

# DK

Engineering

Est. 1977



Celebrating  
45 Years of  
DK Engineering  
1977 - 2022

45  
DK

Spring 2022



1977 - 2022

Founded in 1977 by **D**avid & **K**ate Cottingham, this year **DK** Engineering celebrates its 45th anniversary. Far more than just sales business; over the past 45 years the business has grown from 'race on Sunday, work at Kodak on Monday' - race preparation, through world renowned restorations into storage and ultimately the sales of the most significant road and race cars ever built.

We are confident that we are the only business in the world that provides The Complete Service; sales, service, restoration, storage, race preparation, and consultancy, to the highest level.



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# Spring 2022 at DK Engineering



At the tail end of last year when you heard from us last, we'd had a fantastic 2021 despite evolving circumstances in the world. We had very strong sales internationally and whilst we'd have been thrilled with our sales in December; after our Christmas booklet went to print, we added to it further. Having sold 7 F40s up to November, we increased the total with sales of 2 further examples, a 7th F50 and a LaFerrari finding new homes in time for Christmas. It's clear to see the demand for these cars is as high as ever.

As we moved in 2022, we very quickly found ourselves back in Palm Beach, Florida for the 2022 Cavallino Classic. James was in attendance along with the 275 GTB/6C (pictured overleaf) which had just completed a comprehensive, two-year, bare metal restoration. Having been modified by an owner in the 1980s to feature an unusual triangular bonnet bulge, 250 LM-style driving lights and additional vents as well as being refinished in white; we returned the car to its original factory specifications. Very unusually, this example was originally supplied in Blu Scuro Metallizzato, at a time when the colour was most frequently seen in non-metallic form.



x9 F40s were sold by DK during 2021



x7 F50s were sold by DK during 2021

The car was a big hit with judges and attendees alike, winning a Platinum award at the Concours on Saturday at The Breakers, followed by being awarded Excellence in Class at Classics & Sports Sunday at Mar-a-Lago. This was a real success story for DK Engineering, the owner, and the team who have put so many hours into the car.



CAVALLINO CLASSIC



Scan the QR code above to view more images from the 2022 Cavallino Concorso d'Eleganza



We also brought along a recently acquired 250 GT Berlinetta SWB. A car with known history from new, the SWB was purchased out of long-term ownership and early history with the eponymous Bulgari jewellery family of the same name. No sooner was the Concours over, the SWB had found a new home, remaining in the United States.



375 MM chassis no. 0376 AM. Restored by DK in the 1990s

THE  
ICE



February found us visiting Switzerland for the The Ice, the International Concours of Elegance St. Moritz. The frozen lake was treated to an incredible array of cars. Most notable for DK was the 375 MM, chassis number 0376AM, a car which we restored in house a number of years ago and were thrilled to see being enjoyed at speed. Additionally, highlights for the many attendees included 250 GTO chassis number 4219 GT and a 250 Lusso painted in fabulous Nocciola (hazelnut) hue, much like the 275 GTB we've had through our workshop doors in recent years.





In recent years you will have seen James fiercely campaigning the DK name on the classic motorsport scene; the Cobra, the E-Type, the GT40 and on a more modern level, the Ferrari 550 Prodrive and Dallara sports prototype. This year, James will take the DK name to the forefront of British motorsports. After thoroughly enjoying a couple of rounds of British GT last year with Sam de Haan and RAM Racing's Mercedes

AMG GT3, this year James will enter the complete season piloting the 2 Seas Motorsport AMG GT3, resplendent in DK livery. James will be racing alongside former McLaren Autosport BRDC Young Driver of the Year Award winner Lewis Williamson, who whilst new to British GT, brings a wealth of modern motorsport experience. The duo made their debut at the first round at Oulton Park over Easter weekend.

# History of the SRO

Originally founded by the British Racing Drivers' Club in 1993 as the National Sports GT Challenge, the now titled British GT Championship is run by the Stephane Ratel Organisation (SRO).

Following the demise of the World Sportscar Championship in 1992 and the demise of any form of international sports racing, Stephane Ratel came together with Patrick Peter and Jurgen Barth to form the BPR Global Endurance GT series. Each had been heavily involved in the running of single make race series notably Venturi and Porsche; their combined experience in motorsport meant the first two years of the BPR saw competition from Ferrari's F40 GTE, Jaguars' XJ220 and McLaren's F1 GTR.

The series peaked at the introduction of Porsche's 911 GT1 but with costs sky-rocketing, the series was reformed into the FIA GT Championship – Ratel remaining in charge of the series.



A new formula was needed to encourage the fierce competition that had been seen just a few years earlier. Under the SRO; newer, more balanced GT3 regulations had been developed and introduced in Europe. When the SRO was appointed British GT promoter in 2004, the same cars made their way across the channel.



Today British GT is formed of two competition classes. GT3 being the top level of GT class bringing significant aerodynamic improvements over the lesser GT4 cars. The expansion that sees two classes running on track at the same time provides a helpful environment to help develop driver experience for international endurance racing.



Over the years, the British GT has seen a wealth of British manufacturers competing: Lotus, TVR, Darrian, Lister, Jaguar and, more recently, the likes of Aston Martin, McLaren and Bentley.

The SRO is now considered the global leader in GT racing.





## Team DK - 2022 British GT Partners



PGVM is a specialist vehicle transportation company offering safe, secure and discreet vehicle movement in fully enclosed car transporters. With over 25 years in the automotive industry, PGVM provide a personalised, knowledgeable and reputable service to all our customers. Working with many different sectors of the industry such as motorsport, film & television, historic & classic as well as multi-million pound supercars.



Founded in 1922 by Guglielmo Miani, the company produces high-end luxury men's and women's clothing. Every single item is made by hand by expert craftspeople, using carefully selected natural materials to create the perfect combination of form and function, perfectly adapted to the taste for tailoring, authentic craftsmanship and attention to detail typical of Larusmiani.



Blackfinch are investment specialists covering tax-efficient solutions, early-stage investing, managed portfolio services and property financing. Founded on evolutionary principles, we work to provide the strongest possible solutions for customers. Together our businesses offer products and services for investors in almost any situation.



2 Seas Motorsport was launched with a double GT3 entry supported by a team boasting years of motorsport experience and expertise. Spearheaded by co-owners Sh. Isa Al Khalifa and Nick Cristofaro, the pair bring nearly 30 years of motorsport knowledge from the paddocks and on track as racing drivers and driver management.



Coffee house, licensed bar and restaurant, boutique B&B, and living art gallery, C&M is designed very simply as a place to go, a destination if you appreciate moving things. Set in twelve lush acres just outside the glorious city of Stratford-Upon-Avon, C&M provides a convenient hub for any motorised scene, from supercars to rat rods, vintage bikes to drift cars.



