

DK
Engineering
Est. 1977



Winter 2022





David's 80th Birthday Celebrations

A Year of Anniversaries

2022 has been a vintage year for DK Engineering, and we are proud to have celebrated our fair share of anniversaries with clients and friends. Amongst a very busy year of racing, events, car sales, auctions, and restorations, big milestones have been hit, all ageing gracefully. Continuing the celebrations; the Ferrari F40, a DK favourite, is now 35 years old, and as the iconic McLaren F1 celebrated its 30th birthday we sold another example. Slightly younger, but still significant, were the Enzo, which hit 20, and the first of the 'hybrid hypercars', the P1 reached a decade. We are also proud to continue to build our reputation as a purveyor and specialist with the Ferrari brand, taking part in several celebrations as it marked its 75th anniversary. Closer to home, DK Engineering also reached a very proud milestone with our 45th anniversary, while the father of the business, David Cottingham, trumped everyone moving into his eighth decade over the summer.

While thinking back through the year and preparing what to write, I got to thinking about the other highlights of the year, aside from these celebrations. Three activities were immediately top of the list, and I kept coming back to them. All very different, but they summarise the year, and DK's 45 years, very succinctly.

#XKD 603 takes 2nd place at Le Mans 1957



Firstly, in October, we completed the sale of a very special Jaguar. The brand that started it all for us, back in 1977. Jaguar D-type chassis #XKD 603 was a car already well known to us so we are proud to have helped deliver the car to its latest custodian, and look forward to hearing their thoughts after the first drive!

Motorsport underlines a lot of what we do at DK, both for clients and as a business. We have enjoyed successes over the years, especially across the historic categories, but 2022 saw a move to more modern, faster machinery with a full season entry into the British GT Championship. Running a retro-inspired livery in keeping with the Ecurie Francorchamps team cars from the DK stable, it has been a new experience, learning at the wheel of the latest Mercedes-AMG GT3 with 2 Seas Motorsport, and battling in one of the most competitive domestic GT championships. Despite stiff competition, I think I held my own and did the DK Engineering name proud, and we were fighting at the front of the field throughout the season to score several podium finishes. Not bad for a rookie! Alongside the track exposure, DK's presence in the paddock at these events enabled us to provide value added experiences to those on a similar path, setting us apart from our competition and underlining our operating mantra, 'The Complete Service'.





Finally, with the world starting to return to something close to that of pre-pandemic, events have made a welcome return to the calendar, and the concours lawns have been filled with some fantastic cars across the world. A final highlight was seeing the fully restored Ferrari 275 GTB /6C on the fabled grass of the Pebble Beach concours, and it was something that the whole team at DK worked tirelessly to achieve to the absolute highest levels. We have, and regularly do, complete full and partial restorations on cars for clients, but the work and dedication which saw the 275 returned to its fabulous original colour of Blu Scuro Metallizzato ready for the California sunshine, was something I am incredibly proud of the whole team for.



So, what's in store for 2023? Well, we will hit the ground running with our new additional state-of-the-art storage facility expanding to house a further 160 cars, and our sales team is working flat out to unearth some of the world's finest, and most unique motor cars.

We are adding new showrooms and eight further display spaces, and a high value parts storage facility as that side of the business continues to expand. We also have some very exciting engineering projects to share which will definitely ignite discussion, and our restoration team has some very notable vehicles lined up, ready to breathe new life into these iconic classics. Needless to say, it will be an enjoyable ride, and on behalf of the whole DK Engineering family, I hope to catch up with you at an event, a racetrack or in Chorleywood very soon.



James Cottingham



1956 Jaguar D-Type 'Long-nose' - XKD 603

1953 marked the second victory at the Le Mans 24 hours in three years for Jaguar and the C-type. With so many lessons learned and competition hotting up, an all-new car was needed to help keep them at the front of the grid. From these learnings, the D-type was born. Retaining the 3.5 litre XK engine from the C-type, the car now sported an aeronautical-inspired, magnesium-alloy central monocoque tub, an aluminium spaceframe and all-round Dunlop disc brakes.

The D-type was created in time for Le Mans 1954 with Jaguar fielding three cars in the race. Unfortunately, all developed misfire related issues causing both retirement and extensive setbacks. 1955 however brought success with Jaguar achieving 1st and 3rd. Victory continued for the next two consecutive years, with 1st, 4th and 6th in 1956 and 1st, 2nd, 3rd, 4th and 6th in 1957 respectively, albeit by privateer teams.

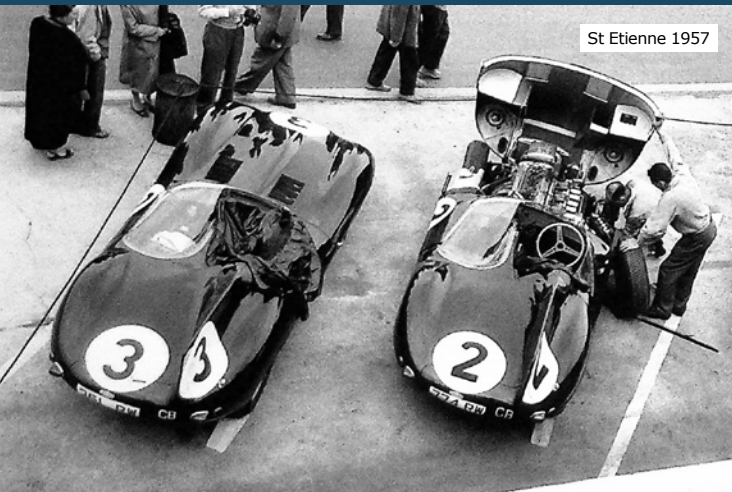
Within the upper echelons of Jaguar D-types, chassis no. XKD 603 sits amongst the very best in existence. Of the eleven works-prepared, long-nose D-Types; just six remain in existence today and of those six, only two remain in 'private' hands.

