

DK
Engineering
— Est. 1977 —



Winter 2020/2021



The Mercedes-Benz CLK-GTR outside Blenheim Palace - Salon Privé 2020

A Year in Review at DK Engineering

There's no doubt that this has been a year unlike any other, with unprecedented challenges for us all, and we're grateful that we're able to look back on what's been an extremely busy 12 months. Even in the most difficult of circumstances, we've continued to offer the quality of service that people expect from DK Engineering, and we're looking ahead with optimism thanks to a number of exciting projects in 2021.

On a personal note, we were very sad to lose Sir Stirling Moss in April. We'd had a close relationship with Stirling for many years. He opened our new Watford premises in 1985, and during the 1980s David Cottingham owned JWK 988 – the Jaguar XK 120 in which Stirling famously took the first of his seven Tourist Trophy victories. We've also restored both of his TT-winning Ferrari 250 GT SWBs, and more recently we sold 2119 GT to Ross Brawn.

We've also been involved with the Lotus 18 in which Stirling took one of his most celebrated wins – the 1961 Monaco Grand Prix – and during the late 2000s, James and Jeremy Cottingham enjoyed a great deal of success in the Chevron B8 that Stirling had owned and raced in the 1980s. As our tribute to the man we consider to be the greatest British racing driver of all time, all five of those cars feature on this year's Christmas card, which has once again been painted for us by our good friend Dexter Brown.



Stirling Moss in the 1960 Goodwood TT



Sir Stirling Moss with the Cottingham family and their XK, 'JWK 988' at DK's new premises opening party, April 1985



Sir Stirling Moss leading the 1961 Monaco GP in the Lotus 18



It's testament to the quality of our set-up here at Little Green Street Farm that we've been able to remain extremely busy despite the many obstacles that 2020 has presented. Sales have been incredibly strong thanks to a combination of the trust that people have in us and the fact that we're well versed in selling to overseas clients without them physically seeing the car first. We're able to provide proper inspection videos and detailed reports, all of which has meant that we've been busier than ever during 2020. Demand has remained consistently high throughout the year and the market hasn't suffered from the occasionally distorting effect of the biggest auctions. From modern hypercars to thoroughbred GTs, we've continued to find new homes for the very best cars.

Having everything under one roof means that we've been able to revise our working practices according to government guidelines – the workshop has remained open and we've been able to carry on with restoration work.



The ex-Richard Colton Ferrari 250 GT SWB was about to be repainted as this brochure went to print. We've been closely involved with this car since the early 1980s, and more recently buying it at auction in 2015. We were amazed to see how original and solid it was when we stripped it down. Everything apart from the steel body is to Competizione specification – right down to the aluminium floors – and that's exactly how Colonel Ronnie Hoare ordered it from the factory. Fulfilling the order for this car, and its sister car 1993GT, afforded him the opportunity to start Maranello Concessionaires in 1960. It should be finished by May, having undergone a total restoration in 14 months – an amazing effort for a project of this quality.

David Cottingham's Atalanta V12 coupé is also making great progress. This is a unique car with perhaps the best-made body that we've ever come across in terms of the intricate detailing and craftsmanship. It truly is a masterpiece, with a level of quality that equals anything produced by the best British coachbuilders of the day.



Restoration of the Atalanta ash frame



Scan to view the 1995GT restoration video playlist



At times earlier in the year it seemed as though there was little prospect of getting to any events, so we were delighted to support both the Hampton Court Concours of Elegance and Salon Privé during September. At Hampton Court we presented the ex-Ecurie Francorchamps Ferrari 250 LM that so nearly won the 1965 Le Mans 24 Hours, and as part of our preparations we returned it to the exact livery that it had worn at La Sarthe. It took centre-stage in a spectacular five-car display in front of the palace, and was also on our stand at Salon Privé a couple of weeks later. We supported a number of class-winning cars in the concours competition at both events, including the famous Ferrari 166MM chassis 008M, two McLaren F1 road cars, and the unique ex-Woolf Barnato Gurney Nutting-bodied Bentley 4.5-litre, 'Car of the Decade' at Hampton Court.



Ex-Woolf Barnato Blower Bentley 4 1/2 Ltr - 'Car of the Decade' winner





Scan the QR code with your mobile camera app to watch our Goodwood SpeedWeek full review video



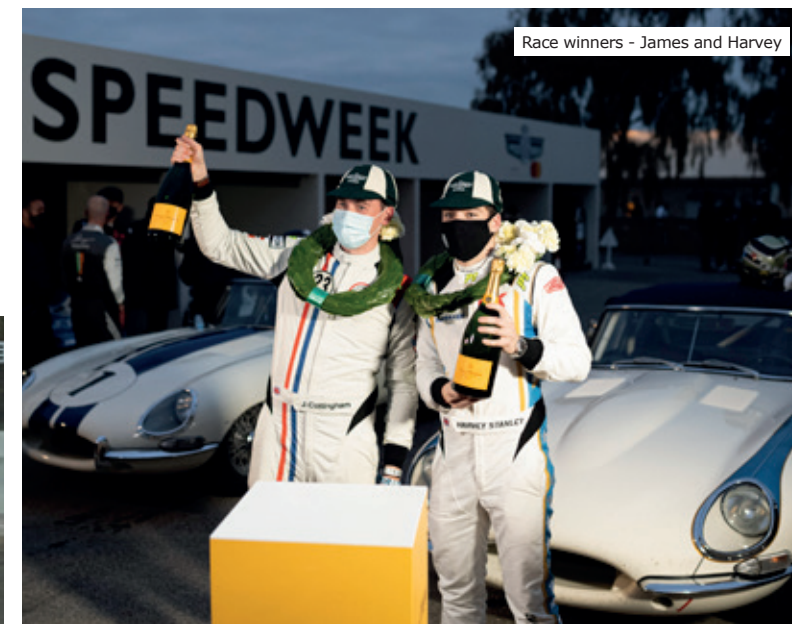
The Duke of Richmond did an amazing job putting on the Goodwood SpeedWeek in October and we had a tremendous time there. James Cottingham was second in the shootout aboard the Dallara SP1 sports-prototype, which was the fastest closed-wheel car having been beaten only by a Formula One Arrows. James and Harvey Stanley then teamed up to win the Stirling Moss Trophy in the ex-Huffaker E-type that was having only its second outing since being fully restored. Winning the first race at Goodwood to be named after Stirling was a proud and emotional moment.



Harvey started the Stirling Moss Trophy from third and brilliantly climbed to first before the driver change



James fought off Rob Huff in the final laps of the Stirling Moss Trophy



Race winners - James and Harvey



The competition season closed with a three-hour race at Silverstone. Having come up with the idea for the three-car team format, DK Engineering sponsored the race – hosted by Motor Racing Legends – and took part with the E-type, the Carreras Colombia Cobra and the Tojeiro-Jaguar. It turned out to be a huge success and we're planning to run a couple more of them next year. We've also devised a series of 80-minute all-GT40 races that we'll be running with Motor Racing Legends, which is something we're really looking forward to. Looking ahead, we're hopeful of returning to great events such as the Le Mans Classic, the Tour Auto and Pebble Beach, so let's hope that life begins to return to normal in 2021 and we can all come together again.



DK's "pop-up showroom" in the pit garage at Silverstone







The first international race meeting for DK was the Monza 12H sports car race held during the second weekend of July. Then, in early September, the 2020 Italian Grand Prix was held. Historic racing returned a fortnight later with the Monza Historic, organised by French specialists Peter Auto. Sadly, the current health situation did force the track officials to keep the doors to the temple of speed closed for its devotees.

Sharing the Cobra with his DK Engineering colleague Harvey Stanley, James Cottingham started the two-hour Sixties' Endurance race third on the grid. In the opening laps, he managed to grab the lead from the pole-sitting Bizzarrini that was started by owner David Hart. Sadly, mechanical issues saw Cottingham retire from the race before the half-hour mark. A true race of attrition, the event saw more top runners drop out.

Having averaged just over 203 km/h, Cottingham placed his V10-engined machine on pole for both 30-minute Endurance Racing Legends races. The first was run on a drying track, which saw Narac briefly move into the lead with the Ferrari. James quickly bounced back in the Dallara and he would grab the win in both races.





Scan the QR code above with your smart phone camera app to watch our video on this very special 250 LM.