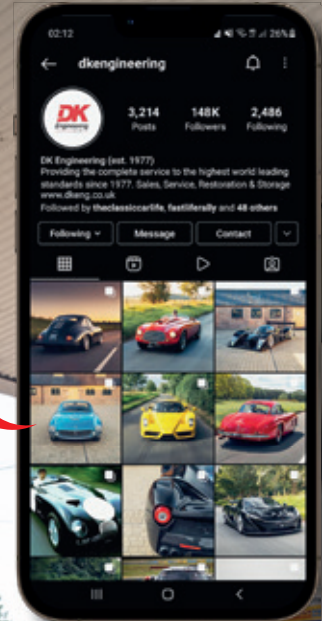
Wilmots specialise in providing advice to clients in relation to commercial litigation and have a niche practice involving classic car litigation. Wilmots also undertake general commercial work including advising on service agreements, shareholder agreements, general company matters and contracts. On the general aviation side, Wilmots advise in relation to leasing agreements, accidents and CAA matters arising out of the regulation of airfields and the ANO.



This time last year, we were celebrating the milestone of 100,000 followers on Instagram. A year later and we're very close to 150,000; still purely through organic growth. We've continued with our YouTube User Guide series, fastidiously running through the intricacies and finer details of some of the world's rarest cars. We've listened to our viewers and have got some really exciting cars lined up this year. We're really excited about this year and look forward to taking you along with us.



Scan QR code above to follow DK on Instagram @dkengineering





Ferrari F50 **SOLD**



Ferrari Enzo **SOLD**



Ferrari F40 **SOLD**



Ferrari F40 **SOLD**



Ferrari 275 GTS **SOLD**



Ferrari 275 GTB **SOLD**



Ferrari LaFerrari **SOLD**



Ferrari 250 SWB #3233GT **SOLD**



Ferrari 250 GT Coupe **SOLD**



Porsche 911 993 GT2 **SOLD**



Lamborghini Miura SV **SOLD**



Lamborghini Miura SV **SOLD**



Ferrari 599 GTO **SOLD**



Ferrari F12 TdF **SOLD**



Ferrari 599 GTO **SOLD**



Ferrari 599 GTO **SOLD**

Aston Martin One-77 **SOLD**Ferrari 430 Scuderia **SOLD**Dino 246 GT **SOLD**Porsche 911 993 RS **SOLD**





Porsche 959 (Prototype F7) **SOLD**



Porsche 918 Spyder Weissach **SOLD**



Ferrari 812 Superfast **SOLD**



Porsche 911 (996) GT3 RS **SOLD**

## 275 GTB vs Miura

Upon its introduction in 1966, Lamborghini's Miura heralded a paradigm shift in the sports car world, moving the engine amidships rather than at the front as was the industry standard. Just 40 kms down the road, Ferrari was producing the 275 GTB. Designed by Pininfarina and hand crafted by Scaglietti, the 275 GTB was a breathtaking car to behold, but the world had not seen anything like Gandini's Miura.



The 275 GTB embodied a sporting elegance, following Pininfarina's traditional styling cues for a perfectly weighted GT; while the Miura pushed the boundaries of performance, echoing Lamborghini's desire to forge its own path in the sports car world.

DK Engineering was privileged enough to sell both of these cars within the last year. Having them at our headquarters together for a brief amount of time allowed us to reflect on their beauty, performance, and how they influenced the automotive industry.



**SOLD**



## Living with a Mercedes-Benz CLK GTR

Last year we sold the rather incredible Mercedes-Benz CLK GTR to Instagram's @redshift75. Since then he has used and exhibited the car. We got back in touch to understand where the passion started, what ownership has been like and what the future holds.

## 1. One year on (ish), tell us about your experience so far?

It has been a wonderful and experience-rich first year. From the arrival and first showing at Amelia in March 2021, to Lime Rock Historics on Labor Day (September 6), and finally the current supercar display at Audrain Museum in Newport, Rhode Island, it has been a pleasure to be able to share this unicorn with fans. I was able to drive about 500 km in it including a quite memorable early morning drive home from Lime Rock Park one early September morning. Rain was part of the transit and I was genuinely surprised at how compliant the car was for the journey.

## 2. Where did it all begin with the CLK for you? How/when did you know it was the one for you?

Unusually for me, the CLK was not in my car roadmap, partly because it is so unusual and rare that it didn't even occur to me to think about it. The catalyst was seeing this particular car with tartan interior in DK's Winter 2020-2021 booklet, a small, but to my eyes, essential difference to the other CLK GTR I had seen. The stunning combination and timeless looks set me off on a research deep dive during which I learned much more about the history and technology of the car. After understanding the broader historical context of the car, I realised it was under-appreciated compared to its Porsche and McLaren GT1 era siblings. Most people will confuse the CLK GTR (GT1 winner) for the later CLR "Le Mans flyer" and this has muddied the true picture of the car's story. Over time this confusion will clear up and I feel a more broad appreciation of the CLK GTR is inevitable.





**3. You have a selection of magical cars, how does the CLK compare and what does it offer?**

I have a love of homologation cars and the purity of purpose that comes with them. In particular the CLK was born of an era which is likely the peak of 'semi-analog' machines, when electronics were kept simple, and light enough to not cloud the purity of the driving experience or create unnecessary systems complexity. I graduated engineering school in 1998 which is the year Mercedes made the CLK. It represents in my eyes the maximum level of automotive engineering that was achievable at the time and a direct connection to what I feel was the best era of modern motorsports. The straight cut gearbox and the sounds produced by the car are completely unique and deeply experiential. Finally, the build quality and mechanical details are of a quality I've only seen on Pagani, yet the CLK was a championship winning race car and everything is functional.

Finally, it's the only road legal car I know of that has a built-in lifting jack providing ultimate parking cred. 🙄



#### **4. What has surprised you most in using the car?**

The ease of driving it around, its compliance on the street and the gearbox ease of use. The gearbox is smooth off the line and clutch is progressive and not too heavy for comfort. The clutch has to be used for each shift (up and down) but I had no trouble doing so. It is the same operating concept as a manual gearbox but you use the paddles instead of the stick.

**5. Where do you think it falls within Mercedes-Benz's history in terms of importance? Could you see a CLK GTR winning Best of Show at Pebble Beach in 2078, 80 years after it was produced, like the 540K Autobahn-Kurier did earlier this year, also 80 years after it was produced?**

I certainly see the changes happening at major concours that allow for a car like the CLK GTR to be a future winner. As the demographics change so will the events, and the supercar era of the 90's was a time of extraordinary machines which have very broad following. In addition, many of these cars appeared as Holy Grails in popular games like Forza and Need for Speed and have become part of popular culture this way.







