arctic Silver with Black/Grey Leather Bucket Seats and with the sole optional extra of a graduated tint windscreen. The first and original owner of the car collected it new from the factory in March 1997. 11,300 miles and sold by DK three times before (of a four owner history).

Title/Tax Status & Location: UK 




Aston Martin One-77 (LHD)

The Aston Martin One-77 made its production debut on the shores of Lake Como at the Concorso d'Eleganza at Villa d'Este in 2009, this example shares the exact same colour; appropriately named Villa d'Este Blue. A single owner, LHD, UK supplied example with just 2,600 km. Freshly serviced by Aston Martin Works this example is available to view by appointment.



£1.65M

Title/Tax Status & Location: UK 

Aston Martin DB5 (RHD)

Restored in the early 2000s over the course of 1,000 hours, this DB5 has since been used exceedingly sparingly since and as such presents wonderfully in the highly desirable Silver Birch over Oxblood. Benefitting from a discrete yet modern retrofitted air conditioning unit and Becker Monaco stereo, this example was freshly serviced by marque specialists Nicholas Mee & Co in November 2023.



Title/Tax Status & Location: UK 

£594,995



Ferrari 355 GTB

A UK supplied GTB in the iconic Rosso Corsa over Nero colourway, fitted with the desirable 6-speed open-gated manual gearbox. A cherished but wholly usable example of Ferrari's arrestingly beautiful mid-engined V8.

Title/Tax Status & Location: UK 

£84,995



Porsche (997.1) 911 GT3 RS

A UK supplied C16 example presenting with just 12,750 miles from new. Desirably optioned with Porsche Carbon Ceramic Brakes, Sport Chrono, Porsche Communication Management and Bi-xenon headlights, this example has been freshly serviced by Porsche GB in Reading.

£144,995

Title/Tax Status & Location: UK 

Ferrari Portofino

Resplendent in the extra-range, triple-layer colour of Rosso Magma, a colour costing just shy of £20,000 at the time of ordering, this Portofino stands out from the rest. Liberally optioned with a wealth of carbon fibre options and with the remainder of its 7-year servicing plan, this example is ready to be used and enjoyed with 11,200 miles from new.

Title/Tax Status & Location: UK 


£132,995



Ferrari 458 Spider

A UK Supplied RHD example finished in Bianco Avus over Nero, this example sees a wealth of carbon fibre options, 8 service stamps and just 12,710 miles from new.

£159,995

Title/Tax Status & Location: UK 

Ferrari 308 GTB 'Vetroresina'

Accompanied by its original and complete book pack, tool roll and jack, this 'Vetroresina' is a rare lightweight Ferrari and a genuine opportunity to add a spirited prancing horse to your stable.

Title/Tax Status & Location: UK 


£149,995



Mercedes-Benz SL65 Black Series

Understood to be one of just 12 UK Supplied RHD examples, this brutish third model to wear the Black Series badge saw a hefty 250kg weight saving paired with a significant 670bhp power output. Just 5,000 miles from new and recently serviced.

POA

Title/Tax Status & Location: UK 

Heuliez Intruder Concept

A fully restored, fully road legal SUV in the truest sense.

It is also the sole example built. After producing the Renault 5 Turbo and the Peugeot 205 T16, Heuliez set their scopes higher, resulting in the Intruder which takes its styling cues from a Mercedes G-Wagen, affording it a raised road height, low-range gearbox and four-wheel drive.

Title/Tax Status & Location: UK 


POA



Ferrari 512 BBi

This Ferrari 512 BBi was supplied new in 1984 to Maranello Concessionaires. It is one of only 37 UK RHD 512 BBi, and one of less than 30 cars of the entire 'BB' production run to feature Ermenegildo Zegna seat inserts. The car has covered only 21,200 miles and has recently seen over £20,000 of servicing and operational improvements at DK. Classiche Certified.