The 250 LM that was *NEARLY* the last Ferrari to win Le Mans

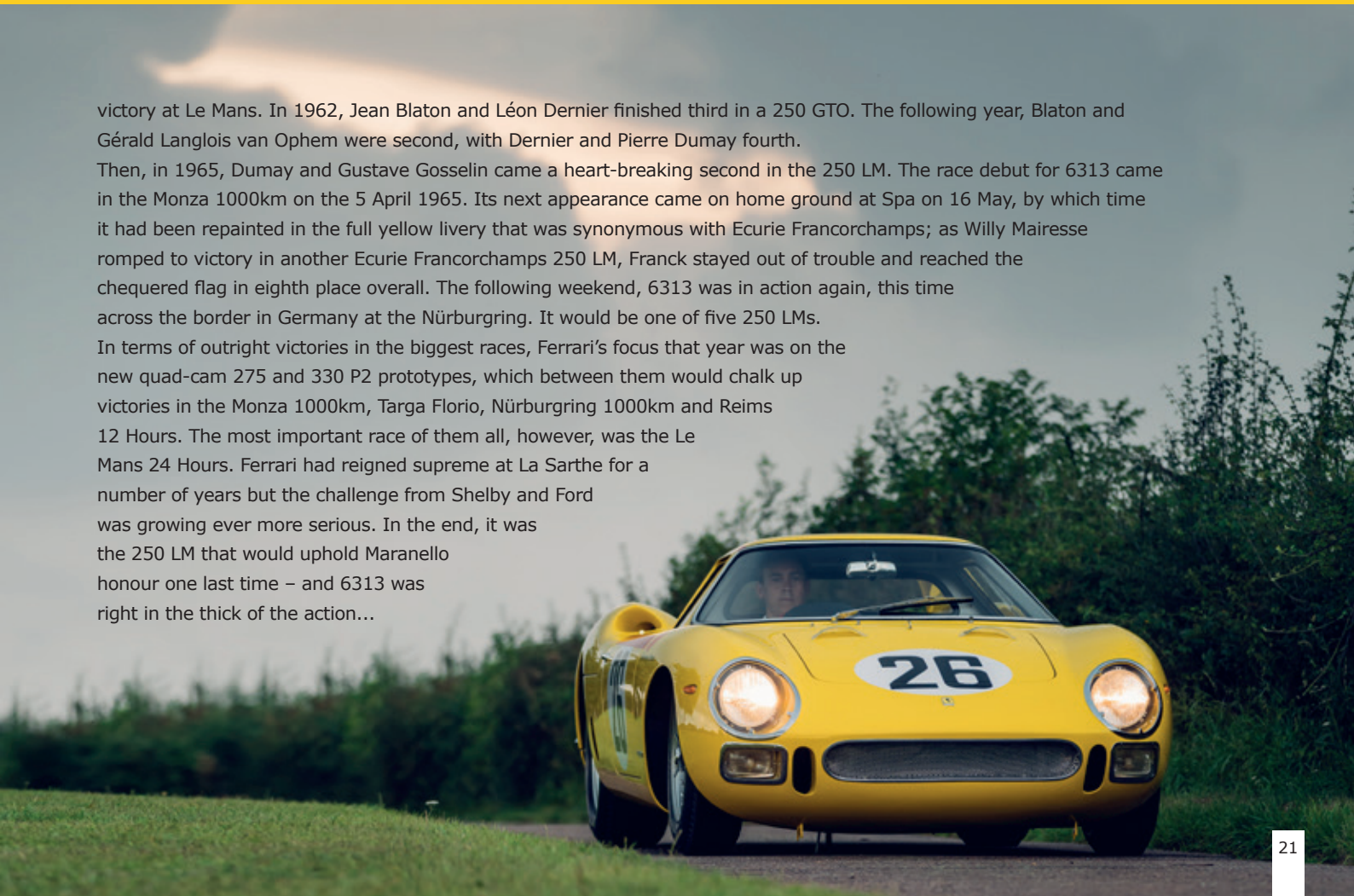
The 250 LM was introduced during a golden period for Ferrari. Only once between 1958 and 1965 was the legendary Scuderia beaten at the Le Mans 24 Hours, and during that same period its drivers Mike Hawthorn, Phil Hill and John Surtees all claimed the Formula One World Championship. The 250 GT series dominated the Grand Touring category and the 250 LM was launched towards the end of 1963 at the Paris Motor Show, with the intention that it would race in the following year's International Championship for GT Manufacturers, superseding the GTO and countering the ever-increasing threat from Carroll Shelby's Cobras. In order to avoid having to build 100 cars so that it could be homologated as a new model, Ferrari argued that the 250 LM was the latest variant of 250 GT – a bloodline that could trace its history back to the mid-1950s. It was an argument that was swiftly rejected by the sport's governing body. Although it shared the GTO's 2400mm wheelbase, in pretty much all other respects the mid-engined 250 LM was actually a 250 P with a roof. The vast majority were right-hand drive, as per the prototypes. Only the very first LM was fitted with the 3L version of Colombo's fabled V12 engine. All subsequent cars were fitted with the 3.3L unit. Strictly speaking, that made them 275 LMs rather than 250 LMs, and even the first car was retrospectively given the larger engine early in its life. Ferrari's sales brochure for the LM celebrated its link with the 250 P: 'The outright winner of Le Mans 1963 can truly be

called the parent of this latest Berlinetta Competition model. It embodies all the experience and features of the cars which have been the most successful in recent world long-distance competitions... The reliability and power of its 12-cylinder engine have become legendary, and the rigidity and strength of the chassis have been amply demonstrated.' When motor racing's governing body refused to homologate the LM as a continuation of the 250 GT line, it was forced instead to race in the prototype division for which Ferrari already had faster, purpose-built machinery. Even so, the 250 LM won all over the world during that first season of racing, from the Kyalami Nine Hours and Coppa Inter Europa, the to Road America 500 at Elkhart Lake. Not bad for a car that wasn't racing in the category for which it had been intended. The homologation controversy dragged on into 1965, when the 250 LM was once again forced to run as a prototype. The governing body then refused to homologate Ferrari's latest GT contender – the 275 GTB – due to an apparent discrepancy in its recorded weight, and Enzo announced that he was withdrawing from GT racing completely. His decision left Shelby virtually unopposed and the American team duly won that year's International Championship for GT manufacturers. Into this maelstrom came 6313, which in chassis-number terms is the 30th of 32 LMs that were built. It was campaigned throughout 1965 by the famous Ecurie Francorchamps outfit,



which was founded in 1950 as Ecurie Belgique by Jacques Swaters and friends. Among the many successes for that team was a class win at Le Mans in 1957 with the car you can see adjacent – the Ferrari 500 TRC that has been owned by David Cottingham for more than 30 years. In 1958, Swaters left Equipe Nationale Belge in order to restart Ecurie Francorchamps, which would go on to become synonymous with Ferrari. Swaters had been fascinated by the marque since watching Luigi Chinetti’s 166 competing in the 1948 Spa 24 Hours, and in 1954 his Garage Francorchamps business became the official Ferrari agent for the Benelux countries of northern Europe.

Ecurie Francorchamps played a huge role in Ferrari’s competition success in the late 1950s and 1960s. Along with the other main distributors – NART, Maranello Concessionaires and Scuderia Filipinetti – the Belgian team proudly carried the Prancing Horse into battle during a fiercely competitive period. Nowhere was it more successful than on the Tour de France – between 1957 and 1961, it scored five consecutive victories in this gruelling and prestigious event. The team had come achingly close to overall