XKD 603 at DK Engineering - September 2022



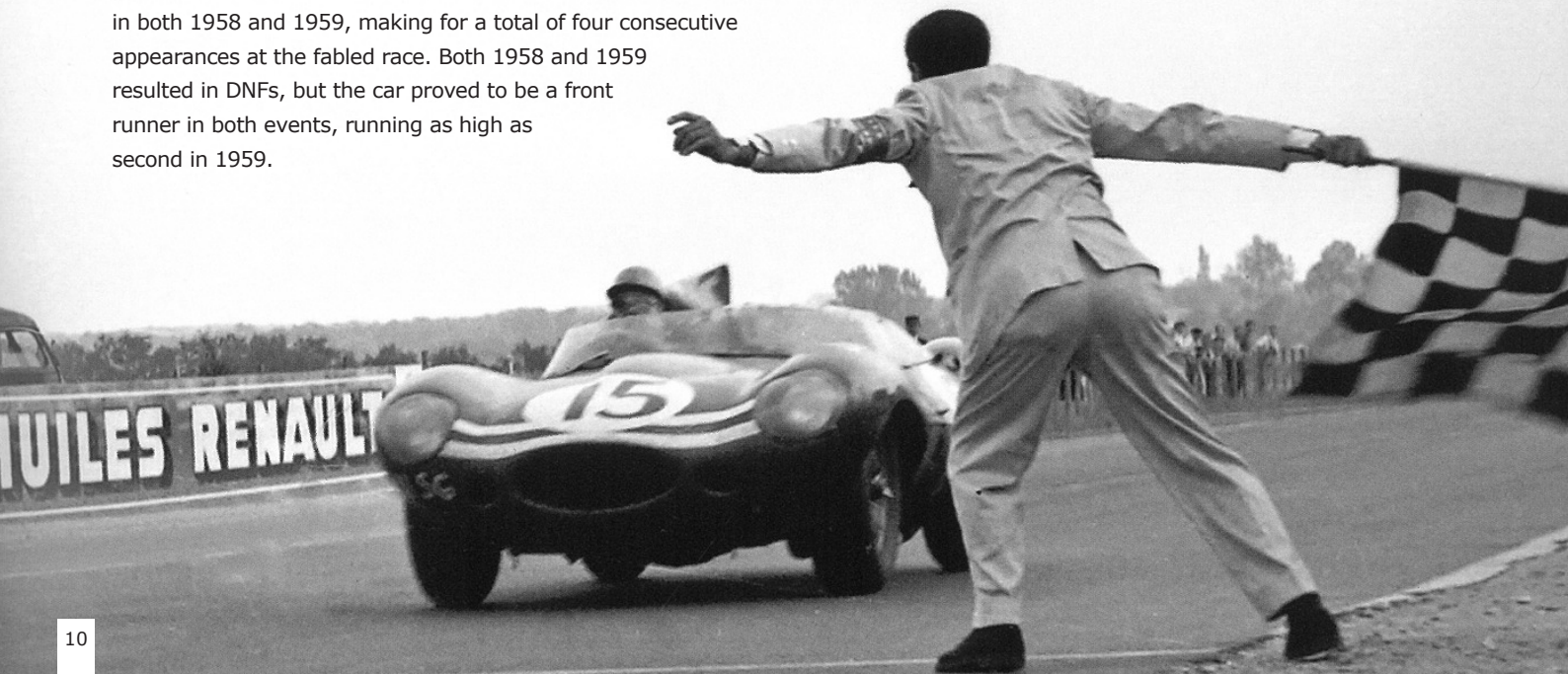
XKD 603 was built to be campaigned by Jaguar as a works-prepared entry for the 1956 season. Although its first two outings at Silverstone and the Nürburgring 1000 kms resulted in DNF, the car finished an impressive third place at the Reims 12 hour race at the hands of Desmond Titterington and Jack Fairman. At that year's 24 Hours of Le Mans, the car was intended to be a spare car but was pressed into action once XKD 606 was damaged in practice. Raced by Paul Frère and Desmond Titterington, its race was unfortunately cut short when it was involved in an accident within the first hour.

For the 1957 season, XKD 603 was sold to Ecurie Ecosse, perhaps the most iconic privateer team to have campaigned Jaguars in period, who campaigned it in the World Sportscar Championship. Crossing the Atlantic to Buenos Aires, it placed fourth overall with Roberto Mieres and Ninian Sanderson. Returning to Europe, it failed to finish at both Spa and the Nürburgring 1000 kms, however achieved a very impressive win with Sanderson at St. Etienne in France.



The 24 Hours of Le Mans in 1957 was arguably Jaguar's finest moment in motor racing. Five of the top six places were occupied by D-Types, with XKD 603 finishing an incredible second overall thanks to John Lawrence and Ninian Sanderson. Even more impressive was that XKD 603 was running a 3.4-litre straight-six instead of the 3.8-litre motor in the winning car, finishing just eight laps down over 24 hours. Driven directly to Monza immediately after Le Mans, XKD 603 finished 4th overall with Jack Fairman.

Over the course of the next two years, XKD 603 continued to be campaigned by Ecurie Ecosse and returned to the 24 Hours of Le Mans in both 1958 and 1959, making for a total of four consecutive appearances at the fabled race. Both 1958 and 1959 resulted in DNFs, but the car proved to be a front runner in both events, running as high as second in 1959.





Le Mans 1957



Le Mans 1957



Monza 1957



Following the conclusion of the 1959 season, XKD 603 was acquired by an American by the name of James Munro. Munro contacted Ecurie Ecosse directly wanting to buy their Le Mans winning D-Type (XKD 606) and the team agreed initially but later changed their mind and sent XKD 603 instead. Upon its arrival in the US he continued to race the car until 1971 when it was acquired by a prominent collector who returned it to the U.K. XKD 603 continued to race in historic motorsport in the U.K. where it proved to be highly successful.

Amazingly, XKD 603 has never been fully restored, a result of having been carefully and thoughtfully maintained throughout its life and never being involved in any serious accidents since it was raced in period. Evidence of the car's original British Racing Green paint can even be seen in some places on the bodywork.