£234,995

Title/Tax Status & Location: UK 



View on Instagram



250 GT SWB Steering Wheel Table

These hand crafted tables are precisely twice the size of the original steering wheel originally fitted to the Ferrari 250 GT Berlinetta SWB. As Mahogany has now become a listed material, our tables are created with hand selected Sapele timbers; an African hardwood sourced from Angola and Sierra Leone.

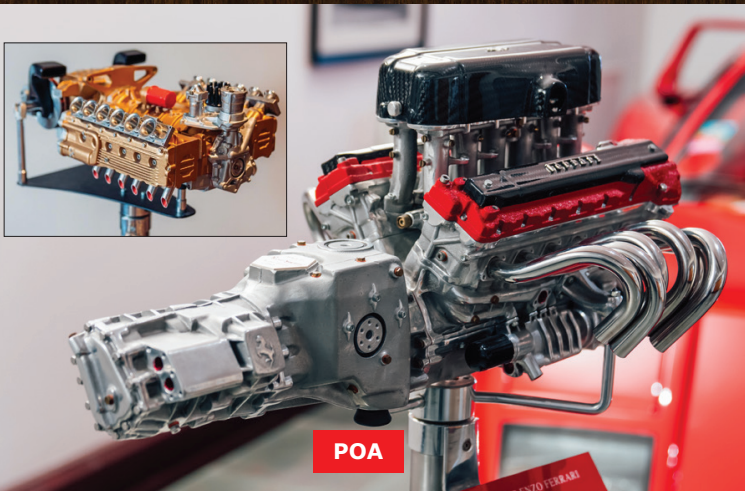
Each of the tables use two grades of aluminium, which are laser cut and the billet stock is turned using CNC machinery.

A complicated and time-intensive process, these tables are made in a batch of five per year and are a beautiful addition to living rooms or garages alike.

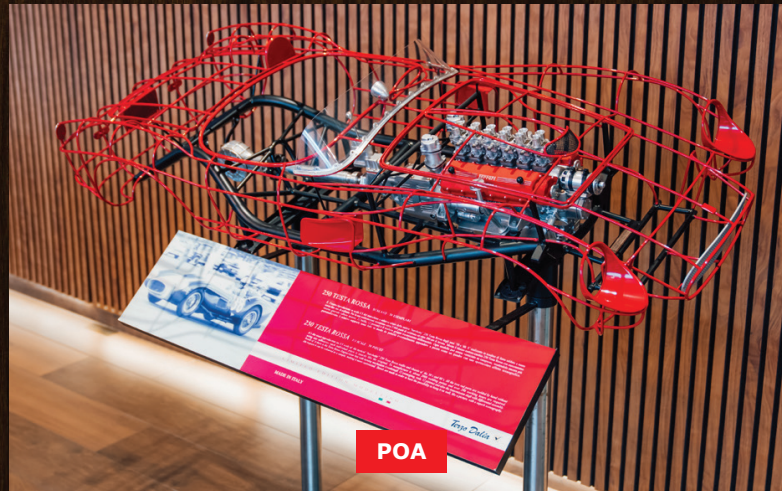
POA

Beautifully Detailed Terzo Dalia Models

Artisan Terzo Dalia has been handcrafting incredibly detailed and faithful representations of Ferrari's finest componentry in very small numbers. Recognised by collectors worldwide and even Luca de Montezemolo, Dalia's creations are much more than mere models. DK Engineering have sold a number of models over the years. The following models are currently available from DK:



1/3 Scale Enzo Engine & 312T F1 Engine Models



1/3 Scale Model - 250 TR (19/50 Produced by Terzo)



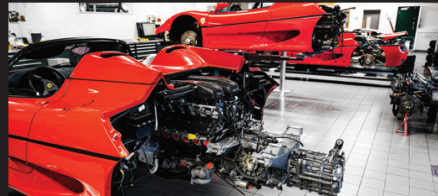
'The Complete Service'

Here at DK Engineering we are acknowledged as one of the most famous Ferrari specialists in the world and one of only a few who provide the complete service.