In 1901, the two Weller brothers came together to found their company as engineers, repairers and manufacturers of motor cars and motorcycles in West Norwood, London. The origins of the business lie mostly with their successes of servicing other brands, including being authorised repairers of De Dion Bouton cars prior to the creation of their own models. The first being the 20hp Weller Touring Car in 1903 and in 1905, the AutoCarrier - or motorised tricycle that found many successes with traders in London. In 1907, the brand became Autocarriers Ltd and the 'AC' abbreviation was used for the first time.

AC survived reacting to market demands and remained profitable for many years. The company was purchased in 1930 by the successful Hurlock brothers who had made their money in both car and commercial vehicle dealerships, and saw the merits of AC's profitable servicing business. At the time of purchase they had, no intention of building cars until William Hurlock needed a new car and had used parts available within the company to build his own.

The international successes of AC came with the Ace. Launched in 1953, it was a revolutionary car for the time. A two-seater sports car with a modern design and a cutting edge tubular ladder chassis. Capitalising on the growth of low-cost British built sports cars after the second world war, the Ace quickly earned

the respect of owners and racing drivers alike who made full use of its versatility and capabilities in everyday motoring. Over the course of its production run, it was equipped with three different inline six-cylinder engines, increasing from 100 bhp at the start to a handful with 170 bhp.

In the early 1960s, Ford had found their solution to combatting the Corvette. Having seen the multitude of sustained competition successes carried out by the Ace throughout the late 1950s with the inline-six, Carroll Shelby travelled to the UK to negotiate what would become the American-engined Ford-powered AC Cobra.

## AC MA200 Prototype

In 1962, the Ace was now a decade old and in need of a replacement.

Designed by ex-MIG aircraft engineer Zdislaw Teofil Marzewski in 1962, the experimental prototype MA-200 MA(rzeweski) was so far ahead of its contemporary competition, both in terms of design and engineering, when it was first registered in 1963. An aluminium body cloaked a space frame chassis; F1-style inboard coil-sprung suspension was fitted and the car received inboard rear discs.

From a design standpoint, the car stood apart too. It drew many similarities to the Frua-bodied Maserati Mistral of the same year with many assuming the companies had collaborated. There is little on paper to corroborate this however; more leaning towards an exclusively in-house design by AC. It wouldn't be until 1965 that Frua would work with the British company on the AC Frua. Compared to the Mistral, the MA-200 offered a softer side profile and rear three quarters, almost drawing influence for the likes of the bigger AC Greyhound, the Aston Martin DB4 by Touring and seen again in the Gordon Keeble by Bertone of 1964.

Either way, the MA200 was a marked departure in both respects from the likes of the Ace and V8 Cobra siblings. Whilst many reports suggest the car was originally designed to be fitted with a traditional, 165 bhp flat-six powerplant; Marzewski received a revised brief during its construction, pivoting to feature a 289 cu. in. Ford V8 engine providing a much

healthier 270 bhp. Only a single MA-200 was produced. AC's chairman William 'Derek' Hurlock would use it as his personal car for a number of years after completion before it was sold to a collector in the U.K. Whilst it was built to see series production, ultimately Shelby America's overwhelming demand for the Ace meant the project was shelved.



Viewing Location: UK



Tax Status: USA



**POA**

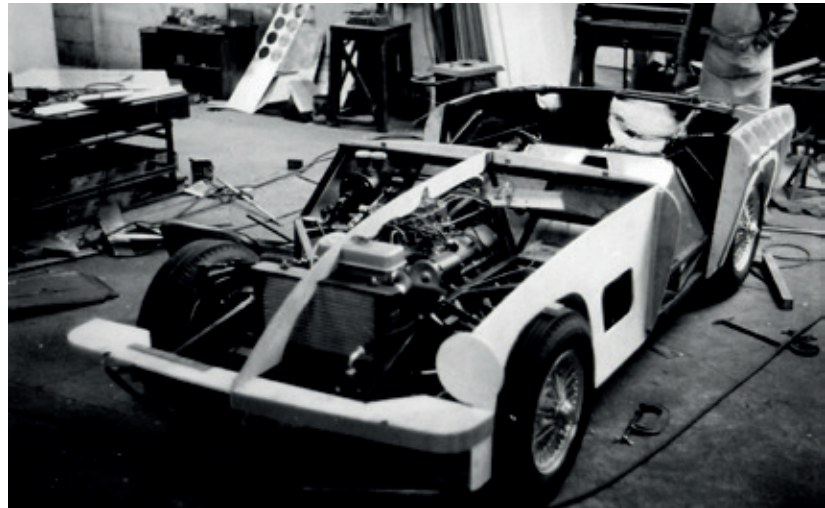


The MA-200 remained with Derek Hurlock until 1968 when it was sold to its first private keeper, Dr Roger Field of Kent. Field would keep the car until 1983, during which time he had the engine changed for a larger 302 cu. in. Ford V8 and the wheels upgraded. It spent a considerable period in storage before moving to its second private keeper, AC enthusiast Peter Hague of Chichester in 1983. During Hague's ownership, the car received an engine rebuild and fresh coat of its original Princess Blue paintwork. The historical significance of the car had somewhat been undervalued for a number of years, and whilst thoroughly presentable at the time of the current owner's purchase, the MA-200 deserved some attention.





Derek Hurlock poses with AC MA 200 at his Thames Ditton Factory





An avid and meticulous collector with a passion for originality, a decision was made to restore the car to its 'as new' specification. This meant removing the incorrect engine and sourcing a replacement, resultantly on just 218 before the original stamped unit and very likely produced on the same day. Further research was carried out, including a trip back to the U.K. to meet the son of one of the engineers who originally worked on MA-200; a worthwhile journey that delivered a wealth of factory drawings and blueprints which accompany the car today. The multi-award-winning Creative Workshop in Florida was chosen to carry out the comprehensive restoration; a three-year process from start to finish that is thoroughly documented with photos and videos.

Upon completion, the car was invited to attend the renowned Amelia Island Concours d'Elegance in March 2010 where it received the prestigious Best in Class award. Further Concours successes have since included top honours at the 36th Concours d'Elegance of America. Used sparingly since, the delightful MA-200 remains in Concours condition encapsulating a fascinating moment in history. A rare opportunity to own a wholly unique prototype from the famed British brand. This fabulous proposition is available to view at DK immediately.

## Maserati MC12

To many, the Maserati MC12 is seen simply as a re clothed Enzo. A rarer car, with a more elaborate dress over the same mechanicals. The mentality behind the MC12 however was quite different, the reason it came to exist arguably better, and the benefits in aerodynamics it was afforded over the Ken Okuyama-penned Enzo make it arguably more interesting.