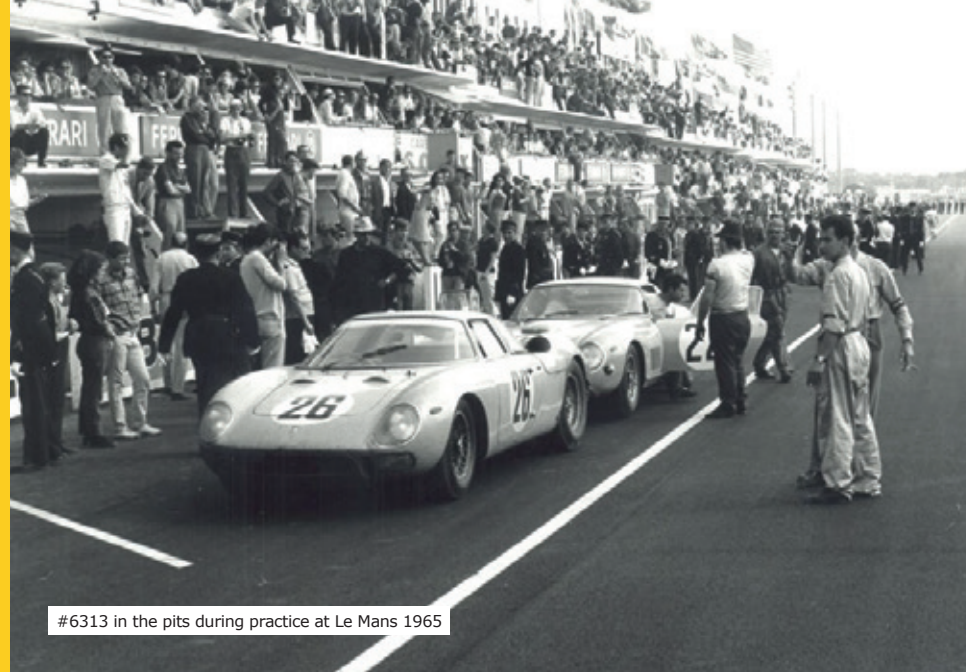


victory at Le Mans. In 1962, Jean Blaton and Léon Dernier finished third in a 250 GTO. The following year, Blaton and Gérald Langlois van Ophem were second, with Dernier and Pierre Dumay fourth. Then, in 1965, Dumay and Gustave Gosselin came a heart-breaking second in the 250 LM. The race debut for 6313 came in the Monza 1000km on the 5 April 1965. Its next appearance came on home ground at Spa on 16 May, by which time it had been repainted in the full yellow livery that was synonymous with Ecurie Francorchamps; as Willy Mairesse romped to victory in another Ecurie Francorchamps 250 LM, Franck stayed out of trouble and reached the chequered flag in eighth place overall. The following weekend, 6313 was in action again, this time across the border in Germany at the Nürburgring. It would be one of five 250 LMs. In terms of outright victories in the biggest races, Ferrari’s focus that year was on the new quad-cam 275 and 330 P2 prototypes, which between them would chalk up victories in the Monza 1000km, Targa Florio, Nürburgring 1000km and Reims 12 Hours. The most important race of them all, however, was the Le Mans 24 Hours. Ferrari had reigned supreme at La Sarthe for a number of years but the challenge from Shelby and Ford was growing ever more serious. In the end, it was the 250 LM that would uphold Maranello honour one last time – and 6313 was right in the thick of the action...

Le Mans 24h 1965

The fact that a Ferrari won the 1965 Le Mans 24 Hours was not a surprise – after all, Maranello had not been beaten at La Sarthe since 1959. Few people, however, had predicted that it would be a pair of 250 LMs that would be fighting it out at the front come Sunday afternoon.

The expectation had been that the ever-growing threat from Ford would be countered by a trio of works prototypes – 330 P2s. Instead, as the clock ticked down towards the end, all eyes were on 6313 – driven on this occasion by Pierre Dumay and Gustave Gosselin – and the NART-entered 5893, which had been entrusted to Masten Gregory and a young Austrian hot-shoe by the name of Jochen Rindt. Hopes had been high after Shelby American cars had filled the first four places at Daytona in February. Come the 24 Hours itself, Shelby American entered thunderous new 7-litre MkIIs



#6313 in the pits during practice at Le Mans 1965

for Ken Miles/Bruce McLaren and Phil Hill/Chris Amon. They were backed up by five 4.7-litre GT40s, plus a quartet of Cobra Daytona Coupes. The pair of MkIIs roared into an early lead, but both were soon struck by terminal gearbox troubles, three of the 4.7-litre GT40s also dropped out, and it took until only the third hour for Ferraris to fill the first five places.

During the night, however, all three works P2s started to experience problems. While everyone else hit trouble in what was then still very much an endurance race, 6313 ran perfectly and was leading by the early hours of Sunday morning.

As a warm sun appeared over the horizon, the yellow 250 LM continued to tick off laps at a consistent rate. It was being chased by the NART LM of Rindt/Gregory, plus the Ecurie Francorchamps 275 GTB of Willy Mairesse and Jean Blaton. By late morning, 6313's advantage was half a lap over the charging Rindt and Gregory. It was not long afterwards when the race's defining moment took place, 6313's right-rear tyre exploded on the Mulsanne Straight, badly damaging the rear wing and forcing the car to limp around the pits. Minutes were lost before Dumay climbed aboard to complete a slow lap before he stopped again to hand over to Gosselin. It took a number of stops and repairs until the yellow LM was able to lap with any sort of consistency, by which time the Rindt/Gregory car had gone past into an unassailable lead. There was a little bit of late drama when the leading 250 LM had to be nursed to the chequered flag due to a failing differential. After being delayed by various problems early the race, Gregory and Rindt had

driven it flat-out through the night and into Sunday morning, and only Gregory's gentle touch near the end ensured that it reached the finish.

Having played a starring role in a memorable race, 6313 crossed the line second, with the Ecurie Francorchamps 275 GTB of Mairesse and Blaton completing the podium in third and winning the GT class. The privateers had saved the factory's blushes, and Ferrari had again held off Ford's challenge – but not for long as we all know how the Blue Oval struck back in 1966, and the historic 250 LM one-two of 1965 remains Ferrari's most recent overall victory at La Sarthe and therefore this car was very nearly the last Ferrari to win Le Mans.





Following its heroics at Le Mans, 6313 had two more outings in 1965 at the Reims 12 Hours, and then at the Grande Premio de Angola. That proved to be its final outing with Ecurie Francorchamps, and for many years afterwards its identity was entwined with that of the other yellow 250 LM that the Belgian outfit had been running during 1965 – chassis 6023. In period, it was relatively common practice for a team to swap identities between cars, depending on which one was ready to race at any particular moment. In those days, a lot of paperwork was needed in order to travel between different countries. If all of that paperwork had, for example, been filled out for chassis number 6023 and it was decided at the last minute to take 6313 instead, it was much easier to swap the chassis plates between the two cars than it was to apply for new travel carnets at short notice.

This is exactly what happened with the two Ecurie Francorchamps 250 LMs, so for more than 30 years 6313 wore a chassis plate stating it to be 6023 – and vice versa. But in 1999 its real identity was uncovered via the smallest of details, which was picked up by renowned Ferrari historian Keith Blumel. Pictures taken of 6023 in 1964 – before 6313 had been built – show that it had a single windscreen wiper arm and drive spindle. There was a slightly different arrangement on 6313 – it had a single windscreen wiper arm, but also featured a second wiper drive spindle. Although Ecurie Francorchamps swapped chassis plates between the two cars, Blumel noted that it was 'inconceivable' that the team would also have altered the wiper drive spindles. Identifying the cars became simple: if it had a single wiper spindle, it must be 6023; if it had two wiper spindles, it was 6313. This discovery cleared up any confusion surrounding the 1965 Le Mans 24 Hours.



With the mystery over its identity having been well and truly solved, #6313 was sold by ourselves and embarked on a busy life in historic racing with new owner Juan Barazi during which time, in 2002 following an accident at Goodwood, the car was fully restored by DK Engineering. The work was carried out to typically exacting standards and the car was ready for Goodwood the following year (pictured below) having been rebuilt to absolute perfection.

Its subsequent and current custodian continued to race 6313 in the most prestigious events, and in June 2009 it won the Le Mans Legends race, 44 years almost to the day since it had so nearly won the 24 Hours itself. In the same race two years later, the LM pipped the Lister of Alex Buncombe to take its second victory at La Sarthe.



Le Mans 24h 1965



In 2014, 6313 was returned to Ferrari's Classiche Department for a full restoration and Red Book certification. They were in agreement with the research of Bluemel, and contact was made with the owner of 6023 so that the respective cars could be reunited with their original identities. After many years of wearing the incorrect ID of 6023, this car now bears the correct ID of 6313.

The 250 LM stands shoulder-to-shoulder with the GTO and the series of P cars that achieved so many top-level victories in the mid-1960s, and its place in history is secure as the model that superseded the 250 GTO and delivered Ferrari's most recent outright victory at Le Mans. The combination of its Colombo V12, Pininfarina-designed, Scaglietti-built bodywork, and a mechanical layout derived from the all-conquering 250 P meant that it neatly bridged the gap between the GT cars of the early 1960s and the sports-racing coupés that ruled La Sarthe at the end of that decade. Little wonder that it remains one of the marque's most revered models, and few 250 LMs boast the history of 6313 – a car that played a starring role on the biggest stage of all.





Watch our video on this very special 250 LM.



Le Mans 24h 1965

#6313 250 LM Specification

Engine all-aluminium, single-overhead-cam-per-bank, 60-degree, 3286cc V12, six twin-choke Weber 38DCN carburettors

Power 320bhp at 7500rpm and 231lb/ft torque

Transmission 5-speed non-sync manual transaxle

Clutch dry single-plate

Brakes hydraulically operated discs, inboard at rear

Steering rack and pinion

Wheels 15in Borrani RW 3770 wires at the front, RW 3807 at the rear

Tyres 5.50-15 (front), 7.00-15 (rear)

Suspension Front double wishbones, coil springs, telescopic dampers, anti-roll bar

Rear double wishbones, coil springs, telescopic dampers, anti-roll bar

Wheelbase 2400mm (94.5in)

Track front/rear 1350mm (53.1in)/1340mm (52.75in)

Length 4270mm (168in) **Width** 1700mm (67in) **Height** 1115mm (43.9in)

Weight 850kg (1874lb)

Maximum speed 220-295kph (137-183mph) depending on rear-axle ratio

- One of only 32 Ferrari 250 LMs built.
- Spent its entire period competition career with the legendary Ecurie Francorchamps team.
- Finished second overall in the 1965 Le Mans 24 Hours, having led for most of Sunday.
- Exceptional race history makes it one of the most famous 250 LMs.
- Classiche certified and once more presented in its iconic yellow livery.
- A proven winner at the highest level of international historic racing.