This is only made possible by our in-house complete range of skills and facilities that have been built up over the last 45 years. Few organisations in this industry can equal our ability to accommodate a client's every need. To learn more about our services and facilities please visit: www.dke.co.uk or request one of our service overview booklets by telephone (+44 (0)1923 287687) or by emailing reception@dkeng.co.uk.



Blue Chip & Prestige Sales



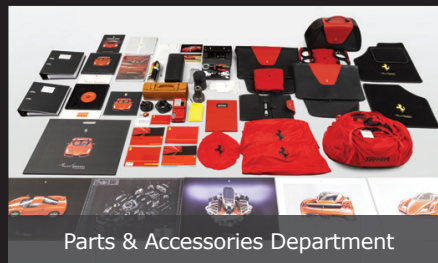
Contemporary Ferrari Servicing



Classic Ferrari Servicing



Storage Facility



Parts & Accessories Department



Restoration to Perfection



Rolling Road Dyno



Race/Rally Preparation & Support



Worldwide Transportation



Climate controlled environment



24/7 CCTV and alarm monitoring system



Servicing, repairs and mechanical overhauls



Valeting, detailing and paint correction



Worldwide enclosed door to door transport



Vehicle insurance

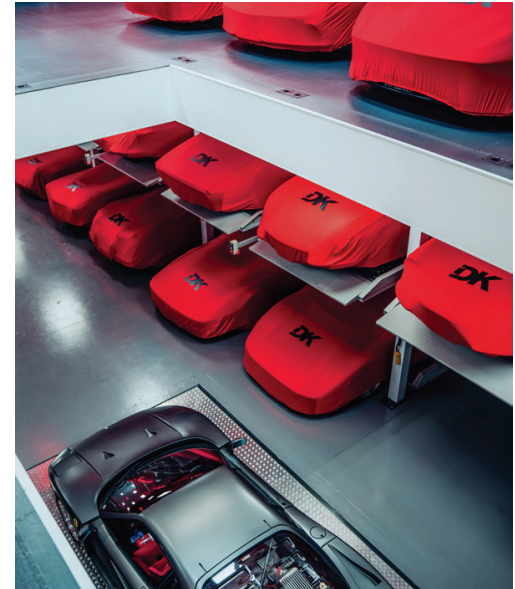


Vehicle management, sales / acquisitions

Our Storage Facilities

Our state-of-the-art dedicated storage units allow DK Engineering to house well over 500 cars for clients from all over the world. We are ideally situated 1.5 miles from J18 of the M25 and eight miles from J3 of the M40. Our facilities are 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 to is to provide the complete service to make the owner's life as easy as they require. We are able to store, service, manage sub-contracted services, detail and deliver cars; either with our own covered transport or 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.



Soft breathable indoor covers



Automatic CTEK battery conditioners



MOT testing



Walk around videos provided



Train station / airport collection service



Race prep, setup and circuit delivery



Photography and marketing



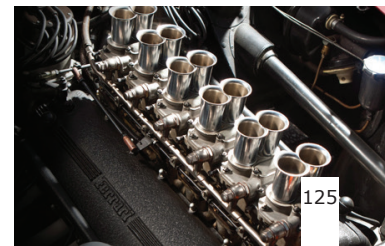
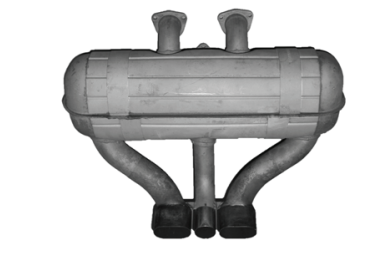
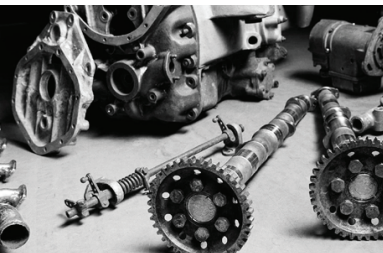
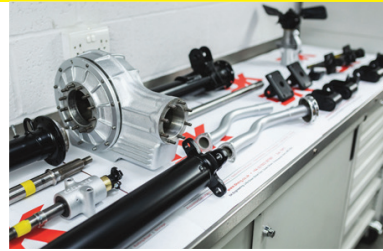
Watch our storage services video