The motorsport résumé of XKD 603 is truly incredible. In addition to four outings at the 24 Hours of Le Mans, including placing second overall, it was raced at almost every significant circuit in Europe including Silverstone, the Nürburgring, Reims, Spa, Monza and Goodwood;



as well as Buenos Aires and Sebring. Seven 24Hr Le Mans winners piloted the car in period; Mike Hawthorn, Duncan Hamilton, Paul Frère, Ivor Beub, Ron Flockhart, Ninian Sanderson, and Masten Gregory.

Not only should it be considered one of the most historically significant Jaguar's in existence, it could certainly be argued that it is one of the most historically significant vehicles ever built in the U.K. It was nothing short of an honour to have helped find a new custodian for RSF 303. It will surely be welcomed to any automotive event worldwide with open arms and will no doubt be an immensely significant addition to its wonderful new home.

The Porsche Carrera GT

Much of the Carrera GT's engineering can be firmly traced back to its carbon-tubbed predecessors that competed on the international stage of the FIA GT Championship. The engine technology however finds its roots a little earlier.

Throughout the 1980s, Porsche were almost unstoppable with their turbocharged V6 efforts in Formula 1. The rules changed in 1989 banning the use of turbochargers and so Porsche tentatively re-explored the naturally aspirated path that had served them so well in their early years. Teaming up with Japanese Formula 1 team Footwork Arrows, the partnership sought to introduce a 3.5 litre V12. Despite Porsche's best efforts, the merging of two V6 engines resulted in a heavy and unreliable option. A second effort would be made in secret in 1992 in the form of a bespoke V10 engine but once more, the project was shelved. Porsche however, refused to wholly accept defeat and instead internalised the engine development, although strictly as a research proposition.

Outside of Formula 1, Porsche continued to campaign successfully with their turbocharged-Mezger-engined 911 GT1 in the BPR and later FIA GT international race series. The final iteration and ultimately the furthest the aerodynamics could be pushed on the GT1 shape came in the form of the 911 GT1-98; for 1999 Porsche wanted an all-new racer.

Porsche partnered with Footwork Arrows (A11C F1)



1996 BPR Global GT Series, Brands Hatch



Porsche 9R3 'LMP 2000'





CGT unveiling at the 2000 Geneva Motorshow



612PS V10 CGT Engine



911 GT1 recently restored by DK

Porsche designed the LMP 2000 as a carbon tubbed open top racer. Retaining the mid-engined layout, the original plan had been to refresh every other variable but retain the venerable turbocharged flat 6. As the project progressed, it became clear that the design was limited by the old engine that had been in use since the 1985 962; some 14 years earlier. Porsche sought a new engine.

Designed to endure the rigours and technical intricacies of the Formula 1 rulebook, the V10 they had continued to research in 1992 proved to be the ideal starting point. The continued development had resulted in a powerful and reliable engine, complete with a pneumatic valve system. Initially developed as a 5.0 litre unit, the lightweight and compact design provided options for increased displacement through increased bore

and stroke. The V10 would find centre stage in a new 5.7 litre capacity. Unfortunately, the project was cancelled after just two days of testing. Alan McNish and Bob Wollek drove the car and the feedback had been overwhelmingly positive. Unfortunately the powers that be had signed an agreement to develop the Cayenne SUV with involvement from Volkswagen as a joint build. Resources were pulled and reallocated. It was also speculated that VW-Audi chairman Ferdinand Piëch wanted Audi's new Le Mans Prototype, the Audi R8 not to face competition from Porsche in 2004.

Porsche once more kept the developed engine aside. At the 2000 Geneva Motorshow, the Carrera GT concept was revealed to the world for the first time. A low-mounted, mid-engined V10 in a body that very much pulled influence from the GT1.

Surprising interest in the vehicle and an influx of revenue provided from the Cayenne helped Porsche decide to produce the car, and development started on a road-legal version that would be produced in small numbers at Porsche's new manufacturing facility in Leipzig. Porsche started a production run of Carrera GTs in 2004, the first Carrera GT went on sale in the US on January 31, 2004. The Carrera GT finally enabled Porsche's finest technical prowess to see the light of day, powered by a 5.7 litre V10 engine producing 612 horsepower. Good for a 0 to 60 mph sprint in 3.5 seconds, and a maximum speed of 205 mph.

Elements pointing to its stillborn Le Mans routes are abundant throughout the car. Attached to the 6-speed manual gearbox is a Beechwood gear knob which pays homage to the wooden gear knob used in the Porsche 917 Le Mans racers. In typical Porsche fashion, the ignition is to the left of the steering wheel. This placement dates back to the early days of Le Mans racing when drivers were required to make a running start, hop into their cars, start them and begin the race. The placement of the ignition enabled the driver to start the car with his left hand and put it in gear with his right.

Options were limited on the Carrera GT. All of the cars were left hand drive and the 6-speed manual was the only option. Fitted luggage was available and nearly all examples were optioned with the Becker Pro Radio and Air Conditioning. Several carbon fibre interior options were added during the production run; a carbon fibre steering wheel, handbrake lever and gear knob.







The CGT was offered in five colours:

- Guards Red
- Fayence Yellow
- Basalt Black
- GT Silver
- Seal Grey

The standard interior options:

- Natural Dark Grey Leather
- Ascot Brown Leather
- Ascot Brown w/Natural Dark Grey Leather
- Terracotta Leather



A handful of cars received alternative interiors available through the Porsche Exclusive department, such as the car on the left with Austrian Red Leather.

Around 40 examples were produced through Porsche's Paint to Sample program, offering a wider range of colour choice. These cars command a significant premium today.

Other examples, such as the Viola and Turquoise examples opposite, have been repainted by Porsche.



Examples were also potentially supplied with a range of accessories from new including:

- VHS
- Original Options Book
- Scale Engine Model
- Scale Carrera GT Model
- Car Cover
- Targa Roof Panel Covers

The majority of cars were also optioned with partial or full matching leather luggage sets.

DK have extensive experience with the Carrera GT and are proud to have re-homed c.10 examples in the past twelve months.

Please get in touch if you're looking for a car, or to complete your accessories collection.