GT1



The 911 GT1 leading the 1996 BPR GT Series at Brands Hatch



GT1 Road Cars

During the late 1980s, Group C was at the height of its popularity as sports-prototypes from great names such as Jaguar, Mercedes and Porsche went head-to-head in front of huge crowds. Sadly, however, cracks started to appear with the introduction of a new engine formula and by the end of 1992 the World Sportscar Championship had imploded.

Attention therefore shifted from sports-prototypes to GT cars, which had all but disappeared from top-level international competition in the second half of the 1980s.

In 1993, organisers of the Le Mans 24 Hours reintroduced a GT class, and the following year Jürgen Barth, Patrick Peter and Stéphane Ratel introduced the BPR Global GT Series. Its maiden season attracted cars such as the Ferrari F40, Venturi 600LM and myriad Porsche 911s, but it really started to generate momentum with the arrival in 1995 of the McLaren F1 GTR. Other manufacturers were quick to respond, the first genuine challenge to McLaren domination coming from the Porsche 911 GT1, which was introduced halfway through the '96 season.

Then, in 1997, the BPR series morphed into the FIA GT Championship and the factory Mercedes-Benz team entered the fray with its CLK-GTR.

The pace of progress was frenetic and, as it turned out, unsustainable. At the end of 1998, the headline GT1 class was scrapped and the FIA GT Championship continued with only GT2 cars. More than 20 years later, what we're left with from that golden era of GT1 racing are road-going versions of those three racers, all of which are increasingly sought after by collectors – the McLaren F1, the Porsche 911 GT1, and the Mercedes-Benz CLK-GTR.

The last time that GT racing had enjoyed such a high profile was in the early 1960s. Ferrari had dominated that era with its 250 GT series, which culminated in the fabled GTO, but it was nonetheless challenged by the Aston Martin DB4 GT – both Touring-bodied and lightweight Zagato – Jaguar Lightweight E-type and Shelby Cobra. All became highly coveted examples of dual-purpose cars that could be driven to circuits, raced, then driven home. Even as competition machinery became more specialised, homologation requirements continued to produce memorable road cars, from the Porsche 911 Carrera RS 2.7 to those derived from the fearsome Group B rally contenders of the 1980s. The GT1 cars of the 1990s are the latest example of a generational shift in the market for such cars, as younger enthusiasts covet them in the same way as those earlier icons have been in the past.

The McLaren F1, of course, differs from the Porsche and Mercedes in that it started life as a road car that was never intended to go



In 1994, the Ferrari F40 LM was entered in international competition, racing against first-generation GT1 cars. One car competed in the BPR Global GT Series by Strandell and managed to win the 4 Hours of Vallelunga.

GT1



racing. In fact, its designer – Gordon Murray – was emphatically against the idea when it was first raised. He eventually relented and began to recognise that, whether consciously or not, his racing background had led him to create a car that would lend itself well to competition thanks to a myriad of features such as its mid-mounted BMW V12 engine, carbon fibre tub and his relentless obsession with weight saving. With remarkably little modification, the F1 was therefore turned into the competition-spec F1 GTR. Its place in history was sealed when it won first time out at Le Mans in 1995, and F1 GTRs claimed the BPR Global GT Series title in 1995 and 1996. Porsche and Mercedes approached it differently, in that they built a racing car that they could then convert into the bare minimum of road cars. Even if the front end of the chassis was based upon the contemporary 993, the Porsche bore little resemblance to any 911 and, with its water-cooled 3.2-litre flat-six engine, actually owed more to the old 962 prototype. The Mercedes, meanwhile, used a V12 engine that was derived from the powerplant used in the contemporary S-Class but was otherwise a bespoke racer based around a carbon fibre monocoque. Values for these hypercars have continued to climb and there's an extremely high level of demand for them. We've been closely involved with a number of them over the years, including F1s, roadster and coupé versions of the CLK-GTR, plus

the 911 GT1 that we sold last winter. Not only is there little variance in terms of quality and condition, all of them are extremely rare.

The production run of the standard road-going McLaren F1 short-tail extended to only 64 cars. Five LMs were then built to celebrate the Le Mans win, and two long-tail F1 GTs were made in order to homologate the revised bodywork on the 1997 F1 GTR. Even those numbers make it by far the most plentiful of our trio. Regulations demanded that 25 road cars needed to be built for homologation purposes, and while Mercedes eventually produced 26 CLK-GTRs – 20 coupés plus six roadsters, all but two being left-hand drive – it's doubtful that Porsche ever built the required 25 road-going 911 GT1s. Best estimates are somewhere around 22.

All of them offer the full 'race car for the road' experience that has inspired enthusiasts throughout motoring history but which has become increasingly rare in the modern era. In the case of the McLaren F1 and Porsche 911 GT1, you're driving a barely diluted street-legal Le Mans winner – something that's unlikely to be repeated any time soon barring a change in regulations at La Sarthe – while the Mercedes CLK-GTR beat the other two to the FIA GT Championship in both 1997 and 1998. With such impeccable credentials, it's little wonder that demand for this spectacular trio continues to be strong and values are still rising.





Mercedes CLK GTR Coupé

One of just 20 CLK GTR Coupés produced, this car has had two private owners and has covered just 6,400 Kms. An extremely well known example finished in Silver with plaid interior. Recently serviced by SPS in Germany, an opportunity not to be missed.

£POA

A very special RHD 288 GTO

All 288 GTOs were built in Rosso Corsa and left-hand drive, including this example. Such was the demand when new that Ferrari would most likely not have supplied more than one example to any buyer. As such, this car was first delivered to a frontman, Mr Elvidio Grande of Apollo, PA, USA, who would take delivery of the car and subsequently return it to Pininfarina in Turin.

At this time, the car was uniquely re-finished in Nero with a red stripe down the waistline and fitted with a bespoke interior. Understandably there is some uncertainty surrounding the number of cars ordered to Brunei. Records suggest that between 3-5 other cars were modified by Pininfarina and all were converted to right-hand drive. Another car, the 7th delivered to the UK was re-finished in Dark Slate Opaco, converted

to right-hand drive, but returned to the UK in 1992 at the very latest, swapping back to Rosso Corsa and left-hand drive.

No mean feat, the left-to-right hand drive task was most likely made slightly easier by sharing some components with the 308 GTB. When the cars left Pininfarina, the interiors also received revised seats with deeper bolsters.

Having sat outside for a number of years in high heat and humidity, the family had set about having the car restored. With Classiche Certification by the factory ensuring cars are returned to their 'factory state', the car would have been returned to Rosso Corsa and left-hand drive. This was not an option for the family as with them it had always been Nero.

The GTO was sent to marque-specialist Continental Cars of New Zealand where it would be subject to a comprehensive restoration. Stripped to its bare frame and tub, every component was either refurbished or replaced. The full restoration process is extensively documented in the accompanying history file, with no bolt or screw exempt from the meticulous restoration.

The car was refinished in Nero with grey leather 'Daytona' style centres, a grey suede dashboard and headlining, a smaller diameter steering wheel including thumb recesses in the rim and Pininfarina script on the lower spoke.

GTO



Scan to learn more
about this very special
RHD Ferrari 288 GTO



GTO

Well documented, this example was purchased directly from the Brunei royal family by DK Engineering in 2015 and imported into the UK. Completing UK registration, we carried out an additional major service including cambelts. Such was the limited use in Brunei that at this time, post-restoration, the car had covered just 1,500 kms.

Since then, the car has been used sparingly. It returned to DK Engineering for a major service once more in 2019 and to date presents superbly with just 2,800 kms.

An unrepeatable example, this very low mileage 288 GTO is a fantastic excerpt of the spending power of the Brunei Royal family, from a time of bespoke customisation that won't be repeated. It presents today on the button, ready to be used and enjoyed; and is available to view at our showrooms outside London immediately.