Parts Department

By trading as one of the world's leading Ferrari specialists for over 45 years, with specialist experience in '50s & '60s cars, we have amassed a great volume of spare parts used for our in-house restorations and services along with supplying our customers all over the world.



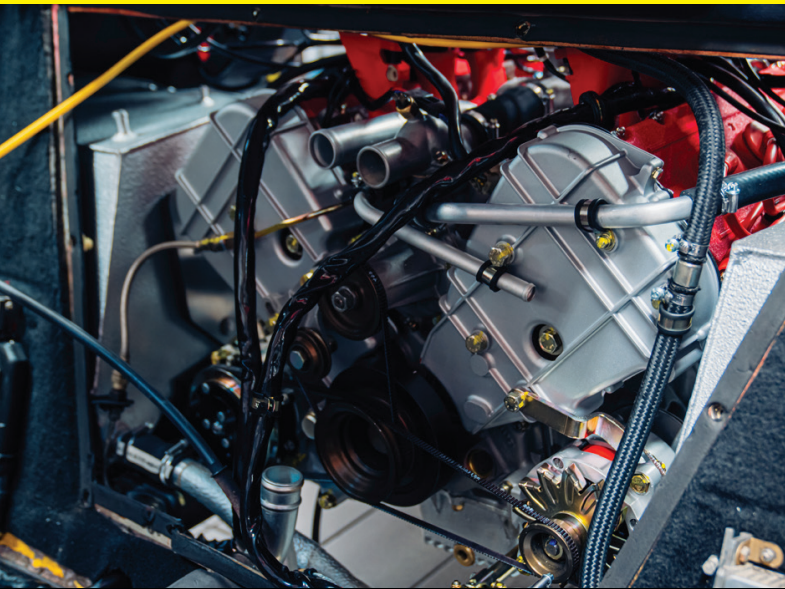
'Restoration to Perfection'

Our philosophy for restoration is simple: '**Restoration to perfection**'. As a result of the full restoration of more than 160 important motorcars, we hold 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 even overall victories at the Louis Vuitton, Bagatelle, Ashe Park, Pebble Beach, Salon Privé, Cavallino Classic concours d'élegance events among others.







Ferrari 288 GTO Restoration

Starting out as a mechanical overhaul, this 288 GTO has since seen an expansion to include a full repaint and retrim which will see the car comprehensively restored. The project is now in its closing stages, with the car reassembled and currently undergoing final testing ahead of return to its owner.



Lamborghini Countach 5000S Restoration Update

Understood to be 1 of just 7 Series III LP400S' ordered new in RHD, this Countach arrived at DK in February 2023.

Commencing a total, bare metal restoration, this restoration has since seen us strip the car to a bare shell.

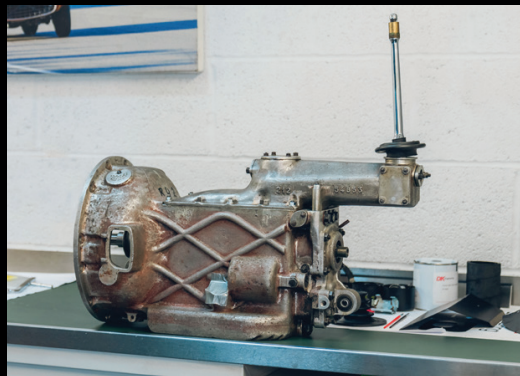
Comprehensively documenting the whole process, the car has recently received a fresh coat of Bianco paint, whilst the engine receives a total rebuild in our workshops.