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




Some Examples Previously Sold by DK Engineering



Currently Available: Porsche Carrera GT (USA Spec)

Originally supplied new to the USA, this Carrera GT presents in GT Silver over Natural Grey Hide and has covered 23,500 miles to date. Exported to Belgium in 2008, the car later spent time in Holland before registration in the U.K. in 2014 where it has remained since. With a fresh major service from OPC Porsche Reading, this example presents on-the-button ready for its new custodian.

\$1.49M (£1.26M
at time of printing)

Location: UK 



The Best of British

The DK Engineering name has been proudly on display at circuits across the U.K., and at Spa, this year as our very own James Cottingham took on a new challenge in motorsport with a move into the highly competitive GT3 scene, and full entry into the Intelligent Money British GT Championship. Racing with Anglo-Bahraini team 2 Seas Motorsport; James was joined in his endeavours with the Mercedes-AMG GT3 by highly successful racer, and former Autosport McLaren Young Driver of the Year winner, Lewis Williamson. In achieving that title, Lewis is in good company alongside the likes of David Coulthard, Jenson Button, and Lando Norris.

James is a proven race-winner in a variety of machinery, enjoying much success with DK Engineering at the wheel of historic

racers for many years. This new campaign would require a recalibration for James, with the cars generating significant downforce and grip running on slick tyres. However, it didn't take long for James to adapt, and he quickly became one of the quickest 'Am' drivers in a field of much more experienced GT racers.

The season brought highs and lows, as motorsport tends to do, but James remained composed and focused on the job in hand. A particularly impressive qualifying at the season's blue riband, 3-hour Silverstone 500 endurance race saw the DK Engineering-adorned Mercedes starting on the second row. However, an incident on the opening lap saw a particularly senseless overtake attempt call time on any chance of a strong result.

James' resilience showed through only a few weeks later when he returned to the track to qualifying on the front row and convert this to the first visit to the championship podium. From here, and with momentum building, James and Lewis proved themselves to have the pace and performance to challenge at the front of the grid, scoring another podium result as the championship travelled to the fabled Spa-Francorchamps circuit in Belgium; and a debut pole position a bit closer to home, at Brands Hatch.

It is fair to say that the duo was hit with an unprecedented amount of bad luck throughout the season but, despite that, they remained in contention for the title until the final race. Their determination and sheer pace saw them established as true contenders, gaining the respect of the





competition. Championship stalwart Mark Lemmer, from multiple series champions Barwell Motorsport explained: *"James has had a really impressive year, pushing us hard in qualifying and during the races. We have had some good battles with him and Lewis, and they were unfortunate on more than a few occasions, but to score pole position, multiple podiums and be in the title hunt up until the final round is a huge credit to him, especially in his rookie season."*

So, what's next? Well, James has thoroughly enjoyed the season, and DK Engineering has been able to use the platform as an opportunity to engage with our customers in new ways and at new locations. We have been delighted to welcome some of our VIP guests to join the action track-side, enjoying hospitality and sharing the experiences within the garages. Our track side displays of selected vehicles have already proven successful for

our sales team.

Summing up his rookie season, James explained: *"It has been a huge challenge, but so rewarding in many different ways. It has meant a complete recalibration to how I have raced previously, but I have absolutely loved pushing myself in a completely new direction. The competition has been fierce, and I definitely feel like I was in at the deep end from the very start. We didn't get that elusive win, but we have certainly held our own, really finding our groove after Silverstone. It is great to be competing in the latest machinery, especially as we are so familiar with the road-going equivalents of the GT3 models at DK Engineering. This level of motorsport really has allowed us to engage with our customers, and talking with the guests who have joined us, motorsport is of huge interest. What's next for DK Engineering on track? Well, we will certainly be back in some form, and we will be pushing ourselves even more."*

Team co-owner at 2 Seas Motorsport, Sh. Isa Al Khalifa added: *"It has been a great season, returning to the British GT Championship, with James and DK Engineering. James has very quickly proven himself to be one of the quickest 'Ams' on the grid, and he and Lewis have been in the mix to challenge for strong results at most of the race weekends but have been hit with a lot of bad luck. They were regularly in the fight for the front row during qualifying, and it is a huge credit to James that we were still in the title battle up until the final race of the season. The championship has proven itself as one of the most competitive domestic GT3 series, and the calibre of the field was as strong as ever, and James more than showed he was up to the challenge. He pushes himself at every step, and has bold ambition. On the evidence he showed this year, I don't doubt that he will achieve them and look forward to seeing what comes next."*

Proudly watching on from the pit-lane at every race meeting, David Cottingham concluded: "When James muted the idea of DK Engineering sponsoring him to run in British GT Championship, with the added advantage of us being able to livery the car as we desired, I had no hesitation in saying let's do it. And I would attend every meeting."

From the beginning of DK Engineering, both Kate and I have been aware of the value of involvement in motoring events, in particular competitive events, as an excellent way of promoting the business. That was very clear this year seeing how our clients really involved themselves at the track and followed the performances during the season.

For me personally, I love being involved and competing with motor cars, and it was thrilling to be part of the team. I'm extremely grateful to the whole 2 Seas Motorsport team for the truly professional way that they handled the competition throughout the season. Lewis and James delivered some excellent performances; whilst they were dogged by bad luck they showed, without any shadow of doubt, that they could have won the championship."





Ferrari F50 (Ex-Michael Schumacher)

POA



Tax Status & Location: USA

In 1996, a man who would go on to become one of the greatest names synonymous with the brand joined Ferrari. Michael Schumacher, was already a two-time Formula 1 world champion when he joined Ferrari. First seen by Willi Weber of Weber Management GmbH whilst karting, Weber was solely responsible for providing Michael with the means to continue racing; something he would have been unable to do without help. Such a firm believer in Michael, Weber exclusively managed him and sold his F3 team to focus on Michael's career at the start. They would remain together until 2012.