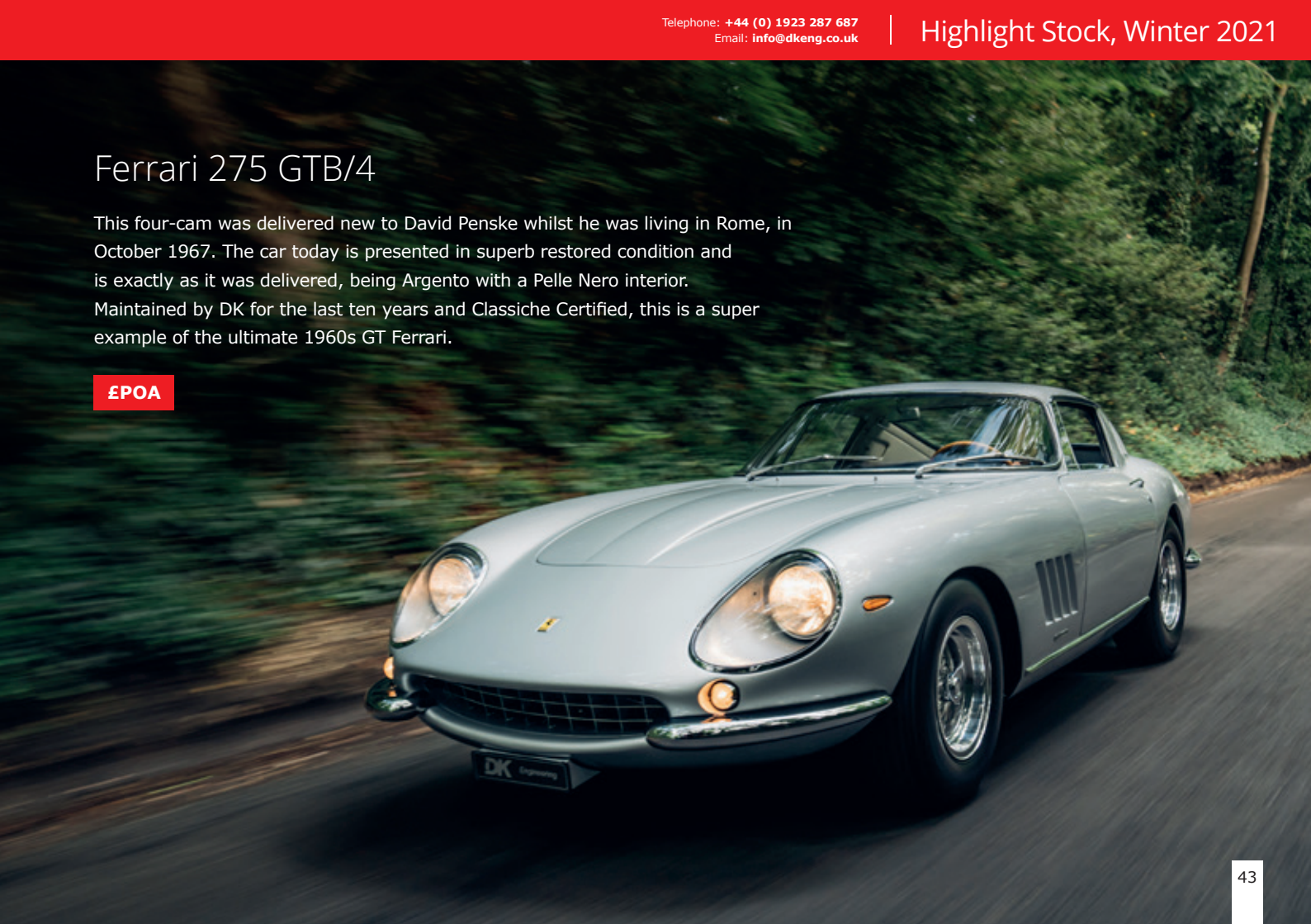
£POA



Ferrari 275 GTB/4

This four-cam was delivered new to David Penske whilst he was living in Rome, in October 1967. The car today is presented in superb restored condition and is exactly as it was delivered, being Argento with a Pelle Nero interior. Maintained by DK for the last ten years and Classiche Certified, this is a super example of the ultimate 1960s GT Ferrari.

£POA





Ferrari 250 GT Berlinetta SWB

A full 'Matching Numbers' example as verified by its Classiche Certification. Enquire for further details.

£POA



£464,995

Lamborghini Countach 5000 QV

Presented in Acapulco Blue with a two-tone interior only seen on one other example and regarded by many (including Valentino Balboni) as the finest of the circa 40 RHD examples. Fresh from a comprehensive 'needs nothing' service at DK, offered along with its extensive history file, original books and tools.

Porsche 356 A Speedster Carrera GS (GT)

This beautifully restored Speedster is presented in its original colour scheme. Fitted with an exceptionally rare (1 of 15) Type 692/1 4-Cam GT engine that has its own extremely interesting racing history. Accompanied by a thorough file.

£794,995

Scan to read more





Ferrari 488 Pista Spider

This extremely well specified 488 Pista Spider is a UK-delivered RHD example and has covered a total of 200 miles. Presented in Argento Nurburgring with extended Blu Racing livery, 20" diamond-cut wheels and a host of exterior carbon fibre options. The interior benefits from Alcantara carbon fibre Racing seats as well as a reversing camera and Apple CarPlay.

£379,995



Ferrari 488 Pista

This UK-supplied, one-owner 488 Pista Coupé was specified in the Ferrari Historical hue of Azzurro California with a Blu America livery. Inside the car has a complementary Cuoio and Blu Scuro interior and is well optioned with Apple CarPlay, front axle lift and a wealth of carbon fibre options.

£314,995



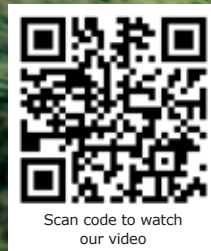
Ferrari LaFerrari

Just 130 miles from new, all covered by Ferrari technicians as part of servicing or PDI checks. Rosso Nuovo F1 2007 with Nero roof. Black leather seats with Rosso inserts. UK-supplied example.

£POA

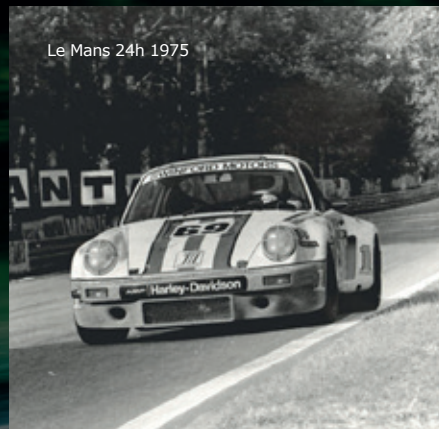
The Ex-Jean Blaton, Ecurie Francorchamps 3.0 RSR 2nd in Class at the 1975 Le Mans 24 Hours and 6th Overall

Chassis #9072, the 26th of just 56 3.0 RSRs and one the most important extant. Twice a Le Mans 24 Hours competitor; first in 1974 as the Ecurie Francochamps entry and again in 1975 where the car finished a remarkable 6th overall and 2nd in class under the Harley Davidson sponsorship (driven by Jean Blaton, Nick Faure and John Cooper). With a fascinating history and with just five owners from new this car remains fantastically original and is offered for sale for the first time in 15 years.



Scan code to watch
our video

£POA



Le Mans 24h 1975



Ferrari 308 GTB Michelotto - Group B

One of only 4 Group B-specification 308 GTBs built by Michelotto, and one of only 3 to feature the ultimate 4-valve Ferrari engine. Rallied 1984 in the World Rally Championship and driven by Toivonen. Ferrari Classiche Certified, fully matching numbers, eligible to participate in events such as the Tour Auto, Modena Cento Ore, Goodwood Festival of Speed, Rally Legend or the Eifel Rallye Festival.

£POA



Rallye Baja Montesblanco 1985



Rallye delle Quattro Regione 1984



Rallye Corte Ingles 1985



'Flares' Dino 246 GTS (RHD)

One of just 12 UK RHD flares-only Dino GTSs presents superbly following a comprehensive restoration. Accompanied by its extensive history file, restoration file, Classiche file, book pack and original numbered blue warranty card.

£384,995



£POA

'Flares' Dino 246 GT (LHD) – Fresh from a total restoration

Dino expert Mathias Bartz estimates that fewer than 30 left-hand-drive Dinos were fitted with the highly desirable Flared Arches (as opposed to 60 RHD examples). Unsurprisingly this makes these cars extremely well sought after. This example was unusually supplied in LHD by the English importer Maranello Concessionaires and was then subsequently exported to the USA where it resided with a US Air Force pilot and was subsequently repainted Black from its original Giallo. Unearthed from long-term storage in 2016, DK found the car at an auction in the USA and were immediately impressed with its originality. Following this, the car was brought back to the UK and has been restored in the UK over the last 4 years with great detail to its original configuration. An extremely rare example of the ultimate specification Dino.



Miura

£POA

Lamborghini Miura 'P400' S

This stunning Miura S is presented in its original Verde which is beautifully matched to a blue interior. Supplied in 1968 to an Italian gentleman, the car spent time in Switzerland before joining the collection of a well-known superstar designer who commissioned an exacting comprehensive restoration. Since then the car has covered very limited mileage and still presented today in show condition with an extensive history file including the car's Lamborghini Certificate of Origin.



Porsche 2.7 RS 'Touring' (LHD)

Supplied new to Italy, this 1973 2.7 RS 'Touring' (chassis #9113600672) remained there until making its way to the UK in 1988. Highly original and largely unrestored, this example remains unmodified from its factory options, leather Recaro sports seats, electric windows and desirable limited-slip differential. A fantastic example that has been regularly and fastidiously maintained by marque specialists Maxted-Page.

