

DK
Engineering
Est. 1977



Winter 2021/2022



CHORLEYWOOD
STATION

DK



An Exceptional Year at DK

As 2021 comes to a close, the team at DK is proud to say that this has been our strongest year ever. Despite the Government lockdown, Q1 2021 proved to be our most successful quarter to date and that quarter's momentum helped us to see continued strong sales throughout the remainder of the year. With a new generation of collectors coming of age; we've seen increasing interest and demand for supercars of the 1990s and 2000s; and have handled the sales of several Porsche Carrera GTs and Ferrari F50s, both proving to be much more than a 'flavour of the month' in today's market. We have continued to sell many other blue-chip collectibles including a pair of RHD Ferrari 250 SWB Berlinettas, a truly excellent 250 GT Berlinetta 'Tour de France' and we have also completed a couple of McLaren F1 transactions.

2021



Scan code with your mobile camera app to watch our 2021 highlights video

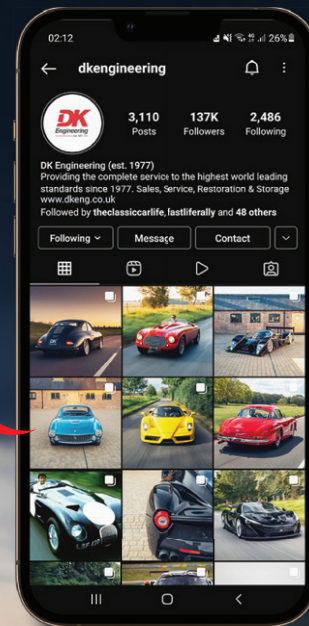




While the first four months of the year got off to a quiet start in terms of events, social media beautifully bridged the gap for us. Hitting 100,000 Instagram followers earlier in the year, a number which has risen to 137,000 at the time of writing. All through organic growth, it has shown that both the content we produce has been engaging and informative, and the stock we hold is interesting and diverse. An excellent example of this was the series of videos we created with Carfection and Henry Catchpole with the 'Unicorns' - the McLaren F1, Mercedes-Benz CLK GTR, and Porsche 911 GT1, all which received a tremendous amount of attention. The user's guide videos, conceived initially as an informative piece for one car's overseas buyer, were a big hit as well. The CLK GTR 'user guide' quickly became our most watched video ever, with 472,500 views at the time of writing. This year we commissioned long-term friend of DK, Dexter Brown to eternalise the 'Unicorns' at Millbrook with oil on canvas in a painting for our Christmas card.



Scan QR code above to follow DK on Instagram @dkengineering



Despite the absence of many European dealers and collectors in California for the festivities surrounding the Pebble Beach Concours d'Elegance, James and Harvey found the atmosphere during the week to be exuberant and similar to years past, with lots of friends and clients to be met, new acquaintances made, but with slightly smaller crowds seen than in previous years. Boarding the plane to San Francisco, James and Harvey were dead-set on returning with the McLaren F1 from the Gooding & Company auction but that wasn't to be, and the car went to a new home in the U.S. at a market-correct price with DK as the immediate underbidders. Many strong results were witnessed at auction, showing that the American market is still very much alive.



Our recently sold 400 Superamerica SWB Coupe was driven on the 2021 Quail Rally during Monterey Car Week



James leading the pack and ultimately claiming victory in the Le Mans Endurance Racing Legends race in the Dallara SP1

At the Peter Auto Endurance Racing Legends held during the 24 Hours of Le Mans, DK supported the Ferrari 550 Maranello Prodrive of Max Girardo and James Cottingham, which was driven by Max for the weekend. James meanwhile raced the Dallara SP1 which was prepared by Pursuit. Despite a disappointing DNF resulting from a spin caused by a radiator leak whilst leading the final laps of Friday's race, James managed to clinch first place in the second race on Saturday.



The first weekend of September played host to two major concours events in the U.K.; Salon Privé and the Concours of Elegance at Hampton Court. The DK team was out in force at both events, with a multitude of cars on display and for judging at Salon Privé, along with a stand showcasing our after-sales department; we also displayed three cars on the show field at Hampton Court.



Watch our highlights video
from Salon Privé Concours
d'Elegance 2021



After a one-year hiatus, Goodwood Revival was arguably the highlight of our year. With four cars out on track, we were very privileged to host Alex Buncombe and Formula 1 World Champion Jenson Button in our Cobra for the Royal Automobile Club TT Celebration. Although the pair saw great pace in practices and throughout the first half of the race, they were forced to retire due to a misfire. Nevertheless, Jenson adored the weekend, his very first historic racing event, and vowed to be back for more in the years to come. Friday night's Stirling Moss Memorial Trophy proved to be a highly exciting race, with James and Harvey repeating their Goodwood Speed Week victory in the Huffaker E-Type. Joining them in the race was also the very eye-catching Shelby Cobra Dragonsnake, a car which DK sold and oversaw the restoration of in 2020. Saturday saw more success for team DK with James in the Tojeiro-Jaguar, racing to a first place finish in the Sussex Trophy.





Scan code to watch DK's highlights video from the 2021 Goodwood Revival



Bertie Cottingham in the Settingington Cup



David Cottingham racing his Ferrari 500 TRC in the Freddie March Memorial Trophy



Austin Healey 100 S (See page: 81)



AC Cobra Dragonsnake
sold by DK last year





2021 Spa Six Hours

Moving to continental Europe; in the first two weekends of October, James and Harvey raced at the Spa Six Hours in Belgium and the Estoril



Classic in Portugal. Racing the Tojeiro and a pair of GT40s, despite an impressive victory with the Tojeiro in the Woodcote/Stirling Moss Trophy for James and Harvey, the highlight of the weekend was undoubtedly Oliver Bryant and James' overall win in the six hour endurance race in Oliver's GT40.

At Estoril, Max Girardo and James dominated the Endurance Racing Legends field in the Dallara, while Richard Cook and Harvey finished first overall in the Sixties Endurance race with Max and James placed second, both driving Cobras.



Winners of the Spa Six Hours Woodcote/Stirling Moss Trophy



Overall winners of the Spa Six Hours



The next weekend saw a return to Goodwood for the Members' Meeting, highlighted by an overall victory in the Gurney Cup for Andrew Smith and James in the GT40.



Finally, the last event of the season was at Silverstone at the end of October for the Motor Racing Legends Silverstone GP Meeting. At that event, the RAC Pall Mall Cup was a clear highlight, with James' brother Jeremy Cottingham and Harvey leading the race in the early stages in the Huffaker E-Type. Although Max Girardo and James were plagued by a first lap spin, the pair quickly caught the field up and took the overall win, with Harvey and Jeremy finishing 7th overall and winning their class.



2022 is shaping up to be a thrilling year for DK. With a much-anticipated return to a normal(!) calendar, we're looking forward to attending many of the events we have come to know and love over the years. Back at HQ, we're in the process of extending our main showroom which will be finished early in the year. We've built great momentum in terms of both sales and service work in the last twelve months, and we look forward to carrying that forward into the new year.

We hope you've had a happy and healthy 2021 and wish you all the best in the new year. We're looking forward to seeing you again soon.





F40

No one in the world has handled more F40s than DK. We are widely acknowledged as the world leading experts for the model. Throughout 2021, we've been fortunate to sell no less than seven. Please get in touch if you're looking to buy or sell an F40, and please see page 40-41 for the two examples we currently have available. **We are actively seeking to outright purchase similar vehicles.**





Chassis no. 106645 **SOLD**



Chassis no. 106510 **SOLD**



Chassis no. 104234 **SOLD**



Chassis no. 105769 **SOLD**



Chassis no. 105095 **SOLD**



Chassis no. 105066 **SOLD**

F50

We have had the honour of selling no less than six F50s in 2021. As with F40s, we are one of the world's foremost specialists in sales and servicing of the model. Please get in touch if you're looking to buy or sell an F50, and please see page 42 for the example we currently have available. **We are actively seeking to outright purchase similar vehicles.**



POA





Chassis no. 5L001095 **SOLD**



Chassis no. 4L000087 **SOLD**

Carrera GT

DK Engineering have been privileged to sell no fewer than seven Carrera GTs in 2021. As such, we are well-versed in servicing and sales in the model. Please get in touch if you're looking to buy or sell a Carrera GT, and please see page 62-63 for the example we currently have on offer. **We are actively seeking to outright purchase similar vehicles.**



POA



Ferrari 250 SWB 'RU 20' **SOLD**



Ferrari 250 SWB 'FX 9' **SOLD**



Ferrari 400 Superamerica SWB Coupe Aerodinamico **SOLD**



F40 LM **SOLD**



Bugatti EB110 Supersport **SOLD**



Jenson Button's Historic Racing Debut with DK

You're born into a family with motor oil in its veins. At an early age, it's clear that you've got a competitive edge and start karting at eight years old. You find success quickly, winning the British Cadet Kart Championship at eleven. Over time, you move further up the food chain in motor racing, through Formula A (becoming the series youngest runner up at the age of fifteen) and then the youngest driver and first Briton to claim the European Super A Championship at seventeen.