#0120A racing at Le Mans in 1951



Ferrari 340 America Barchetta Touring Superleggera Restoration

We have recently embarked on a comprehensive restoration of this Ferrari 340 America, a car piloted by Eddie Hall and Juan Carlos Navone at the Le Mans 24h in 1951. The 340 has been stripped to its bare shell with the engine and gearbox undergoing a complete rebuild in our workshops. When completed, the 340 will once more present in 1951 Le Mans 24h specification with the intention of being publicly unveiled at the world's largest international automotive concours.



Video: Home of the complete service



Complete Mechanical Overhauls

Since inception mechanical repair work and major overhauls have been a large part of our business. We are able to carry out all forms of mechanical overhauls on a vast range of Ferraris and Jaguars.

Through comprehensive engine, gearbox, suspension and drive train recommissioning we will reinvigorate your car's drivability. We are also able to replace braking systems, shocks, seals, mounts, exhaust systems, fuel pumps and ignition systems to name but a few.



Contemporary Ferrari Servicing

DK has a hugely-impressive, purpose-built, Ferrari service facility in Chorleywood (Herts) specifically for Ferrari servicing. This includes a 8,000sq ft workshop (including eleven ramps for Ferrari servicing), plus a dedicated engine and gearbox workshop, all housed in our converted traditional farm buildings.

Our technicians are either ex-Ferrari main dealer, factory trained, or trained in-house by our qualified seniors. We strive to provide the highest quality workmanship.





Classic Servicing

We are highly-experienced in the service of historic motorcars. We hold a stock of specialist tools, manuals, original parts (including some of the rarest and unobtainable parts in stock at all times) and many newly-made replacement parts for all models. We pride ourselves on being able to make the Ferraris cared for by DK drive and perform better than the day they left the factory.



Find Us

Road

DK Engineering is located just 1.5 miles from J18 of the M25. Sat-Nav postcode: WD3 6EA

London Underground

We recommend the Underground Metropolitan line from central London to Chorleywood station.

Rail

Alternatively overland trains travel from Marylebone to Chorleywood (just 30 mins) on the Chiltern Line.

Air

DK is located just 20 minutes from Heathrow or Luton Airports by car. DK can also accommodate helicopter landing in the field to the south of our main workshop premises.