Prior to his signing, Ferrari last won a drivers' championship 17 years earlier and a constructors' championship 13 years prior. Schumacher's efforts would see him place 3rd in his first year with Ferrari, and whilst he would have to wait until 2000 for his first Ferrari world championship, he would go on to win five in a row for the team. In 2003, Michael would clinch his 6th world championship at the Japanese GP, an achievement which surpassed the previous record set by Juan Manuel Fangio in the 1950s, which many thought would never be broken. The following year, he would add yet another world title, bringing the tally to seven, which to date is the most world championships won by any driver (tied with Lewis Hamilton).



In his debut year, this very example was supplied new to Michael Schumacher care of his management company, Weber Management GmbH.

Schumacher is known for his ownership of a number of significant Ferraris, some of which have been up for sale in recent years and all of which were kept under Weber Management's name.





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Stuttgart, 29. August 2022

Ferrari F 50 mit der Fahrgestellnummer: Z F F T A 4 6 B 0 0 0 1 0 6 8 1 0

Hiermit bestätigen wir, dass obiges Fahrzeug Eigentum der Weber Management GmbH war. Kurzfristig wurde das Fahrzeug auch von Michael Schumacher gefahren.

Mit freundlichen Grüßen

Weber Management GmbH
Wilhelm F. Weber



M.Schumacher with manager Willi Weber

Geschäftsführer:
Wilhelm F. Weber, Christina Heizinger
HRB Stuttgart Nummer 7261

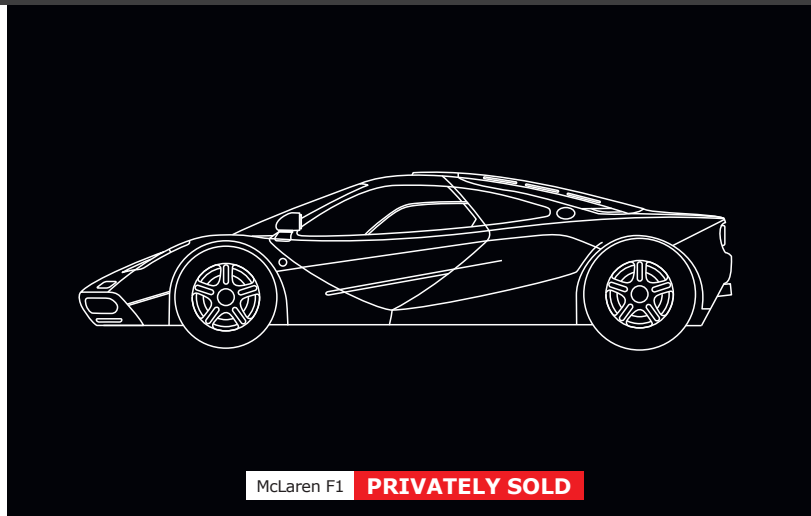
Stuttgarter Volksbank AG
Konto: 234 526 017
(BLZ 600 901 00)

Ust.-ID Nr.: DE 147837044
SWIFT (BIC): VOBADE33
IBAN: DE48 6009 0100 0234 5260 17



The dashboard is notably signed by the late Sergio Pininfarina, who oversaw the design of the car and was on the stand at the time of the car's reveal alongside Luca di Montezemolo and Piero Ferrari at Geneva in 1995. Rarely would he sign anything, but such was Schumacher's relationship with Ferrari it was a wish granted. Sergio passed away in 2012.

As the halo car for Ferrari in the 1990s and owned by the marque's most celebrated Formula 1 driver, who drove for the Scuderia during the era this car was produced, this car is undoubtedly amongst the very best F50s in existence.

Ferrari 250 GT SWB 'California' Spider **SOLD**McLaren F1 **PRIVATELY SOLD**Ferrari 250 GT SWB **SOLD**Ferrari LaFerrari **SOLD**



Mercedes-Benz 300 SL **SOLD**



Ferrari 750 Monza **SOLD**



Maserati MC12 **SOLD**



Multiple Ferrari F40s **SOLD**

McLaren 688 MSO HS **SOLD**Jaguar D-Type 'XKD 603' **SOLD**Ariel Nomad **SOLD**Ferrari F50 **SOLD**



Ferrari 250 GT Berlinetta Lusso **SOLD**



Ferrari 250 GT Berlinetta Lusso **SOLD**



Ferrari 599 SA Aperta **SOLD**



Porsche 911 (993) Cup **SOLD**

Porsche 2.7 Carrera RS Lightweight **SOLD**Ruf RCT EVO **SOLD**Jaguar C-Type Continuation **SOLD**Ferrari F430 GTC **SOLD**



Ferrari F12 TDF **SOLD**



Porsche 911 2.7 Carrera RS Touring **SOLD**

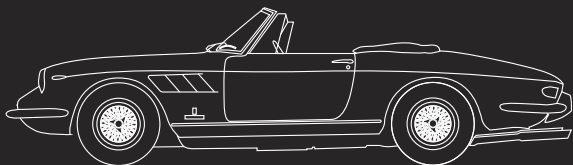


Porsche 911 2.8 Carrera RSR **SOLD**

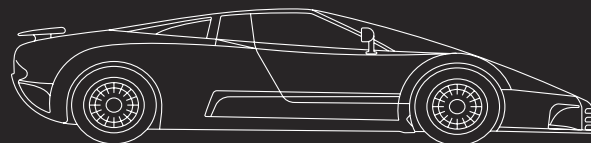


Ferrari 458 Speciale **SOLD**

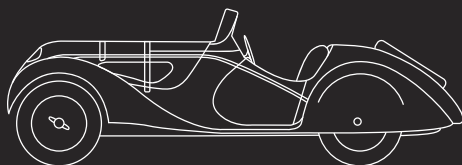
Coming Soon to DK Engineering • Please Enquire