At this point, the racing becomes more serious. You win the British Formula Ford Championship at eighteen in your first season competing in the championship. Formula 3 comes the following year and you finished third in the championship as the top rookie driver. Then, Formula 1 beckons and you manage to snag a seat with Williams for the 2009 season; making you, at the time, the youngest Briton to ever race in Formula 1.



Father John Button with Jenson
Image from Jenson Button's book 'Life to the Limit'



Jenson driving the Haywood Racing
Mygale towards a Formula Ford
championship victory in 1998

At just twenty years of age, you're at a point in your career that millions of people can only dream of. Years and years of hard work, determination, and skill have gotten you to where you are, but years more will place you amongst the all-time greats. Your drive with Williams leads into Benetton, which leads into Renault, then BAR, Honda, and finally Brawn GP, where you win the Driver's Championship at twenty-nine years old. Seven more years of Formula 1 follow before your retirement, leading into stints in Super GT, the FIA World Endurance Championship, DTM, Le Mans, British GT, and Extreme E. It's not a question of what have you raced in on four-wheels, but what you haven't.

But instead of piloting something at the cutting edge of modern motorsport, how about something completely different? Why not dial the clock back and compete in the pinnacle of modern motorsport from fifty years ago? Would the art of driving a high-speed, high-downforce Formula car translate to the British, oversteering giants of the 1960s? Using Jenson Button as our case study, the answer turns out to be a resounding yes.



Jenson Button (BAR Honda) on the podium with Michael Schumacher (Ferrari) and Fernando Alonso (Renault) at the 2004 German Grand Prix



Looking to dip his toes into historic racing, DK Engineering were lucky enough to secure both him and endurance racer, historic motorsport veteran, and long-time friend Alex Buncombe as drivers for the RAC TT Celebration in the DK-owned Carreras Colombia Cobra.

For Button, it was crucial to get an opportunity to test the Cobra before the race weekend at the Goodwood Revival. He had that opportunity on a rainy day at Donington Park just a few days before the event, which provided a slight learning curve on handling the notoriously difficult Cobra.



"The first couple laps, I went out and was like 'wow, this is really scary, I don't know if I can drive this!'... but you do a few more laps and get into the rhythm and think 'this is really good fun'..."

Once finding his groove, Jenson quickly learned that this was a completely different experience to anything he had previously been used to in racing cars.

"I'm driving down the pit straight at the top speed of what we can achieve in the wet, wheel spinning in third gear, and that's something I've never experienced before in my life. The great thing about it is that it's very gradual, which is again something I'm not used to."



Torrential rain plagued testing at Donington

Alex Buncombe



Off the track, Jenson also found that the atmosphere was much different than what he was used to. Having only shared a racing car on a handful of occasions, he commented; ...“I really enjoy the teambuilding and camaraderie, the sharing of the car... you want your teammate to do well and you hope that he’s a bit better than you, so it’s the perfect scenario”...

In competing in the RAC TT and partnering with Alex Buncombe, this was the perfect entry into historic motorsport. With Button’s pace and enthusiasm combined with Buncombe’s years of experience in both modern and vintage racing meant that he could easily relate and coach Button in extracting the most out of the Cobra. That personal relationship, as well as having the opportunity to interact socially with other drivers is also what drew him to the Goodwood Revival and historic racing in general.





Scan code to watch DK's 2021 Goodwood Revival playlist which includes the Jenson Button and Alex Buncombe pre and post race interviews as well as testing footage.



"I think it's because I have friends that I've seen race... it's because it's a relaxed atmosphere as well. You all go there to win obviously, but it's what you're doing out of the car as well that's important. In a Formula 1 race, you don't see the other drivers...it's nice to have that atmosphere that you get from races like the Revival."

Summing up his experiences, Jenson said that "As a racing driver, you think everything else is easy, including Formula 1, but it never is. There are always experts in different categories and cars are more difficult than you think to drive; these are very different cars and very different drivers but I love it."

The talent of both drivers shines through with great abound. With just a few wet laps at Donington in preparation, and having never driven the Goodwood circuit before, Button was running as high as third before the driver swap and the devastating misfire that forced the car's retirement. It was very clear that Jenson caught the bug for historic motorsport and will be back to Goodwood and other similar events around the globe. It is obvious that while he sits on the grid as a World Champion in Formula 1, with a tremendous amount of undisputed natural talent to his name, vintage racing has offered Jenson a new challenge. If this is the case for a driver ranked amongst the very best, then historic motorsport will surely challenge any newcomer to the grid in both an exhilarating and jovial atmosphere.





1995GT, 'RU 20' & Rufus Eyre (1926-2020)

Thus far, the Ferrari 250 GT Berlinetta SWB chassis no. 1995GT has been known as and referred to as 'the Colton car', and rightly so. Having spent close to 40 years with the late Richard Colton, it was the car he used and enjoyed so extensively and enthusiastically during his ownership.

This was clearly a car which enriched his life, but in a gesture showing his true character, he donated the proceeds of the sale of this car and several of his others at auction to RNLI, allowing the car to enrich the lives of others following his passing.



However, the story starts much earlier and its early years are ever so important.

Lymington on the south coast of England was home to an avid petrolhead by the name of Rufus Eyre. Mr Eyre was a garage owner, a race team owner and soon to be, a collector. Just 20 short miles down the coast, Colonel Ronnie Hoare had at the time been busy selling Ferraris on the side of his full time business; a Ford dealership by the name of F. English Limited. Ferraris were doing well, but still very much a side-line.

This SWB, 1995GT, changed everything.

Arriving alongside 1993GT to the U.K., it was in fact, the order of 1995GT that provided the Colonel with the means to found Maranello Concessionaires, a dealership that was proudly the face of Ferrari in the U.K. for decades and still survives at The Tower on Egham Bypass. As a thank you, the registration mark 'RU 20' was gifted to Rufus by the Colonel to thank him for the order.

Scan code to watch DK's final chapter of the restoration of 1995GT which features the cars reunion with family and friends.



Proprietor of Sea Corner Garage, a Morris dealership, Rufus Eyre had ordered what would be the first U.K. customer car, RHD in Rosso with semi-competition features. Or as we have discovered over the course of our restoration, pretty much full competition specification with a steel body. One of just 11 RHD steel SWBs built, 1995GT was no garage queen. Shortly after delivery it would find place in Rufus' garage alongside a 1931 Rolls Royce that had already been in the family for nearly 30 years.

The file that accompanies the car contains much of the early correspondence between Rufus, the Colonel and the factory in 1960, including the order for an extra kilogram of paint! Accompanying the car when new were technical manuals for service as Rufus had planned to keep the servicing 'in-house', under his fastidious care in his own workshops.

After tracking Rufus down, Luke Gilbertson, a member of the sales team here at DK reached out in 2019 to see if there was any appetite for us to take the car back down to see him in Lymington, to rekindle some of the memories created all those years ago. Becoming increasingly timid in his later years, it was ultimately his right-hand lady Fiona Drake who responded and later came to see the car alongside her husband John, for the first time.



Completing the restoration over the summer this year, we once more invited them back, having heard countless tales and recollections of the car over the years. Fiona recalled the burden inflicted by its competition specification - and thus fitted with a long range fuel tank in the boot - cutting short a shopping trip to London as the boot was simply too small! In 1961, this problem was solved with addition of a shopping car to the Eyre's garage; a 250 GT Pinin Farina in Bianco Polo Park!