**POA**



The MC12 was developed to race. Maserati's competition and technical lead Giorgio Ascanelli was in charge, having made his name serving Ayrton Senna as his track engineer at McLaren and later moving to Ferrari as their Formula 1 technical director; overseeing Gerhard Berger and Jean Alesi. After moving to Maserati, he began to develop their return to top-flight motorsport with an FIA-GT eligible racer. Maserati had been absent from motorsport for 37 years.

The Ferrari-Maserati Group's wealth of knowledge and technological excellence was poured into the new car.

Initially the development started with the (MCC) Maserati Corse Competizione, to be developed alongside the (MCS) Maserati Corse Stradale. The final product would be co-developed with Ferrari and predominately designed by Ferrari-Maserati Concept and Developmental Design head, Frank Stephenson with the goal of function-over-form. The Stradale would homologate the race efforts.

The GT1 had the perfect recipe. In 2004, Maserati had intended on entering three works cars. However, at the time of its debut at Imola, part way through the season, the FIA had yet confirm its eligibility. Unable to score points, the cars still finished 2nd and 3rd. Maserati took victory in the following race at Oschersleben and again at the final round at Zhuhai. In 2005, Maserati won the Manufacturers' Cup with almost double the score of second place. This winning streak would continue for the next 5 years.





## White & Blue - America Camoradi

The Fuji White and Blue Victory livery harks back to the America Camoradi (Casner Motor Racing Division) Maserati Tipo 60/61 'Birdcage' that raced at the start of the 1960s. At a time when Maserati couldn't afford to run a factory 'works' team, American Lloyd 'Lucky' Casner stepped forward and raced the car in the white and blue colour scheme synonymous with the Maserati's period motor racing efforts.

Maserati's Giulio Alfieri and his revolutionary design had changed the company's perspective on motorsport; dropping the much larger 4.5-litre V8 from the preceding 450S in favour of the 2.0-litre four-cylinder in the Tipo 60/61; a car that earned its 'Birdcage' nickname from the use of 200 lightweight thin gauge steel tubes.

**POA**

America Camoradi Maserati Tipo 60/61 Birdcage



Stirling Moss tested the car extensively and won the 7th Grand Prix of Rouen at the car's debut in 1959. Casner's team took the car to victory at both the 1960 and 1961 1000km Nürburgring, firstly at the hands of Moss and Dan Gurney and latterly, Masten Gregory and Lucky Casner.

Whilst several road cars have been repainted since, at the time of launch they were available predominantly in the white and blue livery. Only a handful of cars were finished in other colours, most notably, the sole black example was painted Nero Daytona for Michael Schumacher, for his assistance in test driving and development. A second satin black example was repainted for the Sultan of Brunei.





## The Stradale

The MC12 would ultimately share only the front windscreen with the Enzo on the outside. Developed on an Enzo chassis, after extensive wind-tunnel testing and input from Giorgetto Giugiaro; the resulting design would be significantly longer at over five metres, wider and with the addition of the roof scoop and taller than the Enzo too. With all the changes, the MC12 in fact has a lower drag coefficient than that of its sister car.

Under the skin, the MC12 would share the Enzo's 6.0-litre, naturally-aspirated 65° V12 and six-speed automated manual gearbox. However, both were subtly different; the MC12 red line

sits at 7,500rpm or 500rpm fewer than the Enzo, its power is reduced by 30 bhp to 621 bhp but torque remains the same. The gearbox ratios were adjusted too with a shorter final gear and a top speed of 205 mph.

Despite the reduction in power and rpm, the improvements to the overall aerodynamics and clean downforce, plus a weight saving of roughly 80 kilograms over an Enzo meant the MC12 was actually 1 second faster than Ferrari's Enzo around the Nürburgring and faster around the BBC Top Gear test track too.



## Just 50 Examples

The Stradale entered production in 2004 with 30 cars produced (five of which were not for sale). A further 25 were produced in 2005 making a total of 50 cars available for customers, all of which were pre-sold to VIP clients. Ten GT1 examples were built and a 12 Versione Corsa were additionally built. This example was first supplied to Germany in 2005 but used sparingly. It was imported by its second keeper in 2006 where it has remained in dry storage since. Today, this example has covered just 1,300 kms from new. Upon arrival at DK Engineering, it was treated to a comprehensive major service ready for enjoyment by its next custodian. A very rare opportunity to acquire a U.K. registered example, with just a mere handful of cars remaining in the U.K. to date. This fabulous example is available to view at DK Engineering immediately.

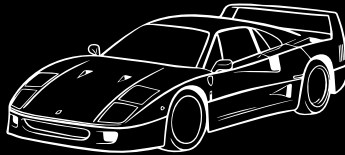
## Coming Soon to DK - 275 GTB (Shortnose - RHD)

A matching numbers example with low ownership and mileage from new.  
Accompanied by a thorough history file, Classiche, it's original books and tools.

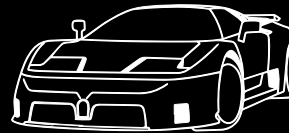
**Please Enquire**



## Also Coming Soon to DK...



Ferrari F40 (less than 1,000 kms from new)



Bugatti EB110 SS



Ferrari LaFerrari (U.S. Specification)



275 GTB (Shortnose - RHD) Restoration Project

**Please Enquire**

## Porsche Carrera GT

This German supplied C00 Carrera GT remained unregistered and unused until 2008 and was retained by its original owner until 2014. DK Engineering imported the car to the U.K., selling it to its second keeper and again to the third and current owner in 2018. UK registered and most recently serviced by Porsche GB in November 2021; today this example presents with just 2,480 miles from new. This is undoubtedly the finest available example in the U.K.



POA





## Porsche Carrera GT

Delivered new to the U.K., this C16 Carrera GT spent the majority of its life in Austria, having only returned to the U.K. earlier this year. Its most recent major service took place in February 2022 at Porsche Zentrum Wien. Finished in GT Silver over a two-tone Ascot and Black leather interior, it is presently showing just under 15,000 miles from new and ready to be driven and enjoyed by its next owner.



POA



## Porsche 911 2.8 Carrera RSR (M491)

### *The 1973 Trans-Am and IMSA GT Championship Winner*

There is no more iconic a silhouette than that of the early 911 and of all the variations and differences in these cars, the shape of the 2.7 RS with its aerodynamic ducktail is the most instantly recognisable. It captured the imagination like the Jaguar E type had a decade before, and the initial run of 500 road cars sold out almost immediately. Porsche had to reinstate production to build more – another 1,090, in fact – just to meet demand.

'RS' stands for Rennsport in German, meaning "racing sport". The

Carrera name had been reintroduced from the 356 Carrera which had itself been named after Porsche's victories in the Carrera Panamericana races in Mexico in the 1950s.