£494,995



Heuliez Intruder (Fully Functioning Concept Car)

The sole example built

The Heuliez Intruder is a fully restored, fully road legal 'sports utility vehicle' in the truest sense. After producing the Renault 5 Turbo and the Peugeot 205 T16, Heuliez set their scopes a little higher, resulting in the Intruder. Complete with a folding metal roof, the Intruder takes its styling cues from Mercedes of the period and is based on a Mercedes G-Wagen, affording it a raised road height, low-range gearbox and four-wheel drive.



£POA



Ferrari F40 – Just 2371 kms

This extraordinary "Non Cat" and "Non Adjust" F40 has covered just 2371 kms from new. Most recently receiving its annual service in October 2019, this F40 presents on the button and is accompanied by its book pack, tools, tyre pump, a surprisingly thorough service history and most importantly its Classiche Certification.

£POA



Ferrari 275 GTS

Delivered new in 1965, this 275 GTS has spent the vast majority of its life in the USA. During the 90s the car returned to Italy for restoration and has covered limited mileage since. This GTS presents in superb condition and its engine has been totally rebuilt in recent years. The car has attended a number of concours and shows in the USA, including the renowned Amelia Island Concours d'Elegance. In 2018 it was imported into the UK and has been in our care since having recently been Classiche Certified.

£POA





Ferrari 275 GTS – Original & Unrestored

This incredibly preserved, original and unrestored GTS is one of just 11 Bianco examples to leave Maranello.

The car has a fascinating history file and has recently been mechanically sorted to the tune of €50,000.

A 'Matching Numbers' example accompanied by Classiche Certification and has covered just 27,500 miles from new.

A car that is surely amongst the most desirable 275 GTSs in existence.

£POA





Ferrari Enzo

This Enzo is understood to be unique worldwide. One of just 6, or so, cars to have received a painted lower trim all around from new. The car remains in its original and factory specification of Rosso Scuderia, with Pelle Rosso hide, four-point harnesses in Rosso and a matching Rosso rev counter. In 2017, this Enzo was purchased by DK on behalf of the current owner. Since then we have maintained the car and stored it in our secure facility. Used sparingly, it has covered just 13,800km from new. Complete with all books, Ferrari red book Classiche Certification, a detailed and complete history as well as a complete set of tools.



Ferrari 500 TR

Chassis 0614 MDTR was, by chassis number sequence, the fifth of 19 examples produced and was the first example to be delivered new to the USA. Upon its arrival in the USA, its first appointment was an appearance at the 1956 New York Motor Show. Later that year the car would be used by NART/Edgar for Carroll Shelby to drive and win at the Brynfan Tyddyn race meeting. Later, while owned by William Helburn, the same car would be raced at the Cuban Grand Prix in Havana driven by Ferrari works driver Olivier Gendebien. Following an active career, 0614 MDTR was retired in the early 60s and remained unrestored until a four-year restoration to perfection was commenced by DK in 2012. This was truly one of the last unrestored and as-retired 50s sports cars and since completion has received many awards including an overall win at Salon Privé. Classiche Certification in process.

£POA



Ferrari 365 GTB/4 "Daytona" (RHD)

An extremely well known to us example of this iconic GT Ferrari. Sold new to the UK and presented in its original Blue Dino Metallizzato. Ferrari Classiche and supplied with its original handbooks, detailed file, wallet and tools.

£POA



Le Mans Porsche 993 GT2

Factory supplied in Grand Prix white, this M003 Porsche 993 GT2 Clubsport with M005 'R' Option benefits from substantial period competition history, including 16th OA at Le Mans 1995. A fantastic example retaining its original shell and still fitted with its original engine.

£POA



Le Mans 24h 1995



£POA



#2448 leading the pack in
2020 RAC TT at Goodwood

Shelby Cobra 289

One of 31 independent Competition Cobras recorded in the register. Fully restored, extremely competitive and accompanied by a well-documented period race history, making it ideally suited for events such as the Tour Auto, Goodwood and beyond.



Ferrari 330 GT 2+2 (RHD)

One of 36 RHD 330 GT 2+2s, this Classiche Certified example presents superbly today in Blu Scuro over Beige.

£POA



Ferrari F40 - Lexan Windows

A well-known to DK example with 18,200 Kms from new, Classiche Certified, "Non-Cat" & "Non-Adjust".

£POA





£POA

Porsche 911 Re-Imagined by Singer (RHD)

Edition HK12 in as-built specification of a 4.0 Litre, seam-welded shell and a 5-speed gearbox.
Attack Grey with Black interior. 2,200 kms since build. UK road registered.



Ford GT

A 2018 UK-supplied Ford GT (1 of 12).
650 miles from new and with a very high specification. Full PPF and VAT qualifying.

£624,995 + VAT





Ferrari 599 SA Aperta

Built to celebrate Pininfarina's 80th birthday, the 599 SA Aperta production was quoted at just 80 examples. Believed to be 1 of just 8 UK-supplied RHD cars, this example will be arriving at DK shortly.

£POA



Confederate C3 Hellcat X132

Costing in excess of \$50,000 new, this Hellcat is just one of two examples known to be in the UK. A very rare opportunity to acquire the produce of one of America's leading small-batch motorcycle companies. Taxes paid and undergoing road registration in the UK.

£64,995

Chevrolet Corvette Z06 C7.R

The Z06 C7.R features an incredible 6.2 litre, supercharged V8 with both 650bhp and 650lb ft of torque. Just 5,050 miles from new. UK road registered.

£99,995



Scan code to watch our video



BAC Mono 2.5L

A later specification example, this Mono boasts the upgraded 2.5-litre engine and chassis to match. High spec with carbon wheels and ceramic brakes. A Bugatti Veyron-beating power-to-weight ratio and just 800 miles from new.

£139,995





The Complete Service – From Restoration to Sale

Our philosophy for Ferrari restoration is simple: **'Restoration to Perfection.'** As a result of the full restoration of more than 150 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, Pebble Beach, Salon Privé, Cavallino Classic and Ferrari Owners' Club Concours d'Elegance events, among others.

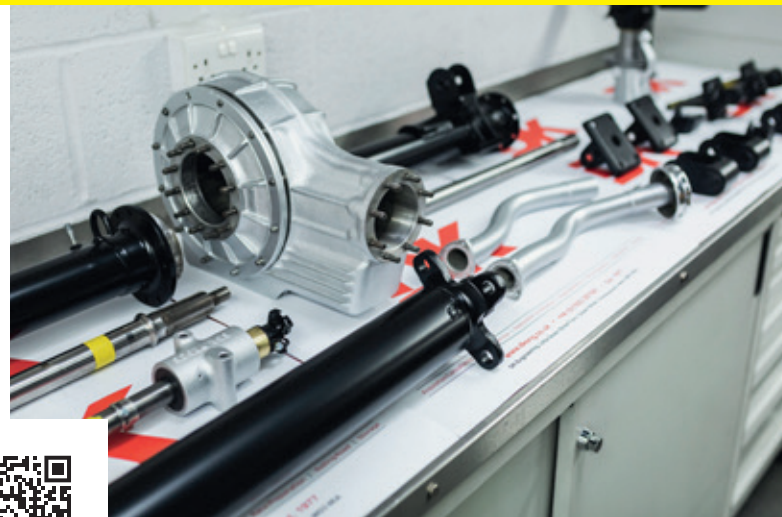
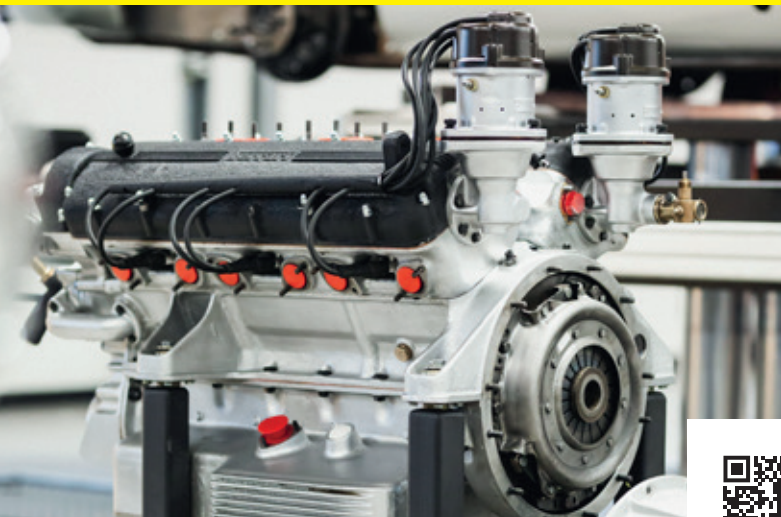