To conclude our video series documenting the restoration of the car, we invited Fiona, John, and Rufus' great nephew Jim, to see the car, just as it was when Rufus would have seen it for the first time. We talked through their memories of the car and there was even time for a quick drive up the road. We invite you to watch the final chapter of the restoration of 1995GT; scan the QR to watch on YouTube.

In memory of Rufus Eyre (1926-2020).



Homologation

The first half of the 1970s were a turning point for Porsche. Taking the motorsport scene by storm, they introduced the 914/6, 911 S, the 2.7 RS, 2.8 RSR, and finally the 3.0 RS and RSR. Built to homologate the 3.0-litre RSR for the 1974 season, the Carrera 3.0 RS wonderfully toed the line between street legal and competition bred 911s.

Considered by many to be one of the most collectible and desirable 911s ever produced, only fifty-six 3.0 RS' were built, a miniscule number in comparison to the 1,580 Carrera RS 2.7s that left Stuttgart in 1973.

POA



Scan to view more details about this Porsche (930) 911 Turbo 3.0





In 1975 Porsche unveiled the road-going Type 930, or 911 Turbo as it would be best known. The 930 boasted the same venerable 3.0-litre flat six-cylinder engine of the 3.0 RS, inheriting some learnings from the cars' (much) bigger brother – the 917/30 CAN-AM; Porsche's specific turbocharged motorsport effort. The 911 Turbo boasted a single KKK-turbocharger, born directly from development in racing via the 917/30 and produced 260hp, or a healthy 60hp gain over the standard 200hp 3.0 Carrera.

Both cars displayed are currently for sale with DK.
Please follow the QR codes below for more information.

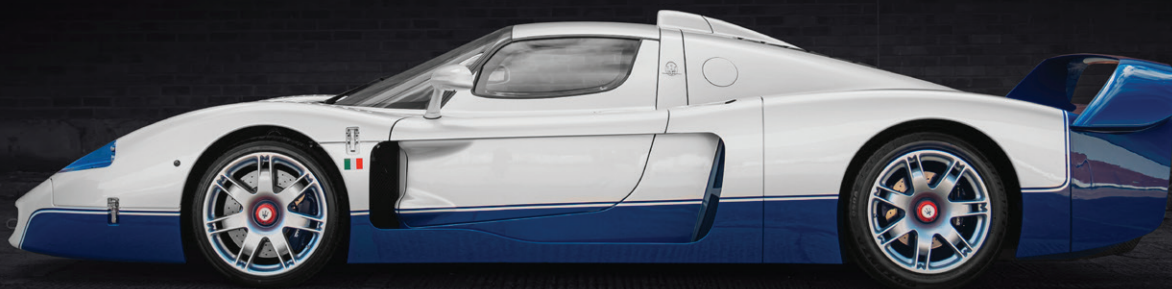
POA



Scan to view more details about this Porsche 3.0 RS

Coming Soon

Please Enquire



Masarati MC12



Ferrari 250 GT Berlinetta TdF



Ferrari 250 GT SWB

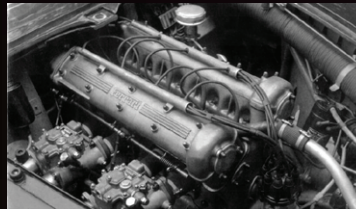


Ford GT40

Coming Soon

Recently Discovered Ferrari 625 TF Chassis no. 0302 TF

POA



Coming Soon

DK has recently had the pleasure of selling two of the forty-two, RHD Leaf-Sprung, COB-chassis numbered Cobras.

Further examples available soon. Please enquire for further details.

#COB6027



SOLD

#COB6008



SOLD





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 website 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.

Porsche 911 GT (RHD)

POA

A unique 911 GT. The only example in the world to be optioned in Paint to Sample Turquoise Green Metallic. This C16 'Comfort' specification 'GT2' is offered for sale for the first time; a true one-owner, unrepeatable example with just 19,500 miles from new.





Ferrari F40

9,400 km, Non-Cat, Non-Adjust

Collected by its first owner from the factory, it remained in his collection until 1999, when it was sold to its second and most recent private owner. Acquired by DK Engineering in 2021, it is currently undergoing a major service, including the fitment of new fuel tanks, at our facilities. Today, it presents beautifully throughout, showing just under 9,500 kms on its odometer.

POA



Ferrari F40

57,000 km, Non-Cat, Non-Adjust

This example has been known to DK Engineering for quite some time. Sold new to Emile Balthazard in France, it was upgraded early in its life with F40 LM wheels and brakes at Balthazard's request. It was then sold to the second owner via DK in 2010. In the ensuing years, DK overhauled the engine and turbochargers, fitted a Tubi exhaust and uprated Brembo brakes. It has been well looked after over the years at our storage facility; and received a major service by us in 2019 which included replacing the timing belts and fuel tank.

POA



POA



Ferrari F50

1 of just 31 in Giallo Modena

One of just 31 examples finished in Giallo Modena, this F50 was delivered new to Switzerland prior to being purchased by the current owner and exported to the U.K. in 2007. Remaining in storage since then, it emerged only earlier this year and has been driven roughly 12,500 km from new. Recently delivered to DK, it is currently undergoing a major service which will include fitting a new fuel cell.

POA



Ferrari Enzo

1 of just 37 in Giallo Modena

One of just 37 Enzos finished in Giallo Modena, this stunning example is offered with a truly amazing assortment of correct accessories. Featuring a special-order quilted Nero leather interior, it has been driven less than 15,900 km from new; and was recently enrolled in the Ferrari Premium Certification program, ensuring that all preventative maintenance has been completed.



LaFerrari

Ferrari LaFerrari

Finished in traditional Rosso Corsa with a Nero roof, the LaFerrari's exterior theme is continued inside with seats trimmed in Rosso leather and matching red four-point harnesses. Supplied new to its first owner in New Zealand in 2015, this example was used sparingly before we purchased the car, and imported it into the U.K. in March 2016. From there we sold the car to its second and current owner in 2016, and the car has remained in our secure storage facility ever since. It is presently showing just 760 miles from new.

POA



Ferrari 599 GTO (RHD)

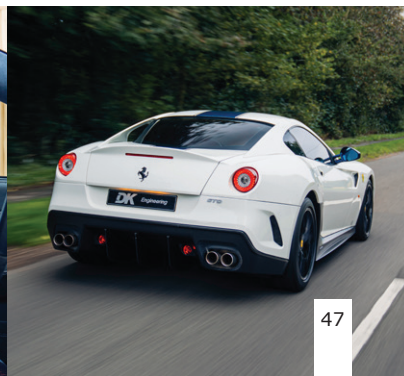
Built to RHD specifications and finished in Bianco Avus with a livery in Blu Tour de France, it features a number of desirable options including the lesser-optioned rear roll bar. Acquired by the current owner in March 2016, it has resided in our secure storage facility throughout his ownership and has been driven less than 2,500 miles from new.

POA



Ferrari 599 GTO (LHD)

This LHD GTO is presented in Bianco Avus with a TdF Blue 'Racing Livery'. The interior is well appointed with a combination of Carta di Zucchero Alcantara seats with '3D' Tessuto fabric centres. Sold to its first U.K. owner in 2016 by DK, it has covered just 10,300 miles from new and benefits from a recent major service.



Ferrari 599 GTO (RHD)

Ordered by a prominent U.K. based collector and equipped with nearly £48,000 of options, many of which were special order. Finished in Rosso F1 2007 with a Nero Setoso roof, its wheels boast a unique finish to create a truly brilliant car to behold. Just three owners and 5,100 miles from new, this RHD 599 GTO has been serviced annually every year of its life, with the last service undertaken in May 2020 at our facilities.