The Carrera RS was essentially available in two road or rally specifications. M472 - the Touring version with the full standard 911 interior package, trims and bumpers, and M471 - the lightweight. The lightweights shaved 100 kilograms off the weight of a Touring, coming in at around 970kg and proved extremely successful

in rallying, taking victory on the East African Safari Rally with Björn Waldegård and at the hands of Nick Faure winning the British Saloon Car Championship. However Porsche wanted to go one step further by taking on Ferrari and Matra at the highest possible level of Motorsport. As a result they would need to develop a third iteration which was designated M491, "Renn Sport Rennen", or Motor Sport Racer.

The 2.7 RS six-cylinder provided the car with a not insignificant 210hp in 1972. Whilst a capacity increase from 2687cc to 2808cc may seem minor, the changes internally were significant. Racing camshafts, high-compression pistons and twin-spark cylinder heads with larger valves all contributed to an astonishing 90bhp increase over the 2.7 RS. A formidable power to weight ratio, the RSR now had the power to outrun its rivals. Further upgrades came in the form of 9 and 11 inch wide Fuchs wheels, masking 917K specification four-piston ribbed brake calipers. It was required that Porsche build 50 RSRs for Homologation and that is all that were ever produced.

The 2.8 RSR was a Tour de Force, in 1973 the 2.8 RSR won the Daytona 24 Hours, The Targa Florio, The World Cup of Speed, as well as in the USA overall victories in The IMSA GT Championship and the Trans Am Championship, the latter of these were both won by one single chassis. That car (0727) is photographed here.





POA

Porsche saw the great opportunities in the USA market and as such decided to set aside two RSRs to be sent to Brumos Racing in Florida for special modification to contest the Daytona 24 Hours and then the complete IMSA and Trans Am Championships. The cars were to be driven by American Superstar Peter Gregg. Chassis 0328 or "R4" won the Daytona 24 Overall and afterwards was returned to Stuttgart. The other car was Chassis 0727 and under the direction of Norbert Singer received further modifications than any other 2.8 RSR; since the US was Porsche's most lucrative marketplace the promotional benefits of securing both series were enormous. 0727 is wider

than any other RSR and features a stiffer chassis, titanium suspension and, perhaps most importantly, a three-litre engine instead of the standard 2.8-litre power unit.

Delivered to New York on April 7th 1973, 0727 was trucked down to Florida and prepared for the opening Trans-Am round which took place at Road Atlanta just eight days later. Gregg's victory at Road Atlanta was the first of many that season and he finished the 1973 campaign as both IMSA and Trans-Am champion. Porsche were so pleased with Gregg's results that at the end of the season they agreed to sell the car to him for \$1. The car then passed into the hands of professional racing driver Charlie Kemp who was sponsored by Days Inns Hotels Kemp's best finish with the RSR in 1974 was ninth overall at the Mid-Ohio 5 Hours, but for 1975, Kemp ran the 911 under the Armorall Racing Team banner and was much more successful. That season, every race he finished he placed inside the top ten, most notably taking third overall at the Daytona 24 Hours.

Peter Gregg's accomplishment's in 1973 firmly cemented the 2.8 RSR and himself into the Motorsport Hall of Fame and this car 0727 remains one of only two American Works 73 RSRs and the car with the most race victories to its record.



POA



## Ferrari F50 Ex-Schumacher

Supplied new and held by Weber Management GmbH, as was the case with the majority of Michael Schumacher's cars, this F50 has covered less than 3,500 kms from new. Delivered new to Germany and signed by Sergio Pininfarina, it was subsequently sold to Japan, and has recently been shipped to the U.K. Ferrari Classiche certified, it is a landmark example that warrants serious consideration.

SOLD



## Ferrari F50

Delivered to Hong Kong in February 1996, this Rosso Corsa F50 is Classiche Certified, confirming that it retains its original engine and gearbox. With its last annual service in April 2021, the car has accumulated minimal mileage since; and is presented in excellent condition throughout with just under 1,200 kms from new.





POA



## Ferrari 275 GTS (RHD)

One of just fourteen RHD 275 GTS'. This Classiche certified example still retains its original chassis, engine, gearbox, and bodywork. Delivered new to the U.K. where it has remained ever since, it presents beautifully in its lesser seen colour combination of blue over a dark red leather interior. Most recently, it was presented at Salon Prive in 2021 and voted Most Elegant Car.



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

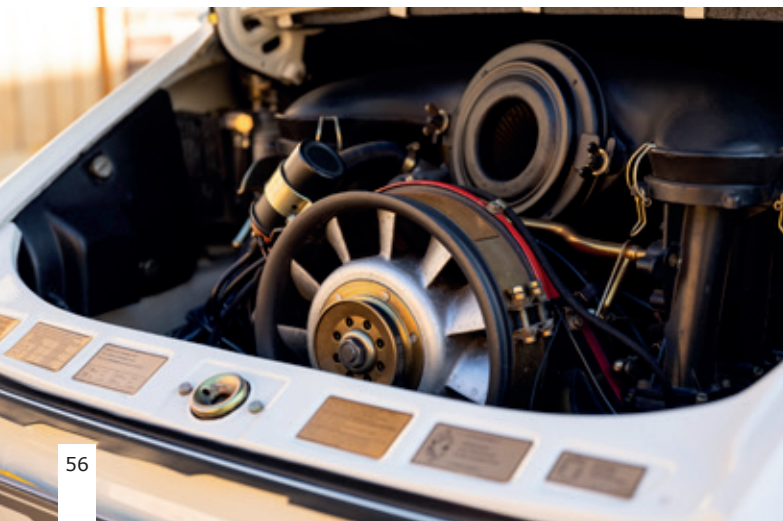


POA



## Porsche 993 Turbo (RHD)

This C16 993 Turbo is finished in a stunning colour combination of Midnight Blue Metallic over a two-tone Marble Grey and Midnight Blue leather interior. Wonderfully maintained throughout its life, it has been driven just under 23,950 miles from new and was last serviced in 2021 at Porsche Centre Sheffield; less than 600 miles ago.





## Porsche 911 2.7 Carrera RS Touring (LHD)

A comprehensively restored and fabulously presented 'First 500' example in Grand Prix White with Blue Lettering

£POA





## Ducati GP3 TB1

The very start of Moto GP history, this bike is GP3 TB1, Troy Bayliss' GP3 referring to the 2003 season – this is the very first GP model.

**POA (VAT Qualifying)**



## Ferrari F512M (RHD)

One of just 41 UK supplied RHD examples, this 512M has covered just 17,800 miles from new, available today with a fresh major service at DK.

**£334,995**



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 (LHD)

'Stripey,' as this example is affectionately known, was the very first 2-litre 911 built by the masters; Tuthill Porsche. A hugely eligible and front-running car which has been campaigned extensively. Recently serviced by Tuthill this car is the ideal opportunity to skip the build queue and get out and enjoy racing. Eligible for events such as 2.0L Cup, Equipe GTS, Spa 6Hrs (which it did in 2019), the Masters Gentleman Drivers & The GT and Sportscar Cup.