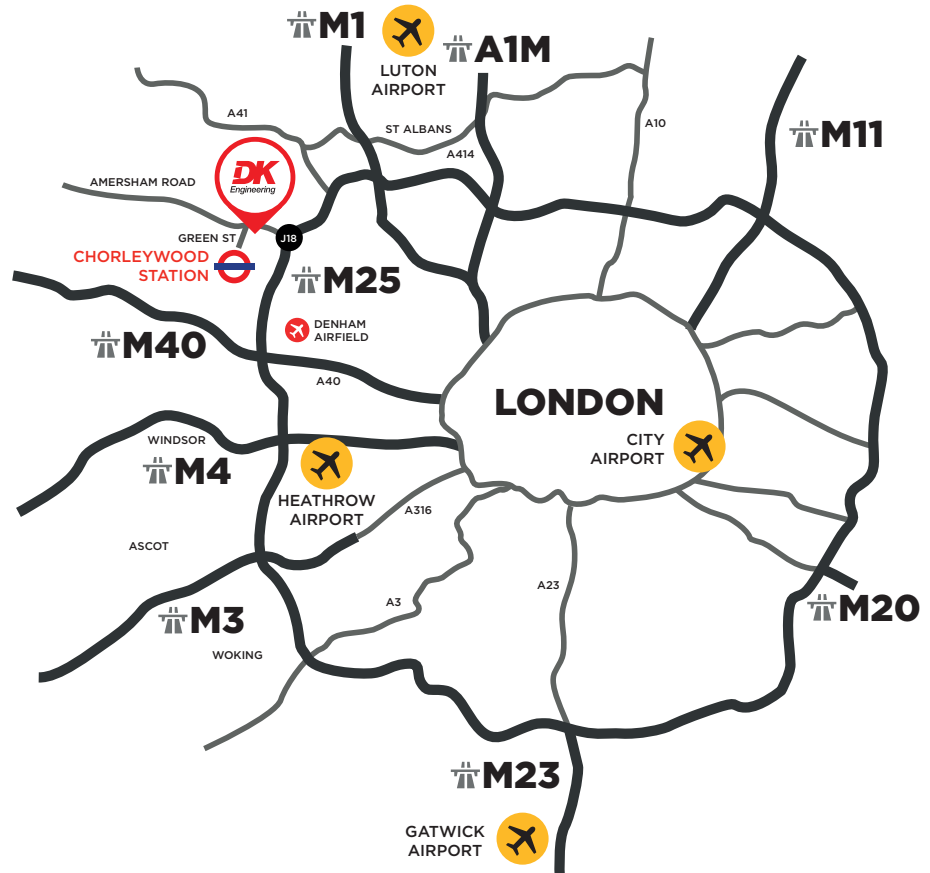
Helipad

Latitude: 51.666759
 Longitude: -0.520287
 • N: 51° 40' 0.3324"
 • W: 0° 31' 13.0332"



Landing Instructions

DK Engineering, Little Green Street Farm,
 Green Street, Chorleywood, Herts, WD3 6EA





Founders David & Kate Cottingham - DK's Watford workshop 1984



Founders David & Kate Cottingham - DK's Chorleywood workshop 2023

Meet the DK Engineering Team

Founders - David & Kate Cottingham: DK Engineering was founded in 1977 and takes its name from the initials of the Christian names of David and Kate Cottingham, the husband and wife team who formed the company and continue to run it today. The business initially developed from David's love of XK Jaguars. David first bought a lightweight XK 120 model in 1963 that he restored and raced. To help finance his racing hobby, he prepared and repaired other people's examples in his spare time. He built up a reputation for his knowledge, standard of work, and meticulous attention to detail. The demands on his time became so great that in 1977 he and Kate decided to take the plunge and go into business full time with the formation of DK, with Kate taking on the administrative duties.

David has a fount of knowledge gained from 60 years of hands-on restoration and race preparation of hundreds of special cars. Considered to be a world authority on 1950s Sports Racing Ferraris. Whilst co-owner Kate is a passionate supporter of the Ferrari marque and remains committed to the long-established company ethos.

The Team: Today, the business employs just over 50 staff members - some of whom are listed adjacent from various departments. Please visit our website (www.dke.co.uk) to view additional staff profiles.



Justin Cottingham

Operations

Eldest son of David and Kate, Justin has a wealth of experience having worked across all aspects of the company. Today he oversees all operations including the workshop and logistics. An avid collector of quirky classic cars, Justin also spends one day a week managing a large collection of significant Porsches on behalf of a client.



Monique Hanekom

Office Manager

Monique moved to the UK from South Africa armed with a Law degree from Stellenbosch University. Monique has been with DK since 2014, having previously run her own business she understands the importance of every aspect of the business. From accounts, HR, event management and anything else that comes along, Monique plays a key role at DK.



Phil Redpath

Workshop Business Manager

Phil first joined DK in 2005 and has worked in various departments of the business. Having been in the industry for over 25 years, always being around Ferraris, he now heads up the service department and offers an unparalleled breadth and depth of knowledge.



Alex Outrim

Service Department Technical Advisor and Project Coordinator

Alex has been in the industry for almost 20 years, starting his career in the workshop before becoming Head of Aftersales for Pagani. Alex's vast technical knowledge on multiple high-end brands leads him to become our Technical Advisor, while also co-ordinating our projects.