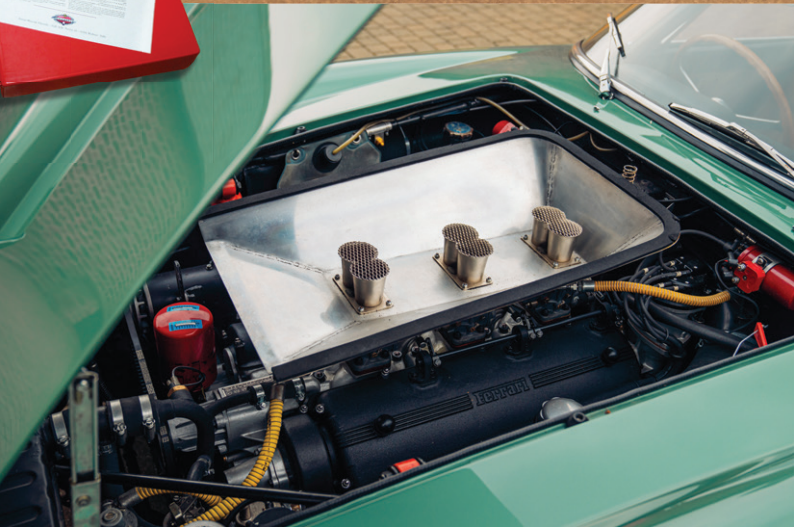
POA







André Lotterer & James Cottingham racing in the 2019 Kinrara Trophy



Ferrari 250 GT SWB Berlinetta (RHD)

One of just 11 steel RHD 250 SWBs built, this example was delivered to the U.S. and later came to the U.K. during the 1990s, where it was restored by DK to the highest possible standard. Classiche certified in 2011 showing that it retains its original engine, gearbox, and rear axle, it has been regularly maintained by DK since.

Finished in its original Verde Tevere, a period-correct Maserati colour, perhaps its most famous outing was at the 2019 Goodwood revival, where it was raced by three-time Le Mans champion André Lotterer and James Cottingham.

Furthermore, it is supplied with its original engine and rear axle.

POA



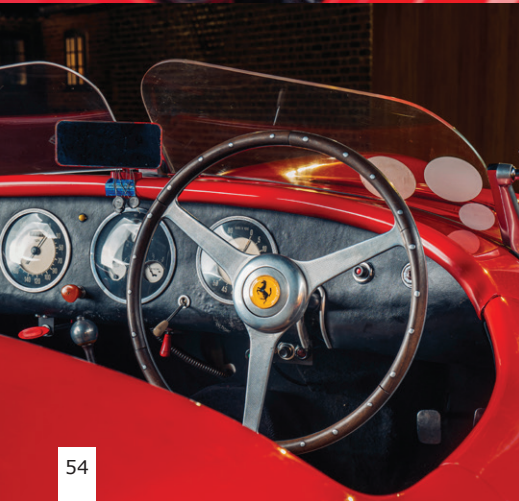
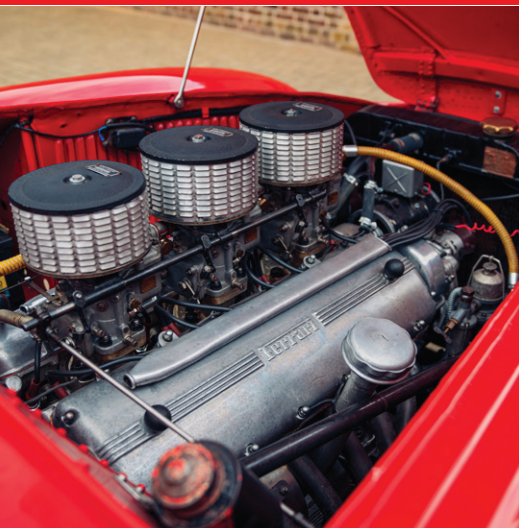




Ferrari 250 GT Zagato (LHD)


Born a 250 GT Ellena, this 250 GT LWB sits outside the original production run of 5 cars. Mechanically identical, this car was re-bodied and signed off by Dottore Elio Zagato himself at the factory, using their original team tools and drawings in the early 1990s. A unique opportunity.

POA

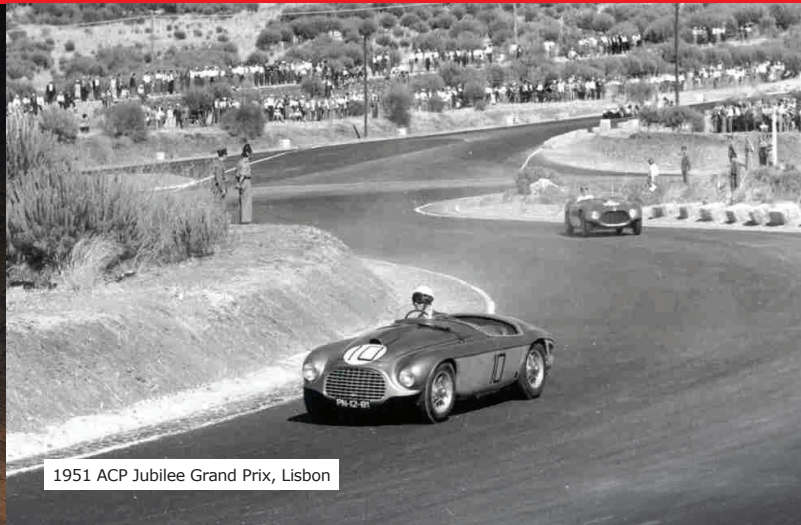


Ferrari 166 MM Touring Barchetta (RHD)

One of the first Ferraris sold new to Portugal and originally finished in blue, this 166 Barchetta spent its early life racing there before being shipped to Africa where it continued to race in Angola, the Congo, and South Africa. Later fitted with a 225S 2.7-litre V12 engine which it still retains to this day, the car was acquired by the current owner in 1973 and has been owned and enjoyed by him for nearly fifty years. Competing in no fewer than six Mille Miglia Storicas with the current custodian and offered for sale for the first time in five decades, this would be an excellent candidate for a full restoration or could be driven and enjoyed as-is in a variety of events.

Tax Status: EU 

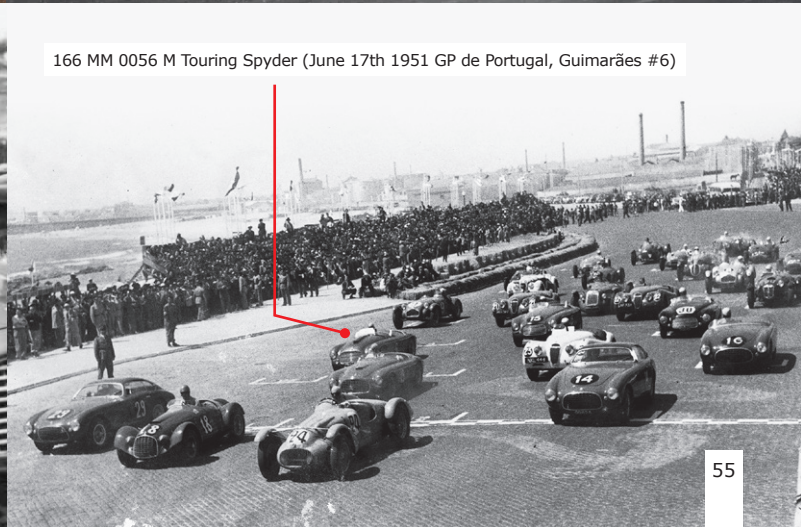




1951 ACP Jubilee Grand Prix, Lisbon



On the grid at the 1951 Portugal Grand Prix



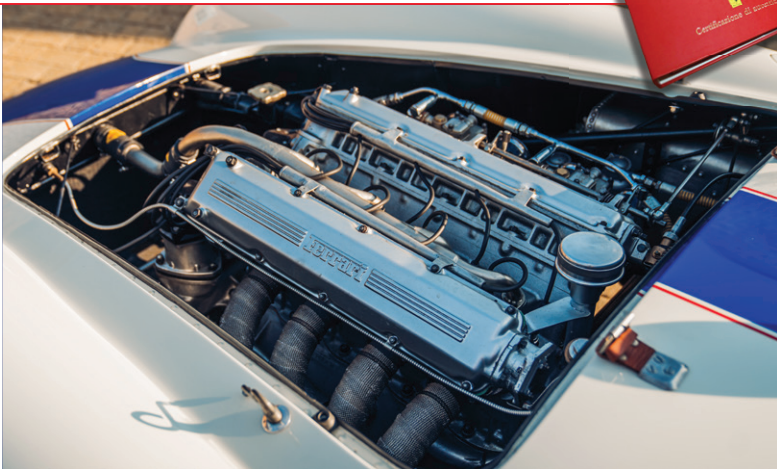
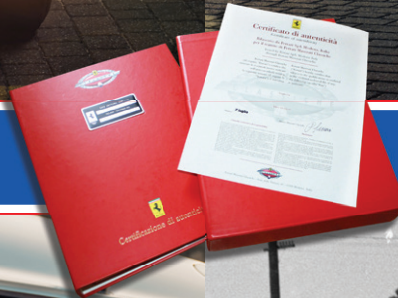
166 MM 0056 M Touring Spyder (June 17th 1951 GP de Portugal, Guimarães #6)



Ferrari 750 Monza (RHD)

The sole 750 Monza built without a headrest, this example was delivered new to William Doheny and raced by Ernie McAfee at the 1955 Sebring 12 Hours in white and blue. Later, the car was sold to Temple Buell who painted the car blue and continued the car's winning streak with legendary American drivers; Masten Gregory, Lou Brero Sr. and Dabney Collins. It was chosen by Ferrari Classiche in 2017 for Ferrari's 70th birthday celebrations to carry Ferrari F1 drivers, including Kimi Räikkönen at the Italian Grand Prix. This Monza is immensely eligible for both road and circuit events alike.