POA



£209,995



## 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.

POA



## Bizzarrini (LHD) - Race Prepared to ISO A3C Specification

Italian sophistication and aerodynamics paired with a brutish American sourced V8, the Bizzarrini is a force to be reckoned with on track. This example is one of just 73 examples built and one of just 12 to benefit from a lightweight aluminium body and De-Dion rear suspension. Residing in California for 37 years, this example has since been restored to meet the specification of the first example Corsa enabling it to campaign extensively in international motorsport events. Presented today in its bare-metal form, this genuine example has been inspected and approved by Jack Koobs de Hartog and remains 'on-the-button' ready to race at Goodwood and beyond!



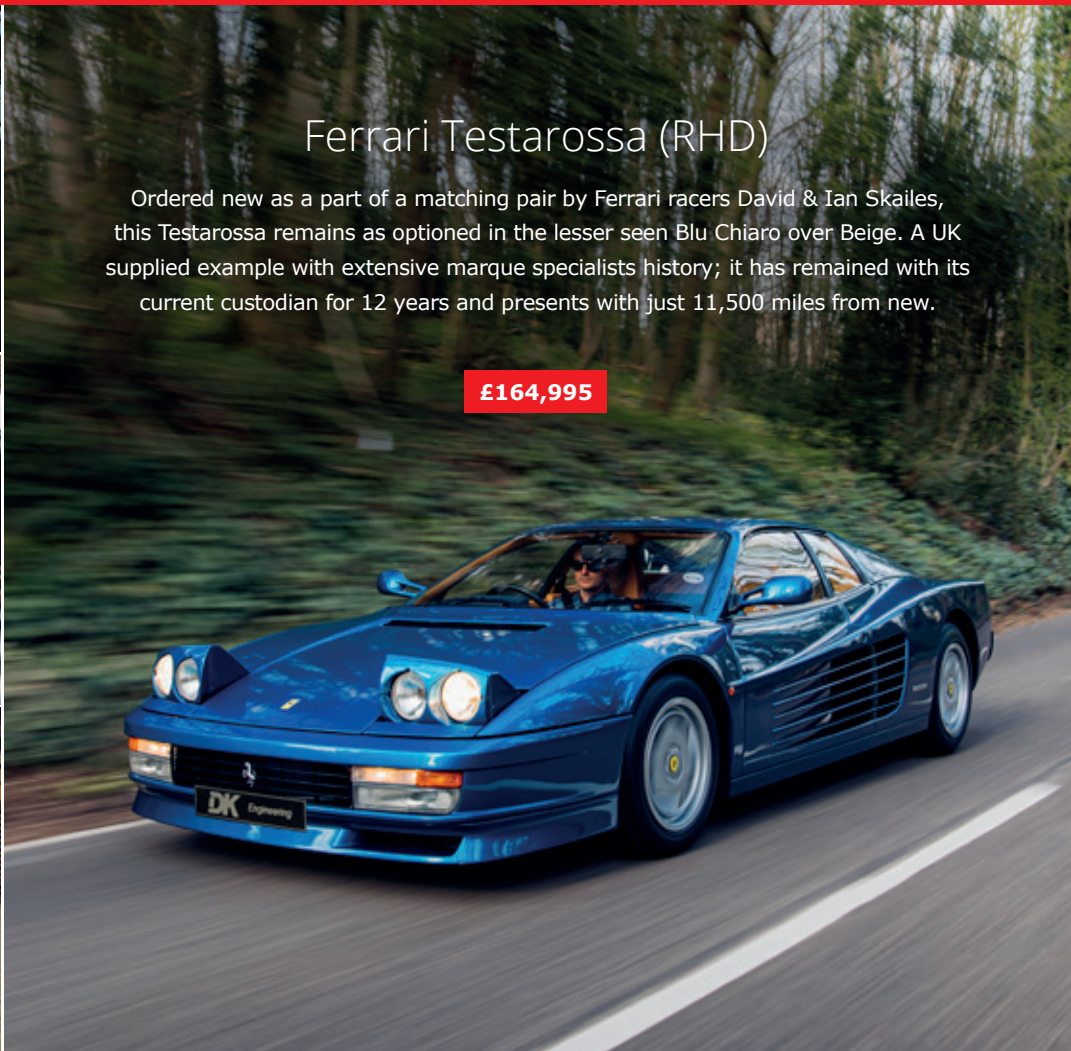




## Ferrari Testarossa (RHD)

Ordered new as a part of a matching pair by Ferrari racers David & Ian Skailles, this Testarossa remains as optioned in the lesser seen Blu Chiaro over Beige. A UK supplied example with extensive marque specialists history; it has remained with its current custodian for 12 years and presents with just 11,500 miles from new.

**£164,995**



## Aston Martin Vanquish Zagato Speedster (RHD)

One of just 28 examples of the Vanquish Zagato Speedster, this 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.

**£774,995**





£224,995

## Lancia Delta Integrale Final Edition (LHD)



One of just 250 'Edizione Finale' Delta Integrale's 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's.

## 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.

**£114,995**



POA



## Ferrari 550 Barchetta (RHD)

1 of just 42 U.K. supplied RHD examples. This 550 Barchetta's history file has a wealth of service invoices from throughout its life, including the last timing belt replacement carried out in March of 2019 at 6,343 miles and the last annual service carried out in February 2020 at 6,372 miles, with both services carried out by Ferrari Birmingham. Importantly, the car will be serviced by DK Engineering as part of the sale. In addition to the aforementioned invoices, the car is accompanied by its original manuals, tools, factory soft top, and Michalak soft top.





Goodwood 1959



Brighton Speed Trials 1966



Silverstone 1981



Brands Hatch 1980



2017 Spa Francorchamps - Stirling Moss Trophy







## 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

## 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



## 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 last year.

It is currently undergoing a full bare metal restoration with marque specialists Tuthill.

Having now been painted, the car is awaiting final assembly and scheduled to be finished by the end of Summer 2022.





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



CAVALLINO

## Ferrari 275 GTB #07085 Restoration

Resplendent once more in its original Blu Scuro Metallizzato hue, the two-year, bare-metal restoration of 07085 was revealed to the public for first time since completion at the Cavallino Classic in January 2022.

Returned to its original Blu Scuro Metallizzato over Grey Connolly leather, 07085 is one of only a handful of cars fitted with six Weber 40 DCN carburetors from new.

The car was a big hit with both judges and attendees alike, winning a Platinum award at the concours on Saturday at The Breakers, followed by being awarded Excellence in Class at Classics & Sports Sunday at Mar-a-Lago.