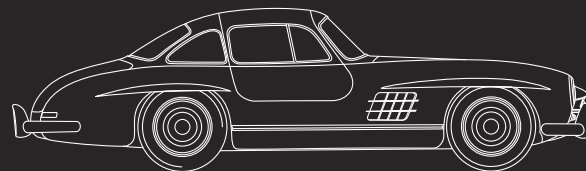
Ferrari 330 GTS



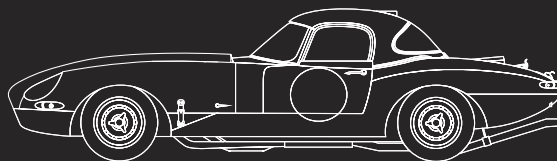
EB110 SS



Frazer-Nash BMW 328

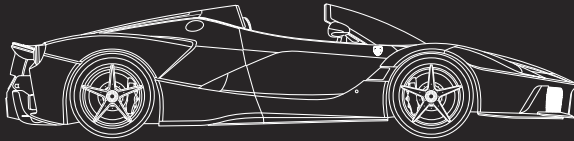


Mercedes 300SL Gullwing

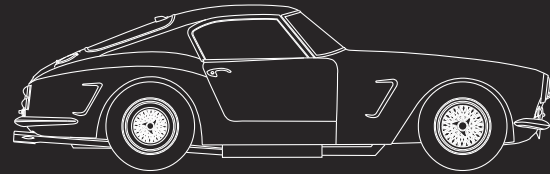


Jaguar E-Type Lightweight Continuation

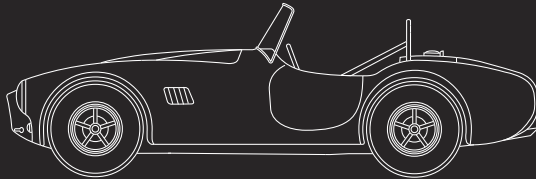
Coming Soon to DK Engineering • Please Enquire



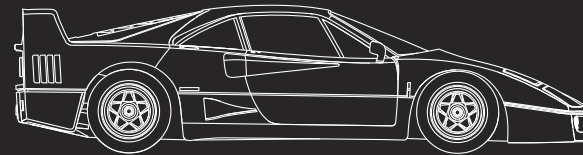
Ferrari LaFerrari Aperta



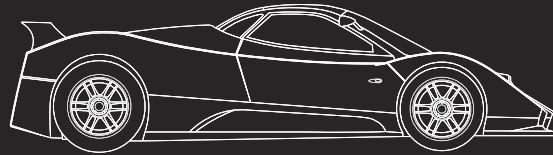
Ferrari 250 GT SWB



AC Cobra FIA



Ferrari F40



Pagani Zonda

Available to view at
the 2023 Cavallino Classic

CAVALLINO

Contact James Cottingham by phone / WhatsApp on: +44 (0)7979 863833




Ferrari F40 - 'Non-Cat & Non-Adjust' (1,530 Kms)

POA

A two-owner example, this 'Non-Cat & Non-Adjust' F40 was supplied new to Switzerland where it remained with its first owner until 2018. DK sold the car to its current owner and at the time Ferrari's red book Classiche Certification was awarded. Today this example presents with just 1,530 kms from new.



Tax Status: USA 

Current Location: USA 

Available to view at
the 2023 Cavallino Classic

CAVALLINO

Contact James Cottingham by phone / WhatsApp on: +44 (0)7979 863833

Ferrari F50

This example is one just four cars to have been sold new to South Africa. Having had just two owners and covered 3,400 Miles from new it presents superbly. Both low use and a warm climate ensured the underside is immaculate. This example is accompanied by its flight case, build book, original books and original torch. Additionally as a desirable early production example, this car benefits from the lighter grey dashboard Alcantara and the carbon fibre weave is more pronounced.

POA



Tax Status: USA



Current Location: USA





"An immaculate underside" - Inspection by DK in November 2022





£2.75M (\$3.24M
at time of printing)



McLaren Speedtail

One of just 106 examples built, this single owner McLaren Speedtail is offered from a prominent collection with a specification that remained elegant and true to the 'hyper-GT' ethos, whilst also being unique in the production run. Inspired by a Ferrari hue, this example is finished in Celeste Silver over a bespoke orange and is today offered with just 30 miles from new.

Ferrari F40 - 749 Kms

Supplied in 1992 to a VIP client of Ferrari, this example has seen limited use during its life resulting in a total mileage of just 749 kms from new. A well documented (including detailed Massini report) and known example. The car is Classiche Certified and has been thoroughly maintained despite its low mileage and is presented in a ready-to-use condition.

POA





2009 Ferrari F430 GTC

Entrant in the 2009 FIA GT Championship with Pecora racing

Finished 2nd in class at the 2009 Silverstone Tourist Trophy (FIA GT Championship)

Podium finisher in both the FIA GT Championship, and the Japanese Super GT Championship

One of only 24 Ferrari F430 GTCs built, the ultimate competition F430, delivered new to AF Corse in Italy

Eligible for Global Endurance Legends and Masters Endurance Legends

POA

£794,995

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 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!





Dino 246 GTS (RHD) - Factory 'Flares'

POA

A U.K. supplied RHD 246 GTS, this example is one just twelve examples supplied to the UK through Maranello Concessionaires. The first owner exported the car to Brisbane, Australia where it would remain until purchase by the current owner through DK Engineering in 2014.

Most recently this example has been subjected to a two year, bare-metal restoration by ourselves.

We worked closely with the Ferrari factory for the restoration of the shell and have since completed reassembly of the car, test and final snagging. A freshly restored Dino GTS, this example is on-the-button ready to be used and enjoyed.





Le Mans 24h 2008 - Car #21 was driven by Shinji Nakano, Stefan Johansson and Jean-Marc Gounon

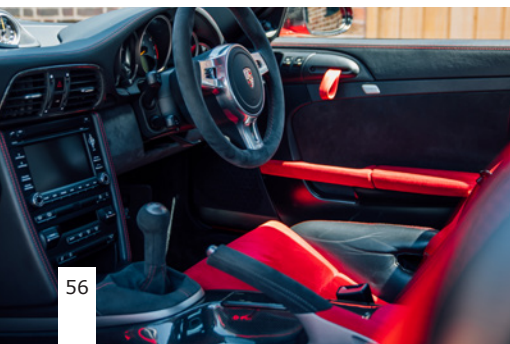


2018 Epsilon Euskadi EE1 Judd Le Mans LMP1

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

POA





£359,995

Porsche 911 997 GT2 RS

One of c.20 U.K. supplied C16 examples, the GT2 RS remains the fastest and most powerful manual, rear-wheel drive 911 ever built. Fitted with the desirable Clubsport package, carbon fibre centre console and front wings, this example has covered just 12,400 miles.