POA







Ferrari 250 GT Berlinetta Lusso (RHD)

The very last of 22 U.K. supplied RHD 250 GT Berlinetta Lussos produced, it was supplied new to William Shand Kydd and was later owned by Richard Atwood and Dr. Harvey Postlethwaite. Recently returned to its original Blu Chiaro, this is a significant Lusso boasting a fabulous history.

Porsche 911 2.0 Litre (FIA)

A proven front running Porsche 911 2.0 SWB, this 1965 911 was built to FIA-specifications by Historika for the 2019 2.0L Cup series. It was campaigned with success in 2019 before a new engine was installed by Maxted Page alongside an updated set up by JRT; making it one of the most competitive examples on the grid. In addition to its eligibility for the 2.0L Cup, it remains eligible for a variety of other series and events, including the Spa 6 Hours.

POA



POA



Ferrari 512 BB (LHD)

Supplied new to Belgium finished in Rosso Chiaro over Beige with Nero carpets, it would remain there and in the Netherlands for much of its life. With a single owner from 1990 until 2017, it was purchased by its current owner via DK. Following a mechanical recommissioning in our workshops which included a major service, it has been driven approximately 4,000 miles with its current custodian and is presently U.K. registered.

Porsche Carrera GT - Factory PTS Midnight Blue (LHD)

Accounting for just 3% of production, this Paint to Sample Midnight Blue Carrera GT is one of circa 40 cars that utilised the extended paint offering from new, and one of three in Midnight Blue.

Returning to sale with us, this U.K. supplied example with desirable Ascot Brown leather has benefitted from timely services at Porsche Reading and has covered just 12,900 miles from new.

POA





Carrera GT





Lancia Delta Integrale Final Edition (LHD)



One of just 250 'Edizione Finale' Delta Integrale built solely for the Japanese market, this car remained in Japan until being exported to Belgium in 2008, and subsequently purchased by its sole U.K. keeper in 2009. U.K. registered in 2011, it has remained in storage ever since and received a full service by Walkers Garage in February 2020. Showing just 5,500 km on its odometer, this is a fantastic example of one of the most highly sought after Delta Integrale.

Ferrari 308 GTB (RHD) - Dry Sump - Carburettors

One of only 211 RHD dry sump 308s constructed; this example was ordered by the then GM of Maranello Concessionaires Tony Willis in September 1979 as a dealer demonstrator in Rosso Chiaro, with Beige hide and red carpets, along with the optional deep front spoiler, wide wheels, and air conditioning. Remaining in the U.K. from new, this 308 has undergone a full mechanical and body restoration which was concluded in late 2020 by a leading specialist, the restoration included an engine refresh, suspension update, and an interior and 'glass out' repaint.

POA





Goodwood 1959



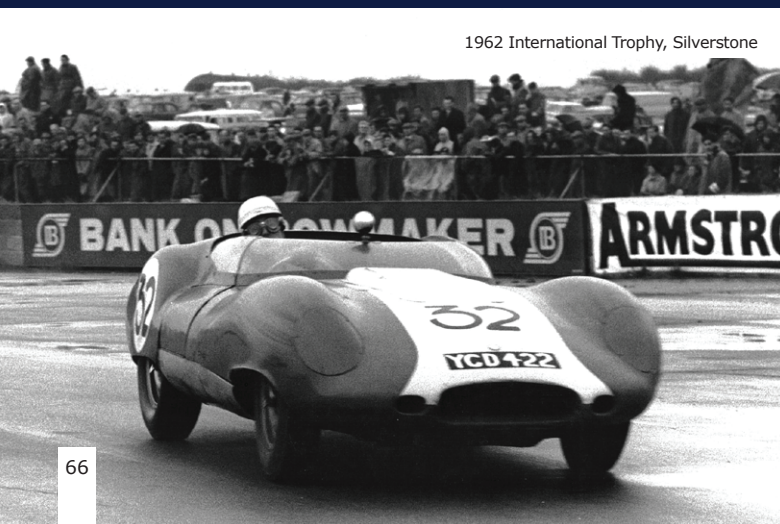
Brighton Speed Trials 1966



Silverstone 1981



Brands Hatch 1980



1962 International Trophy, Silverstone





Lister-Costin (RHD) 'TUF 1'

One of the purest and most original Listers in existence, this example has a rich period racing career in the U.K. where it was raced in period with both Jaguar and Chevrolet engines, piloted by the likes of Mike Anthony, Mike Pendleton, Dick Tindell, and Gerry Marshall; and known history from new. Having continued to race in recent years both at events in Europe and the United States where it was previously owned by Joe Lacob, it is highly eligible for vintage racing events and boasts a valid FIA HTP until 2028.

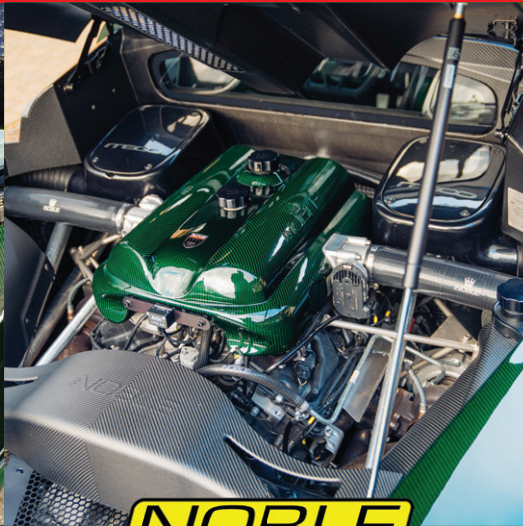
POA

Noble M600 CarbonSport (LHD)

The most radical iteration of Noble's M600, this example is one of six Carbonsport models built, and the only one to feature green carbon fibre. Shown at the Geneva Motor Show in 2017, it is virtually as new throughout, having only accumulated delivery mileage.

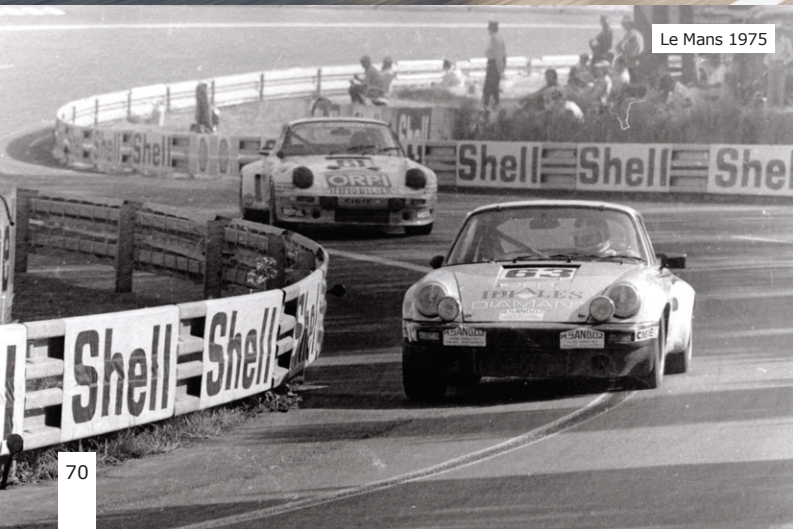
POA







Le Mans 1975



Le Mans 1975



1977

Porsche 911 3.0 RS (LHD)

Just 56 911 3.0 RS' were built by Porsche in 1974 and this example is amongst the very finest. Raced extensively in its early years the car racked up 100 race finishes including most notably the 1975 Le Mans 24 Hours - where the car finished an outstanding 5th in Class. Today the car remains remarkably original due to a recent detailed restoration and is sold with an entry to the 2022 Le Mans Classic.