# The Complete Service - 'Restoration to Perfection'



Scan to view additional 275 GTB restoration photos





## Ferrari 250 GT Lusso #5031GT Restoration

One of just 22 U.K. supplied RHD 250 Berlinetta Lussos built, this example was supplied new by Maranello Concessionaires in October 1963. Passing through several known collectors including the late Richard Colton, the car was converted to FIA specification in the late 1980s and competed in several iterations of the Tour Auto. Purchased by Paul Osborn in 1999, the car underwent

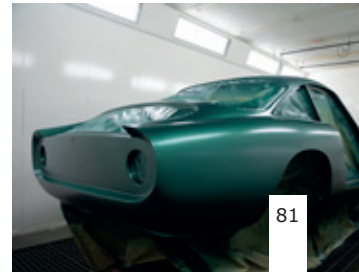
a mechanical preparation to enable more serious competition. Osborn had wanted a prancing horse entry into classic motorsport without the budget associated with SWB and GTO names; his endeavours would see him compete at the Goodwood Revival on six occasions.

In the care of the current owner, DK have been enlisted to carry out a bare

metal restoration of the car, refreshingly choosing to continue the motorsport-oriented setup that this car has achieved so much with. In its final stages, the car has just received its striking Verde Pino paintwork. During final assembly, the Lusso will receive a 250 GTO gearbox as well as a wealth of other fast-road upgrades.



# The Complete Service - 'Restoration to Perfection'





Menswear & Gentlemen's accessories,  
handmade in Italy since 1922.

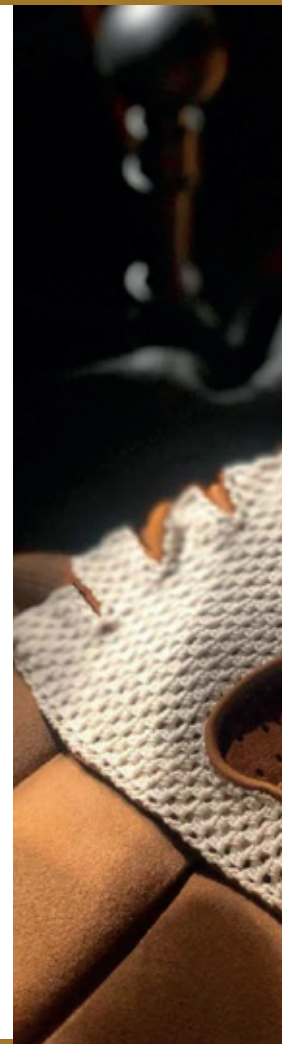
**Lausmiani** is delighted to be a partner sponsor of **DK Racing** participating in the **British GT Championship**

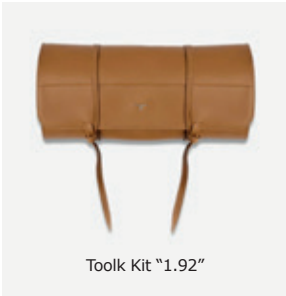
Lausmiani was founded by master tailor Guglielmo Miani Sr. in 1922 and is now the oldest clothing and tailoring brand on Via MonteNapoleone. Lausmiani expertly combines absolute quality and understated elegance with strictly Italian hand craftsmanship: the portrait of the classic gentleman with a contemporary twist, pursuing the dictates of style while incorporating continuous change and innovation.

In 2015 Lausmiani brought Aldo Lorenzi's know-how and collection from the legendary G.Lorenzi at Via MonteNapoleone 9 to its own boutique at Via MonteNapoleone 7. The collection includes everything from knives and tableware to lighters, toiletry articles and shaving kits, and it is growing every year thanks to Lausmiani's ongoing research and the craftspeople jealously guarding Aldo Lorenzi's know-how who now work for Lausmiani.

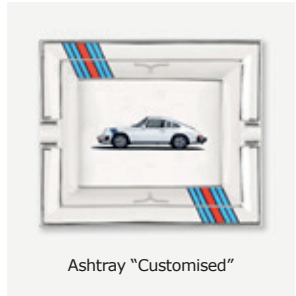
Lausmiani has created a unique capsule collection for Gentlemen Drivers, which includes several clothing and accessories, fully customizable by the Client: the latest is Lausmiani ashtray/pocket emptier, in French Limoges porcelain, hand painted in Milan, with any subject, such as your favorite cars.  
Are you ready to experience true luxury?

Shop online at **Larusmiani.it**  
Instagram: **@Larusmiani**





Tool Kit "1.92"

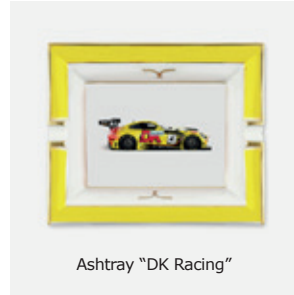


Ashtray "Customised"

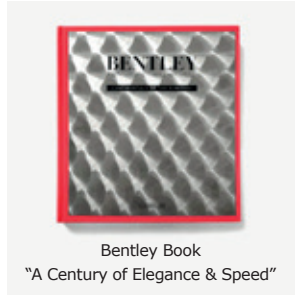


Leather Driving Gloves "James"

## Quintessential tools for Gentlemen Drivers



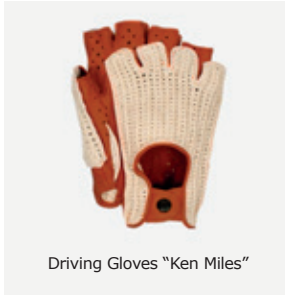
Ashtray "DK Racing"



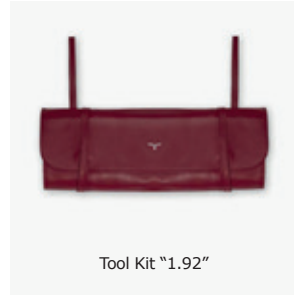
Bentley Book  
"A Century of Elegance & Speed"



Pocket Ephemeris "Turbina"



Driving Gloves "Ken Miles"



Tool Kit "1.92"





# BLACKFINCH



*Capital at risk. Blackfinch Investments Limited is authorised and regulated by the Financial Conduct Authority Registered address: 1350-1360 Montpellier Court, Gloucester Business Park, Gloucester, GL3 4AH. Registered in England and Wales Company Number 02705948.*

# Protect your legacy

If you invest in the restoration of classic cars, it's likely you do so because it's your passion. A deep appreciation for the whole car experience; the engineering, the brand, the smell, the sounds, the history.

You are preserving its legacy and in doing so, you make it a part of yours.

At Blackfinch, we offer tax efficient investments and estate planning solutions which are designed to help you protect your legacy, including portfolios investing into renewable energy, sustainability and low carbon projects.

[www.blackfinch.com](http://www.blackfinch.com)



Scan the QR code to learn more about Blackfinch



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.