£774,995



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.



Ferrari 275 GTB/4 (LHD) 'Preservation'

A previous award winner at the Pebble Beach Concours Preservation Class, this Ferrari 275 GTB/4 presents impressively as one of the last remaining unrestored examples of its kind. Dry stored for 30 years, this car has since been in the care of just three owners. Recently receiving a sensitive mechanical overhaul, this fantastic 275 presents as a near unrepeatabe example.

POA



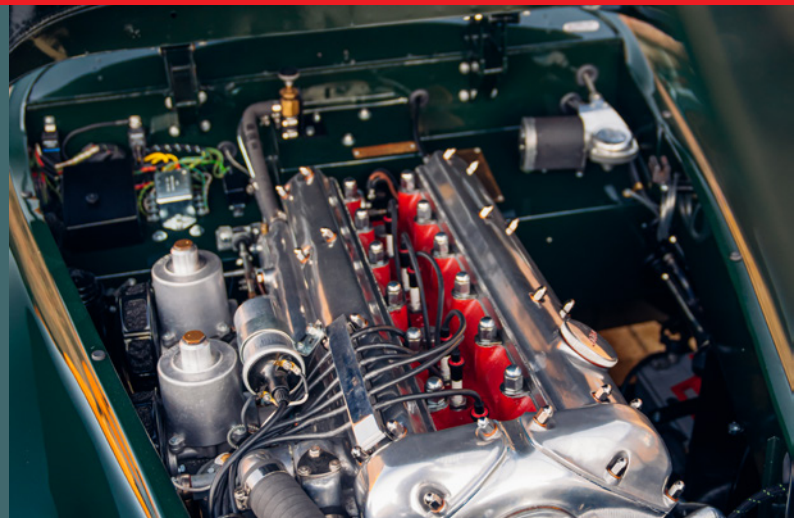
Tax Status & Location: USA







Pebble Beach Concours d'Elegance 2013 - Vintage Preservation Cup winner



POA



Jaguar XK140 OTS SE (RHD)

Visually stunning and very fast, this XK140 OTS SE is surely one of the very best examples of Jaguar's classic 1950's sports car to come to market in recent years. 1 of just 73 XK140 OTS examples built in RHD and 1 of just 36 specified with Special Equipment (SE), this example has been totally restored to DK Engineering's exacting standards. A decision was made to enhance performance by upgrading several components; fitment of a racing 'D' type cylinder head and camshafts, H8 carburettor, polished crank, and rods, 5-speed gearbox, limited slip differential and alloy rimmed wire wheels.

Ferrari 458 GTE (Chassis #2868)

With the 458 GTE, Ferrari won the Le Mans 24 Hours twice, the World Endurance Challenge three times, the European Le Mans Series, and the Asian Le Mans Series - the latter of which was won in 2013 by Chassis 2868 the car on offer here. Chassis 2868 was delivered new to the legendary Japanese 'Team Taisan' to be driven in all four rounds of the ASLMS by a line up including ex-Formula-One driver Kamui Kobayashi. The car

won all four races, hence claiming the 2013 Title and earning an entry into the 2014 Le Mans 24 Hours, where the car was driven by another ex-F1 driver Shinji Nakano with Martin Rich and Pierre Ehret. The car finished 8th In Class and was returned to Michelotto to be refreshed ahead of its next race. Subsequently the car was purchased by one of its former drivers and remains maintained by Michelotto and ready to race again.

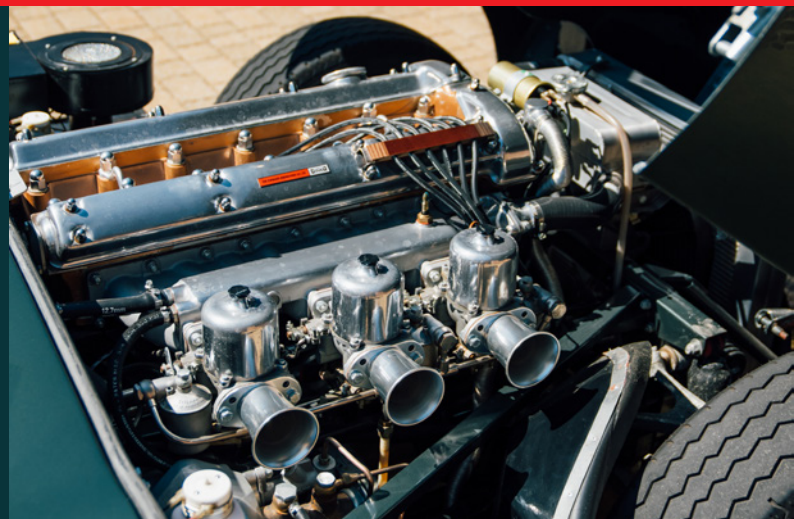
POA











£324,995



Jaguar 4.7 E-Type

Inspired by the ex-Sir Robert Ropner Semi-Lightweight

Born from a desire to create the 'perfect' E-Type, this roadster complete with 4.7 litre engine was tastefully and comprehensively upgraded with no expense spared. Presenting today as an elegant nod to Bruce Ropner's semi-lightweight, this example really must be seen to be fully appreciated.



Scan QR code to watch the video and learn more about this Porsche 3.0 RSR

Porsche 3.0 RSR - 4x Le Mans Entrant

Chassis #9072, without doubt, one of the greatest Porsche RSR extant, delivered new to the famed Ecurie Francorchamps in time for the 1974 Le Mans (pictured). The car would race at the Le Mans four times, (winning its class in 1978), as well as a 2nd In Class and 4th Overall in the Tour de France. Fantastically original and now totally restored to 1974 Specification.