POA



POA



Porsche (930) 911 Turbo 3.0 (RHD)

One of only 27 examples supplied to the U.K. in 1975, this 911 Turbo boasts a documented U.K. history from new, including twenty-six years of single ownership. Fully restored to its original specification over the course of five years at a cost of nearly £200,000, it has been driven only a handful of miles since its completion and presents beautifully throughout.





£179,995

Porsche 996 GT3 RS (RHD)

One of 113 examples delivered new to the U.K. This GT3 RS benefits from a number of desirable options, including the full roll-cage including removable front section, painted transmission tunnel, air-conditioning, Becker CD-radio and upgraded Litronic Xenon headlamps. The car received a major service in May 2021, which included the fitment of four new tyres. Just 14,200 miles from new.





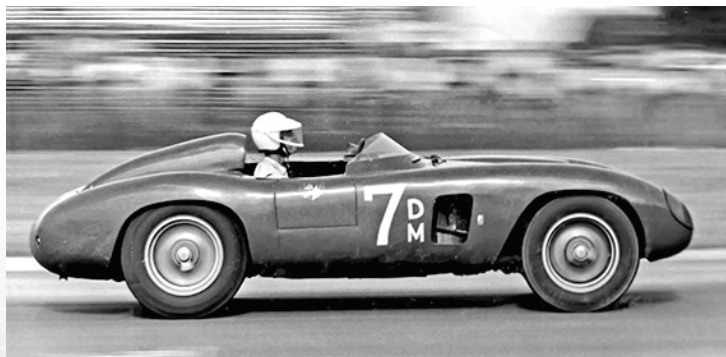
£164,995

Ferrari 430 Scuderia (LHD)

Presented in Bianco Avus, this beautiful European specification example has covered just 6,600 km from new.

Tax Status: EU

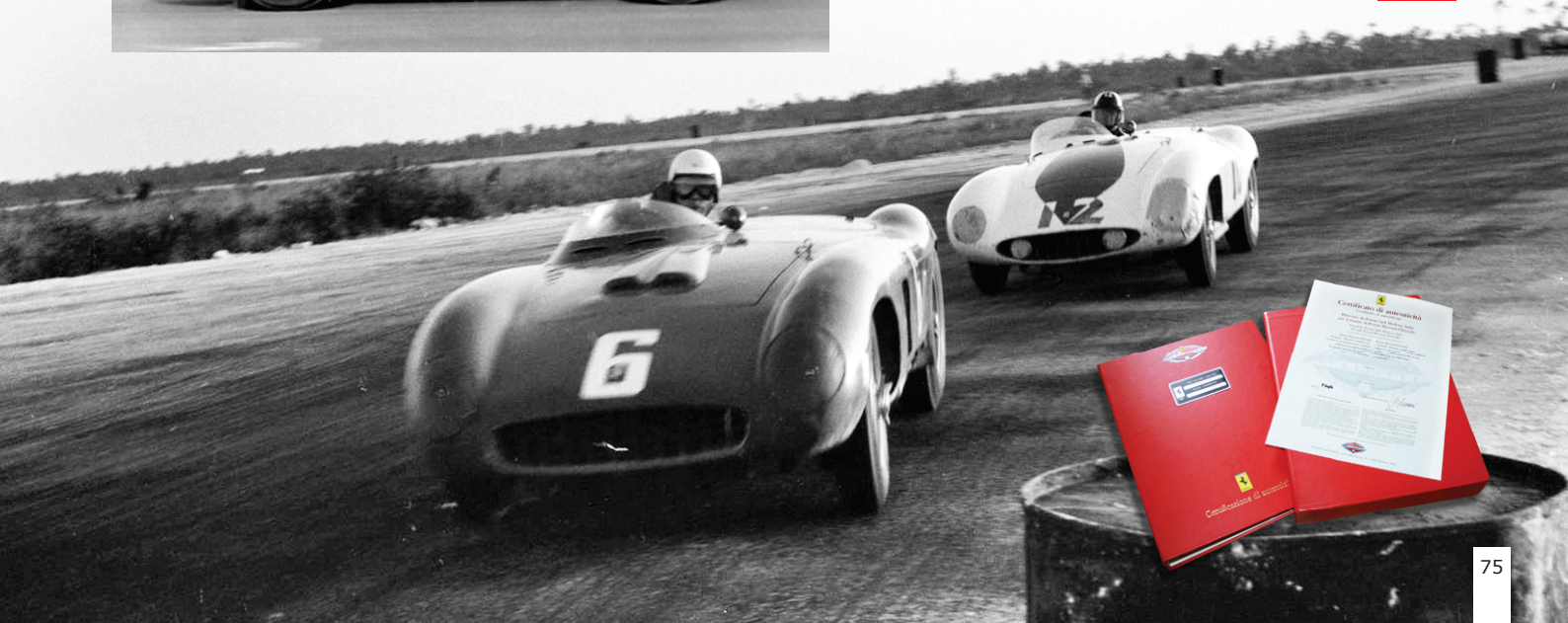




Ferrari 500 TR/625 LM (RHD)

After the sale of its sister car, we have available for acquisition a second 500 TR. Significant period racing history in the U.S., the car was upgraded by Chinetti at just two years old. Eligible for the likes of Monaco Historic, Mille Miglia, Goodwood and beyond.

POA



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





McLaren MSO HS (LHD)

One of 25 examples produced, the MSO HS received comprehensive aerodynamic updates over its predecessor, in addition to a power upgrade to 679 bhp and a 40 kg reduction in weight over the 675 LT. Finished in MSO Satin Volcano Red with a visible carbon fibre offset stripe, this example is offered on behalf of its original owner, having covered just 2,950 km from new.



POA



Location & Tax Status: United Arab Emirates

Ferrari 488 Spider (RHD)

Delivered new to its sole keeper in January 2017, it has resided within a prominent Ferrari collection, used sparingly covering just 1,200 miles from new. Elegantly optioned in Grigio Titanio over Blu Sterling, this example wants for nothing. Covered by the remainder of its 7-year warranty until 2023.

£189,995



Aston Martin One-77 (LHD)

Just 77 examples were built and this car is elegantly optioned in Silver Pearl over Magnetic Grey leather. Presented with 1,950 km from new and accompanied by Jersey registration.

POA

Title Status: Jersey



£374,995

Ferrari 250 GT Pinin Farina Coupé (LHD)

Supplied to new to famed Italian art collector Giovanni Panza and the recent recipient of over £300,000 worth of restoration work. This elegant 'matching-numbers' 250 PF provides a fantastic way into '60s V12 motoring.





Austin Healey 100 S

One of just fifty-five examples built, this 100 S was sold and raced new in the U.S. mid-west. Having raced nearly every decade of its life, it is presently road registered in the U.K. A veteran of 9 of the last 10 Goodwood Revivals, this on-the-button racer is hugely eligible for top-tier historic racing events, and ready to be used and enjoyed without delay.

POA



Ducati GP3 TB1

The very start of Moto GP history, this bike is GP3 TB1, Troy Bayliss' GP3 referring to the season, 2003 – this is the very first GP model. This prefix is still in play today too, this season running the GP21.

POA (VAT Qualifying)



POA



Aston Martin Vanquish Zagato Speedster

One of just 28 examples of the Vanquish Zagato Speedster, this RHD example is presented in a unique and bespoke colour, a modern twist of Aston Martin Racing Green having covered just 800 miles with its sole keeper.



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.

Porsche 911 3.0 RSR #9072 Restoration

The 26th of 56 3.0 RSRs produced, this four-time Le Mans entrant was sold by DK earlier this year. Commencing a full bare metal restoration, the car is now with marque specialists Tuthill. The engine and components have been removed from the car. Currently in its Ecurie Francorchamps colour scheme.