1963 250 GT Lusso #5227 Restoration

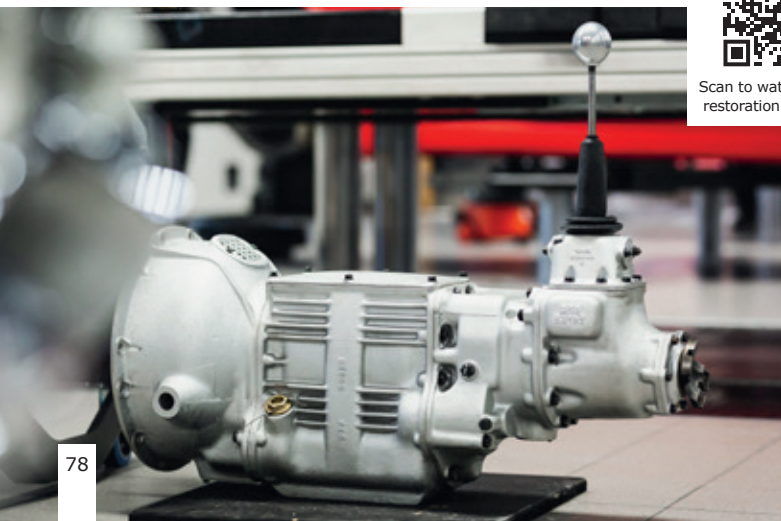
One of just 17 250 GT Lussos to leave the factory in Nero. A total 'nut and bolt' restoration has just been completed by DK Engineering, executed to our usual highest standard.

To learn more about this restoration, please visit our website: www.dke.co.uk – sourced, sold, restored and resold in house by our highly qualified team.



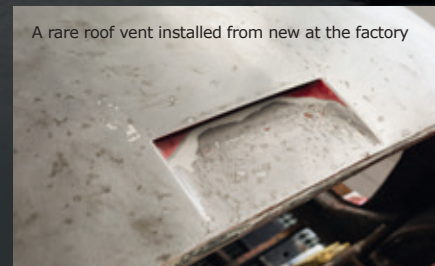


Scan to watch our 1995GT
restoration update videos



Ferrari 250 GT SWB #1995GT Restoration Update

One of the first two cars supplied to the UK by Maranello Concessionaires optioned with a multitude of competition features including high-lift cams, long-range fuel tank, competition gearbox and seats, #1995GT is one of just 11 RHD steel-bodied examples. Owned and used almost daily by Richard Colton for over 40 years, and sold to benefit the RNLI in 2015. Now undergoing its paint.



A rare roof vent installed from new at the factory



Ferrari 275 GTB #07085 Restoration

Another 275 GTB starts its journey with DK on its way to a full and total restoration. This car, #07085, was recently sold by Girardo & Co and has been entrusted to us for one of our world-leading and in-house full jobs. During its life it received some snazzy upgrades, but it's time to put it back to 'as it left the factory' specification in order that it can ultimately be awarded with Classiche Certification.

Scan to watch our
restoration update video



250 GT Lusso #5031GT Restoration to Semi-Competition Specification

One of just 22 UK examples in RHD. This car has been raced in recent years at the Goodwood Revival. In early 2020 the car arrived at DK for a full appraisal. Rather unusually, and good on the owner for doing so, it has been agreed that the car will be totally restored to a semi-competition specification in a nod to its racing career. This will include a bare-metal shell restoration and interesting upgrades to the brakes, engine and gearbox. The car will also be finished with a number of 250 GTO specifications. A refreshing and exciting project!



Atalanta V12 Coupé Restoration

The Atalanta was a high-quality English automobile manufactured in Staines, Middlesex, between 1937 and 1939. Approximately 25 vehicles were produced before war stopped production. The cars were bodied by Abbott in Farnham, Surrey; with Sports, Coupé or Saloon coachwork. The 1937 cars employed a 1496cc Gough engine as often used in contemporary Frazer Nashes and were sometimes fitted with a supercharger, as was a Sports version which ran in the 1938 Le Mans 24 Hours. All employed fully independent suspension which was designed to provide low unsprung weight and superior handling which

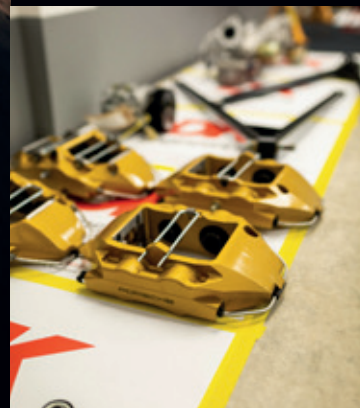
were well ahead of their time. For 1938/9 the option of a 4.3-litre V12 Lincoln engine became available. We have obtained the two-seater Coupé with V12 engine believed to be the last example built, which has some period rally history and was actually once tested by Denis Jenkinson with a glowing report on handling. Moving in uncharted waters we have completely stripped the car and sent it for ash frame and aluminium body attention by our specialist colleagues at Bodylines in Northampton. We are working on the overhaul of the numerous mechanical components and undertaking further historical research.





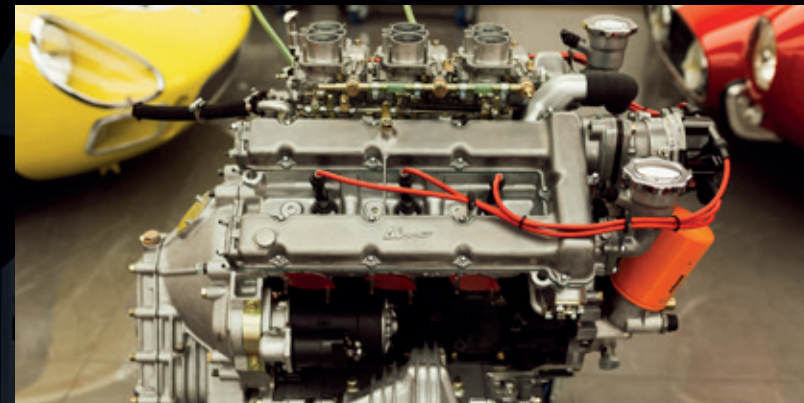
Porsche GT1 Straßenversion Overhaul

Following our sale of chassis 005 in late 2019, we immediately commenced a full overhaul of this vehicle. Having been used sparingly in recent years, the decision has been taken to carry out a major overhaul. This has so far involved splitting the engine and gearbox from the monocoque. The engine will be totally rebuilt with new consumable parts, the factory items will be retained for prosperity in a custom-made flight case. All suspension and brakes are being overhauled as well as the paintwork and interior being sensitively refreshed where needed to make the car as fresh as the day it left Weissach.



246 GTS Dino #07702 Restoration

One of just five UK-supplied RHD "chairs and flares" 246 GTS Dinos built, chassis 07702 was previously restored in South Africa. Following its sale by us in early 2020, the decision has been made to take the car back to a bare shell and subject it to a full no-holds-barred DK total restoration. It will be completed in its factory original specification.





Sales & Showrooms

At DK Engineering, we have a 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. As such, our reach stretches far beyond the UK. DK prides itself in discretion, with some of our clients preferring to do business 'off-market'.

In addition to our dedicated ten-car viewing area which forms part of our core facility, two additional facilities (for 20 motor cars and 11 respectively) dedicated to private sales are located nearby. What's more, unlike most London-based dealers, our location ensures that test drives can be carried out on a variety of roads.

Since its inception, DK has maintained more than 3000 important vehicles in addition to the restoration of over 150 historically significant motor cars. It has also carried out the sale of more than 1350. We are fully immersed in all things Ferrari, but our expertise also encompasses other blue-chip marques such as Porsche, McLaren, Bugatti, Pagani etc.



Purchasing Power

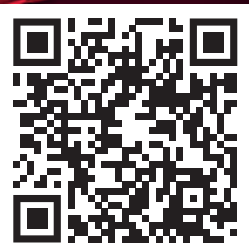
For some, when it comes to the time to part with your prized possession the process preferred is one that is short and sweet. DK have the ability to make outright purchases up to significant values. For a quick, fair, easy and seamless experience please do contact our team with the details of your motor car.



Confidential Sales

Our commission rates are reasonable and consistent; our product knowledge and market place presence is unparalleled. It is our clients' choice whether a global marketing campaign is carried out involving media adverts, our web site and the internet; or an 'under the radar' sale is performed using our intricate network of clients, contacts and customers waiting for that unique opportunity. Some of the most significant sales to have been handled by DK have in fact been discreet.