Jordan Batson

Historic Parts Acquisition & Sourcing

Jordan has worked in the automotive industry for over a decade. Concours drew him to parts where he enjoys the research and hunt for rare items, never settling for something being 'unavailable'. He values originality and is driven by keeping owners' cars on the road and track, using our vast worldwide network and in-house supplies built up over the last 46 years.



Luke Gilbertson

Advertising, Data & Research

Luke has worked behind the scenes at DK since 2018. With an extensive background in social media, photography and content strategy, today he spends much of his time researching and writing about the cars for sale. Luke continues to work tirelessly to help develop and shape DK's world-leading brand identity.



Rob Searle
Storage Administrator

Rob has been a key part of DK's team since 2002. Starting in the workshop he has gained experience throughout the business and has a fine understanding of all things mechanical; helping assist clients and technicians with their every need.

In September 2023, Rob joined the storage department team.



Adam Price
Storage Administrator

Adam is a keen follower of historic motor racing. His role at DK is to maintain the high standards of the business, whilst helping to provide 'the complete service' to clients who store vehicles with us.



David Cromer
Storage Operations & Development Controller

David has been involved in the motor industry since 2002 starting as a test engineer for BMW. He has spent the last 14 years involved with sales management with BMW, Bentley and Land Rover in Mayfair.

A keen yachtsman at international level, a pilot and most importantly a car enthusiast.



Jeremy Kalp
Storage Operations & Procedural Controller

Jeremy has joined the Storage Team bringing with him a wealth of knowledge from over 35 years in the retail industry. He is a passionate Ferrari enthusiast. A keen fan of racing, especially F1, he enjoys his weekends visiting tracks and being a main member of the Scuderia Ferrari Club.



Jonathan Pace
Acquisition Consultant & Sales Office Administrator

Having joined DK in early 2022 following a lengthy stint at HR Owen Ferrari, Jonathan brings a wealth of automotive experience to the DK sales department. Today Jonathan specialises in prestige car sales as well sourcing specific cars to match complex criteria from overseas buyers.



Tom White
Acquisition Department Assistant

Joining DK in late 2022, Tom brings years of experience from the world-renowned Salon Privé events. A young talent in the industry, his never-dying passion goes far deeper than meets the eye. Spending his day across the board in Acquisitions, Tom's proficiency helps to deliver the complete service.



James Cottingham Managing Director & Lead Acquisition Consultant

Youngest son of David and Kate and part of the DK team since 2002. Graduated from Bristol University with a Masters in Mechanical Engineering. Passionate about all things Ferrari and racing from an early age. James is responsible for some of the most significant sales carried out by DK, an accomplished racing driver, and always managing circa five restoration projects.

Scan to add as a contact



+44 (0)7979 863833



JamesC@dkeng.co.uk



Harvey Stanley Acquisition Consultant

Harvey joined DK in 2011 and has sold a great number of exceptional vehicles since then as well as helping to build a number of collections from scratch in his role as Acquisition Consultant. A regular competitor at the highest level of historic motorsport as well as an occasional concours judge.

Scan to add as a contact



+44 (0)7876 899812



HarveyS@dkeng.co.uk

2024 Upcoming Events



Cavallino Classic
Jan 25th - 28th



Retromobile
Jan 31st - 4th Feb



Asian LeMans Series: Dubai
Feb 4th (Race 2-3)



Asian LeMans Series: Abu Dhabi
Feb 10th - 11th (Race 4-5)



The Ice Concours, St Moritz
Feb 23rd - 24th





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DK Engineering, Little Green Street Farm, Green Street, Chorleywood, Hertfordshire, WD3 6EA - United Kingdom

Acquisition Consultancy | Sales | Service | Restoration to Perfection | Engine Building | Race Preparation | Rolling Road | Storage