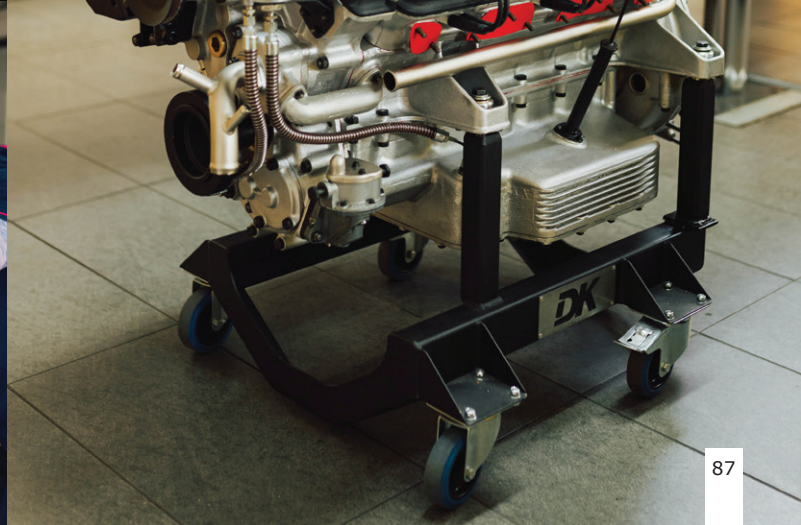
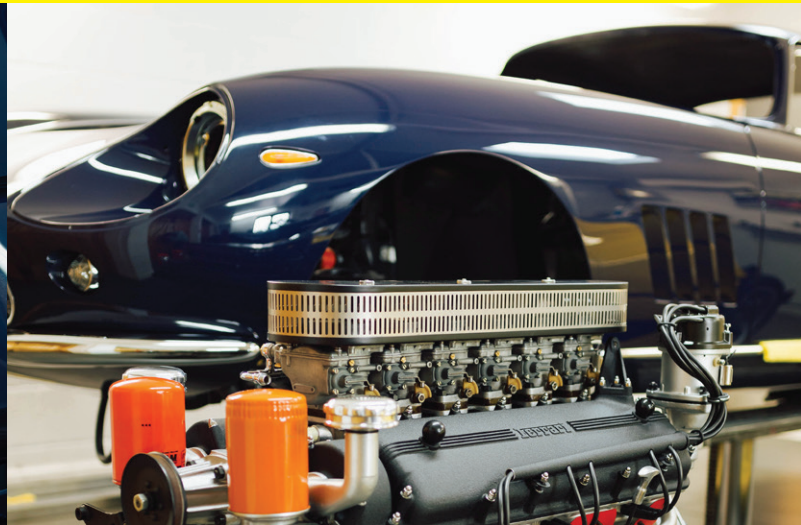


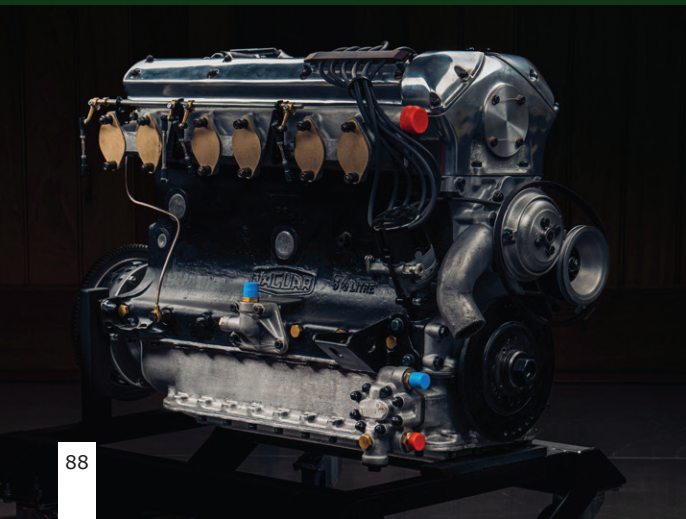
Scan code to watch
our most recent
restoration update
video on the 275 GTB

Ferrari 275 GTB #07085 Restoration

After a lengthy process returning the body to its original form, 07085 had its bodywork approved and has recently been refinished by the masters at SprayTec. Resplendent once more in its original Blu Scuro Metallizzato hue, it is now together with its engine once more. The next stage will see the 275 travel to O'Rourke Coachtrimmers for the start of the internal trimming process.

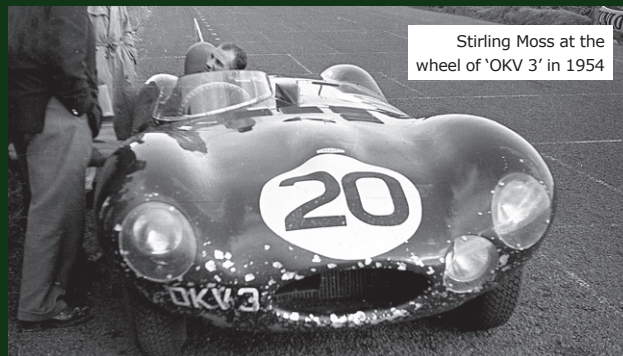


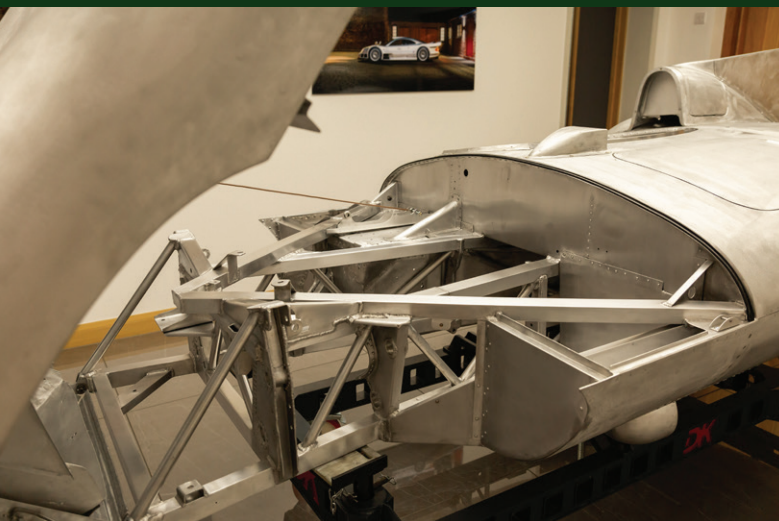
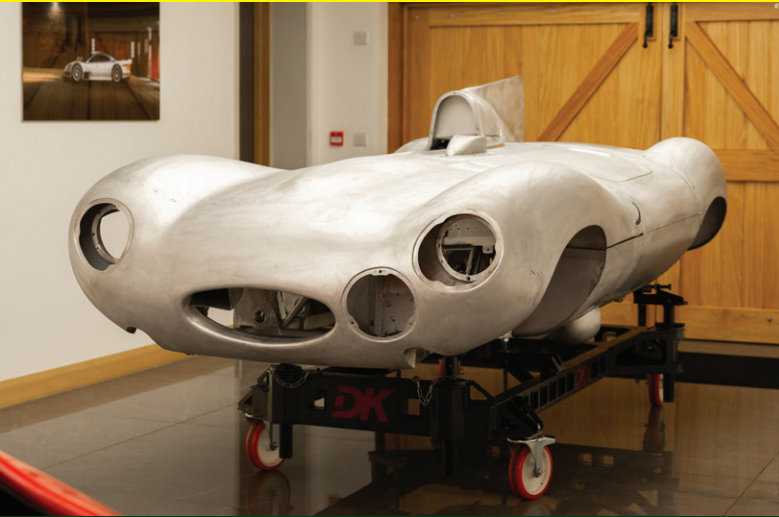




A very special D-type – 'OKV 3' Currently in restoration at DK Engineering

A remarkably original survivor, XKD404 is an ex-works Jaguar D-Type that was one of the first three to make its debut at Le Mans in 1954. It holds the achievement for the first win by any Jaguar D-Type after scoring victory at the 1954 Reims 12hr. Conservation has been key to this restoration with 404 retaining its bonnet from new, now having returned from Bodylines with the shape back to original specification. The car is undergoing the final surface preparations before returning to its original colour in the next few weeks.







Scan code with your
phone camera app to
view our current stock



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 motorcars. 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 U.K. 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 motorcars 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 3,000 important vehicles in addition to the restoration of over 150 historically significant motorcars. It has also carried out the sale of more than 1,350. We are fully immersed in all things Ferrari, but our expertise also encompasses other blue-chip marques such as Porsche, McLaren, Bugatti, Pagani etc.