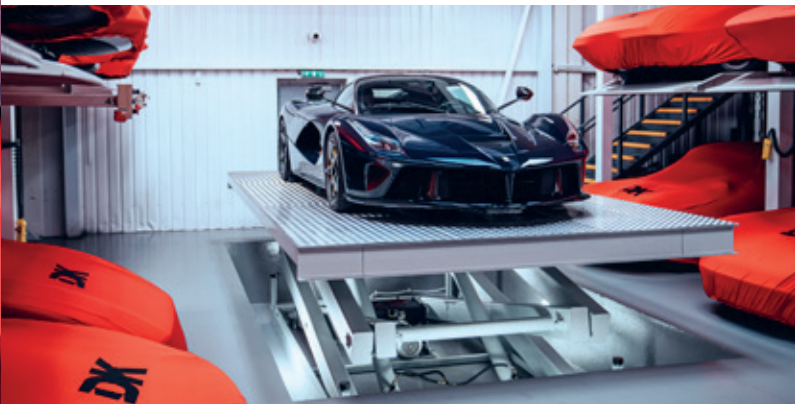


Watch our storage services video

Storage Facility

Our main dedicated storage facility has a capacity for 170 cars, and in total DK currently look after approximately 320 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 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 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 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.





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.

Contemporary Ferrari Servicing

DK Engineering has a hugely impressive, purpose-built, Ferrari service facility specifically for Ferrari servicing. This includes an 8,000sq ft workshop (including 11 ramps for Ferrari servicing), plus two dedicated 750sq ft engine and gearbox workshops, all housed in our converted traditional farm buildings.

DK can perform servicing on any model of Ferrari from 1947 to date. Our technicians are either Ferrari main dealer factory-trained or trained in-house by our qualified seniors. We strive to provide the highest-quality workmanship. For contemporary models we specialise in the 'F-Car' series, most notably the F40, but can equally cater for any production Ferrari.





Engine Shop

All our Ferrari engines and gearboxes are rebuilt in house. From routine overhaul of Colombo V12 engines to the intricate and delicate rebuilding of the complicated Lampredi engines.



Detailing Bay

Our indoor wash bay provides our detailers with an incredibly bright stage and a stable environment in which to clean, machine-polish and prepare motor cars to the highest possible standard.



Rolling Road

Our state-of-the-art and on-site Dyno Cell was purpose-built to accommodate any two-wheel drive vehicle up to 1000bhp. Please visit www.dke.co.uk for further information and bookings.



Race / Rally Support & Preparation

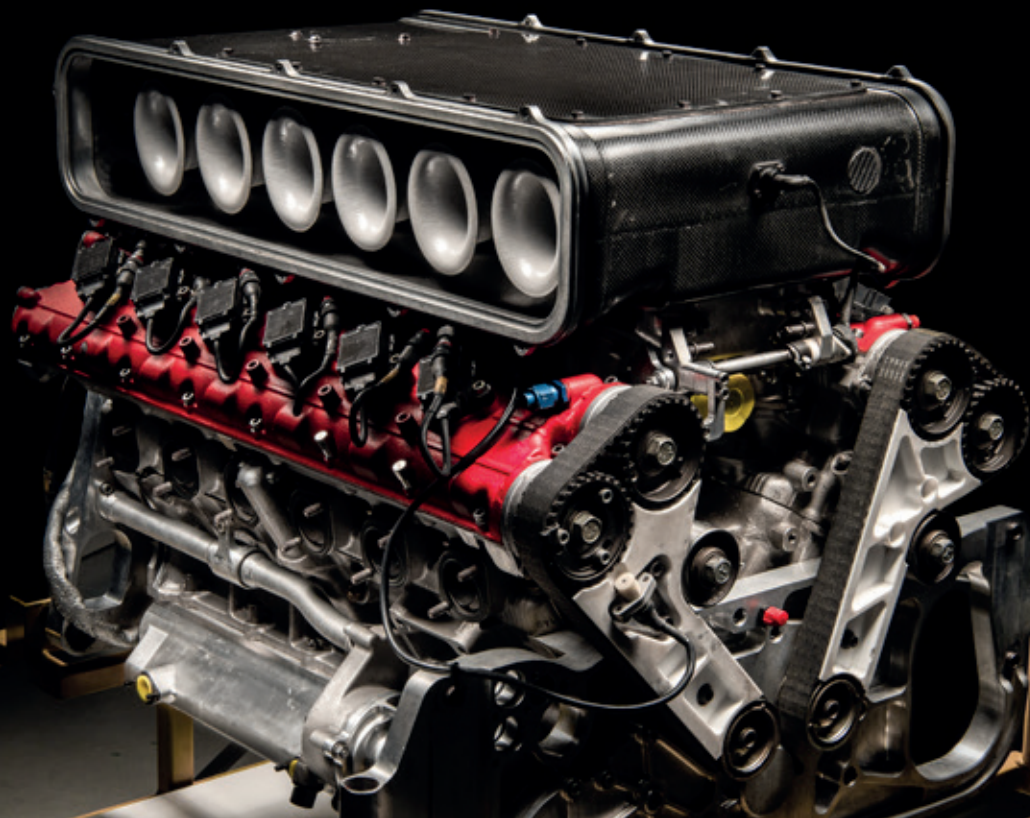
For more than 40 years, DK has been involved in some interesting and rarefied race preparation programmes. We are able to offer complete race support programmes including race meeting support with our race lorry, mechanics and team equipment. Our commitment to detail, experience and impressive facilities (including a rolling road) ensures that DK-prepared cars can be consistently the fastest in their class.

We have experience with Tour Auto, Masters Series, Monaco Historic, Goodwood FoS and Revival, Le Mans Classic, Mille Miglia, Tour d'Espagne, Laguna Seca Historic, the Spa Six Hours and many more. Please contact DK to enquire about our race support and preparation programmes.

Parts Department

By trading as one of the world's leading Ferrari specialists for over 40 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.

DK's warehouse is filled with parts from pre-war cars to the present day. For all your Ferrari Parts please get in touch with us, or visit our website to view our parts selection online.



A race-ready 575 GTC EVO specification engine **EPOA**



Ferrari 500 F2 engine **EPOA**

A selection of highlight items available from DK's Part Department include:



F40 Gearbox

Ferrari 857S Gearbox

Weber 40 DCN9 Carb Set

F40 Turbochargers



Ferrari F40 Luggage



288 GTO Luggage Kit



Enzo Luggage Kit



Ferrari F50 Luggage Kit



275 14" Wheel Set



Ferrari 250 Tool Kit



F40 Wheel Set



AutoFlux Fuel Pump



Lucas Fuel Metering Unit



Weber 40 DCL6 Carb Set



F40 LM Calipers



Ferrari F40 Silencer "Cat"



Ferrari F40 Tubi



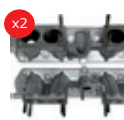
Ferrari 288 GTO Tubi



250 GTO Gearbox



365 GTB/4 Alternator



GT4 Dino Inlet Manifolds



Ferrari Enzo Oil Cooler



Ferrari F40 Tool Kit



500 TRC Camshaft



David & Kate Cottingham Founders and Directors

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. Co-owner Kate is a passionate supporter of the Ferrari marque and remains committed to the long-established company ethos.



James Cottingham 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. Today responsible for some of the most significant sales carried out by DK in recent years, an accomplished racing driver, and always managing circa five restoration projects.



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.



Justin Cottingham Operations Manager

In the business for the majority of his life, 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 for six years, having previously run her own business she understands the importance of every aspect of the business and customer care. From accounts, HR, event management and anything else that comes along, Monique plays a key role in helping DK go from strength to strength.



Emma Hiller Retail Service Advisor

As our Retail Service Advisor, Emma acts as a liaison between customers and the workshop making sure that the lines of communication remain open. With over 15 years' experience in the prestige and high-end motor industry, Emma understands the importance of customer experience and satisfaction. She strives to build trust and strong long-term relationships with all of DK's customers.



Russell Knight Sales Office Administrator & Prestige Sales

Russell joined the DK sales department at the start of 2020 from a well-rounded background in luxury and sporting car retail. With more than 10 years experience in the field; today Russell specialises in prestige car sales as well sourcing specific cars to match complex criteria from overseas buyers.



Luke Gilbertson Sales Office Administrator & Researcher

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.



Sam Clark Storage Manager

From the day-to-day running of our leading storage facility, to meeting all clients' requests, Sam takes pride in offering clients the highest level of care and service for every vehicle in DK's custody.



Rob Searle Parts Department Coordinator

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. A petrol head through and through.



Jordan Batson Historic Parts Acquisition & Sourcing

Jordan has worked within the automotive industry for nearly a decade. Concours drew him to parts where he enjoys the research and hunt for extremely 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 40 years.



DK
PROUD RECIPIENTS OF
THE QUEENS AWARD
FOR ENTERPRISE 2019
INTERNATIONAL TRADE



W: www.dke.co.uk **T:** +44 (0) 1923 287 687 **F:** +44 (0) 1923 286 274 **E:** info@dkeng.co.uk

Little Green Street Farm, Green Street, Chorleywood, Hertfordshire, WD3 6EA - ENGLAND

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