# 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

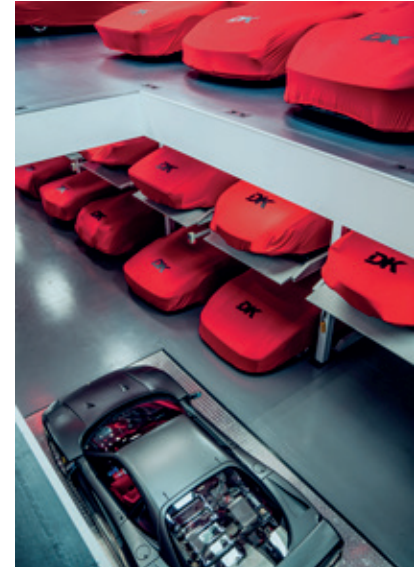


Vehicle management, sales / acquisitions

## 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](http://www.dke.co.uk) for further information and bookings.





## Race / Rally Support & Preparation

For more than 45 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.



DK Engineering 2021  
End of Year Review



DK at the 78th Goodwood  
Members' Meeting



#1995GT Ferrari 250 SWB  
Restoration (6 Videos)



From Last to Third in the  
Tojeiro Jaguar



McLaren F1, GT1 and CLK  
Carfection 'Unicorns'



Ferrari F50  
Users Guide



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



Restoration Update: 250  
GT Lusso (1 of 22 supplied  
in RHD to the UK)



An in depth look at  
a Ferrari 275 GTB  
Competizione Clienti



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



## Ferrari F40 Ceramic Brakes

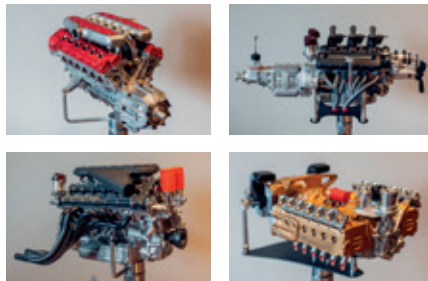
DK Engineering are proud to announce that we are pioneering the development of carbon ceramic brakes to be fitted to the Ferrari F40. Built and designed in the U.K., these new brakes will massively improve the car's braking performance while reducing weight, making them a must-have addition for the keen owner-driver. Importantly, this modification is fully reversible and is fitted within the standard caliper and wheel. Please contact us should you be interested in upgrading your F40.

## 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.

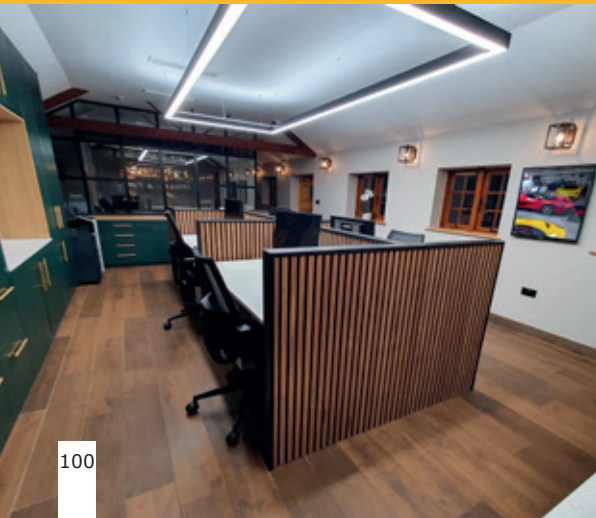
The following models are available from DK:

- 599 GTB Engine
- 250 Tour de France Engine
- 365 GTB/4 Daytona Engine
- 312T F1 Engine





Our recently refurbished main reception and client waiting area



## 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

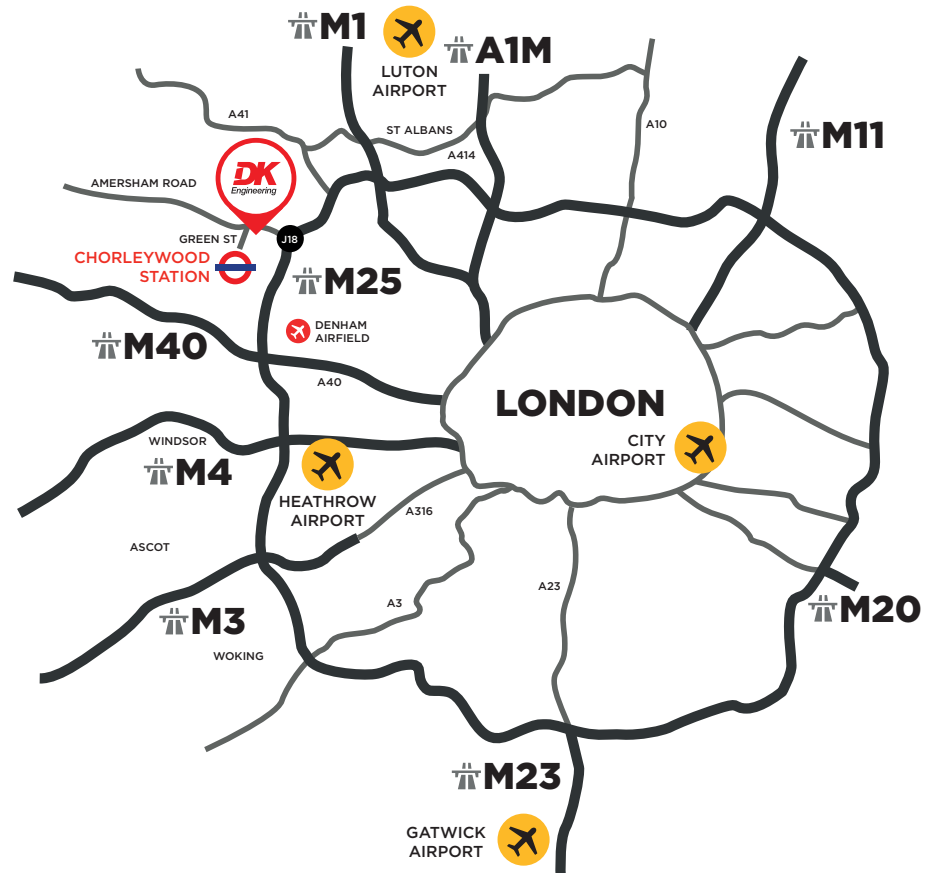
Alternatively overland trains travel from Marylebone to Chorleywood (just 30 mins) on the Chiltern line.

### 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 (On Site)

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.



## WHO WE ARE



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

## Other Upcoming Events

DK will also be attending the following events over the coming weeks:



British GT Championship, Silverstone  
7th - 8th May 2022



Monaco Historic  
13th - 15th May 2022



Concorso D'Eleganza Villa D'Este  
20th - 22nd May 2022



British GT Championship, Donington  
28th May - 29th May 2022




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
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