Ferrari Servicing

DK Engineering has a hugely impressive, purpose-built, Ferrari service facility. 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 and pride ourselves on being able to make classic Ferraris cared for by DK drive and perform better than the day they left the factory.



The Complete Service - Classic & Contemporary Servicing



Core Services & Facilities - Vehicle Storage Facility



Scan with your mobile camera
app to watch our storage services video



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

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 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



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 motorcars 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 are consistently the fastest in their class. We have experience with Tour Auto, Masters Historic Racing, Monaco Historic Grand Prix, Goodwood FoS and Revival, Le Mans Classic, Mille Miglia, Tour d'Espagne, Monterey Motorsports Reunion, the Spa Six Hours and many more. Furthermore, we work closely with a number of independent race preparers, and are happy to fully manage the process on your behalf for a seamless experience. Please contact DK to enquire about our race support and preparation programmes.



DK have been creating market leading video content to support all aspects of our business since 2010. More recently, we have funded live streams for various racing events, allowing greater visibility for historic motorsport in the automotive community. We continue to work with a variety of leading independent filmmakers to develop new and exciting content. Adjacent are some highlight films from our YouTube channel this year. To watch, simply scan the QR code with your mobile camera app.



Find us on YouTube, search:
@DKEngineeringTV



DK Engineering 2021
End of Year Review



DK at the 78th Goodwood
Members' Meeting



#1995GT Ferrari
250 SWB Restoration



From Last to Third in the
Tojeiro Jaguar




McLaren F1, GT1 and CLK
Carfection 'Unicorns'




'Seen Through Glass' at
DK Engineering




User's Guides for the CLK
GTR, Porsche GT1 and
McLaren F1...




Ferrari 288 GTO - A Unique
& RHD Example




Bugatti EB110
Super Sport




View all DK TV
videos on YouTube...

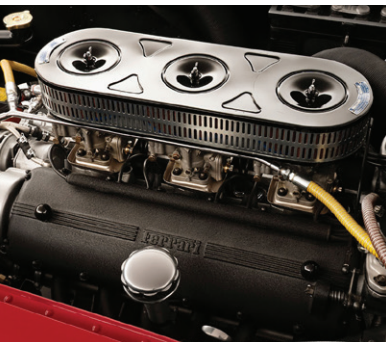
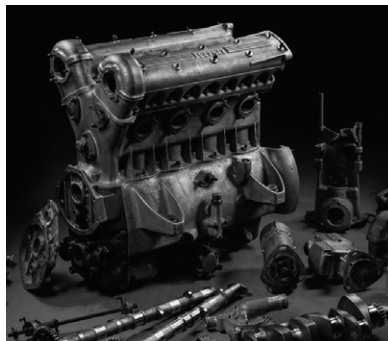
Parts Department

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.



The Complete Service - Parts



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



F40 Gearbox



Ferrari 857S Gearbox



Weber 40 DCN9 Carb Set



F40 Turbochargers



Ferrari F40 Luggage



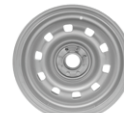
288 GTO Luggage Kit



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



F40 Body Panels



F40 LM Calipers



Ferrari F40 Silencer 'Cat'



Ferrari F40 Tubi



Ferrari 288 GTO Tubi



F40 Fuel Cells



Enzo Steering Wheel



Weber 40DCN14 Carb Set



Ferrari Enzo Oil Cooler



Ferrari F40 Tool Kit



500 TRC Cam

Pictured here is a complete set of tools, accessories, and memorabilia supplied; offered alongside a previously sold Ferrari Enzo. With numerous contacts in both servicing and sales, we are fully equipped to seek out and acquire the missing piece to your motor car or collection.



Terzo Dalia Models

Immensely passionate about Ferrari and their engines, 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.

The following models are available from DK:

250 GT SWB 1/3 scale model plus engine:



Engines:

- 250 Tour de France
- 250 Competition (Testa Rossa)
- 365 GTB/4 Daytona
- 365 GTB/4 Daytona Competizione
- 312T F1
- 599 GTB





Our recently refurbished main reception and client waiting area



Our racing simulator with an original F40 seat



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

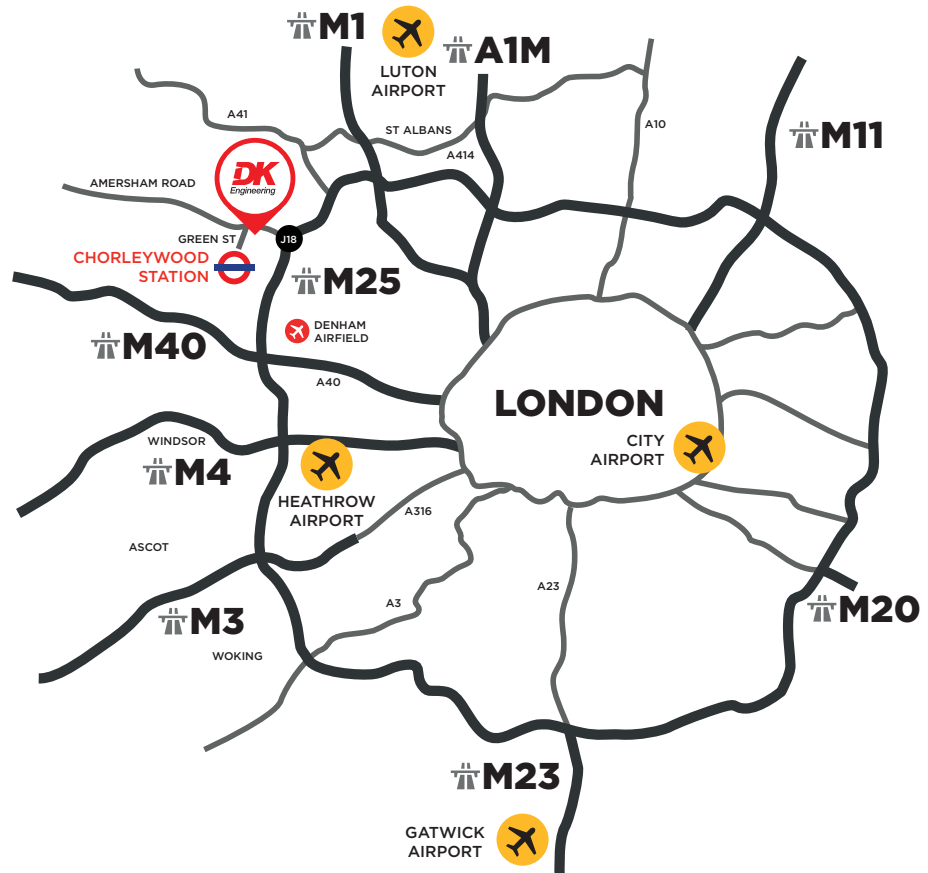
Alternatively overland trains travel from Marylebone to Chorleywood (just 30 mins) on the Chiltern line.

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"





David & Kate Cottingham - DK's Watford workshop 1984



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.

Today, the business employs over 40 staff members - some of whom are listed adjacent from various departments.



Justin Cottingham
Directors' Assistant

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 U.K. from South Africa armed with a law degree from Stellenbosch University. Monique has been with DK for seven 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.



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.



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 16 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.



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.



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.



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.



Greg Duckloe

Sales Office Development Coordinator

Having joined DK in 2021 following an eight-year stint at a major auction house, Greg brings automotive experience from both sides of the Atlantic to the DK sales department. With a research-driven focus in sales, Greg's passion for automotive history shines through in his work.



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.



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. James is 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.

Scan code to add as 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 code to add as contact



+44 (0)7876 899812



HarveyS@dkeng.co.uk

2022 Upcoming Events

We will be attending (but not limited to) the following events over the coming months:



Cavallino Classic - Palm Beach
20th - 23rd January 2022



Retromobile
2nd - 5th February 2022



The Ice St. Moritz
26th February 2022



Amelia Island Concours
3rd - 6th March 2022



www.dke.co.uk



+44 (0)1923 287 687



info@dkeng.co.uk



[@dkengineering](https://www.instagram.com/dkengineering)



[DKEngineeringTV](https://www.youtube.com/DKEngineeringTV)

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