POA



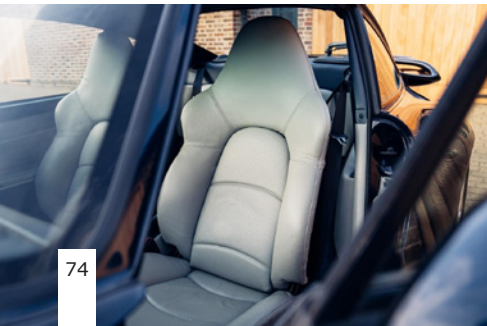


Running 2nd In Class at Le Mans 1974









Porsche 911 993 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.

£179,995



Porsche 911 2.7 Carrera RS Touring (LHD)

One of the first 500 examples built, therefore benefiting from lighter gauge bodywork, this 2.7 RS Touring was sold new to West Germany. It was originally finished in Grand Prix White with Blue lettering and wheels, as it appears today. It received a comprehensive restoration by Marc de Siebenthal in 2011 followed by further work by Autofarm in the U.K. The production number stamped on the bulkhead matches the factory records and recent metallurgy tests determined that the crankcase was replaced at some point during the car's life. This example would make for a wonderful driver's car.

POA



Testa Rossa J (Little Car Co.)

A 75% scale replica of a renowned classic, the J is powered by an electric engine. Sanctioned by Ferrari, the car is a faithful reproduction of the 1957 Ferrari 250 Testa Rossa, one of the most iconic and successful cars in Ferrari and motorsport history.

POA



THE
Little Car
COMPANY

Courage C65 (LMP2) - Judd

In an era when sportscar racing was dominated by big works teams, Yves Courage set up shop near the Le Mans track to build and prepare his own cars specifically for the annual 24 Hours race down the road. Fewer than a dozen LMP2 Courage were built and the cars enjoyed great success between 2003 and 2008, picking up 12 Class wins and several championship wins in the LMP2 Class. This example is fitted with a 3.4 litre Judd V8 as per its competition specification for Le Mans in 2006. Most recently, this example has undergone a complete restoration ahead of the 2023 race season.

POA





POA



Aston Martin DB4 GT Continuation

In 2019 Aston Martin announced a series of just 25 continuation examples of the DB4 GT, to be fittingly constructed at Newport Pagnell, UK, as the original 75 cars had been. This lightweight specification example was completed in August 2018 and found its home in the USA. It was specially ordered to be a unique example as such, the vehicle is finished in Aston Martin Q Heritage Racing Green with roundels and Le Mans lighting, including front spot lamps. The inside sees the upgraded FIA-specification Tillett carbon fibre racing seats with black leather and green diamond stitchwork. This DB4 has covered just 135 miles from new and is supplied with a spare set of wheels and tyres.



Mercedes CLK DTM (1 of 6 RHD examples)

One of the fastest four-seat convertibles ever built. Presenting today in Iridium Silver over black leather, this example has covered just 28,500 miles and is accompanied by its complete main dealership service history from new.

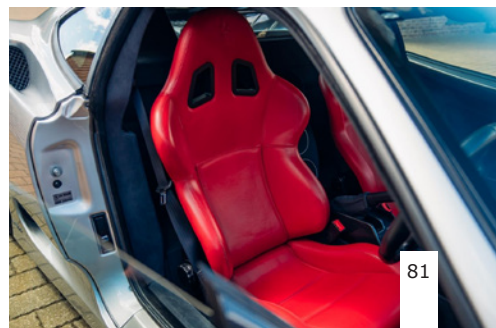
£499,999



Ferrari 360 Challenge Stradale (RHD)

Believed to be one of four 360 Challenge Stradales delivered to the U.K. in silver, this car has been regularly maintained and well looked after its whole life, presenting in stunning condition throughout. Showing just 10,200 miles from new, it has been driven less than 10 miles since its last service with DK Engineering in March 2022.

£199,995







Lister-Jaguar 'Knobbly'

Understood to have been built as a period spare, this 'Knobbly' was inspected by George Lister Engineering at the time of its restoration and subsequently assigned an 'S' to denote the car is sanctioned by Lister. Extensively campaigned in the U.K., this example was overall champion of the 2018 Stirling Moss Trophy with 4 of 5 outright victories.

POA



Ferrari 458 Speciale Aperta (RHD)

The last open-top, naturally aspirated, V8 engine car built by Ferrari, this is one of only forty-nine RHD examples built. Uniquely finished in Azzuro California over Cuoio Alcantara, it has been driven just 5,370 miles from new.

£339,995



Ferrari 488 Pista (RHD)

A single owner example, this 488 Pista is presented in Blu Le Mans Metallizzato with a Blu Medio Alcantara interior. Optioned with a racing stripe in Bianco Avus & Rosso Corsa Met, this elegant example has covered just 2,975 miles from new.



Jaguar E-Type

'YRP 999' or Chassis 850020, was the 20th E-Type RHD Roadster produced and delivered new to Derek Wilkinson, and saw competition use throughout the first twenty years of its life, and then latterly a second career that started in the 90's and has continued since. As a result 'YRP 999' is widely regarded as one of the most raced E-Types in existence, and is a veteran of the Goodwood Revival having competed in the TT no less than 10 times including in 2022. Today the car is offered in race ready condition, with a spare Alloy Block and Wide Angle Head Engine.





Mercedes-Benz 300 SL 'Gullwing'

1st place trophy at the Ludwigsburg Concours d'Elegance post restoration, this beautifully restored 300 SL Gullwing spent the early part of its life on the west coast of the USA and has since been part of several large collections. Today this example is UK taxes paid and is currently undergoing a UK registration. Accompanied by a tool roll and the original Karl Baisch pigskin luggage set.

POA





Ferrari F430 - Sub 1,000 Miles

Remarkably, we have the privilege of offering this F430 from the first and only owner with whom the car has covered under 1,000 miles from new. Upon taking delivery, the first owner used the car sparingly before professionally storing the car alongside his collection of modern supercars.

£139,995

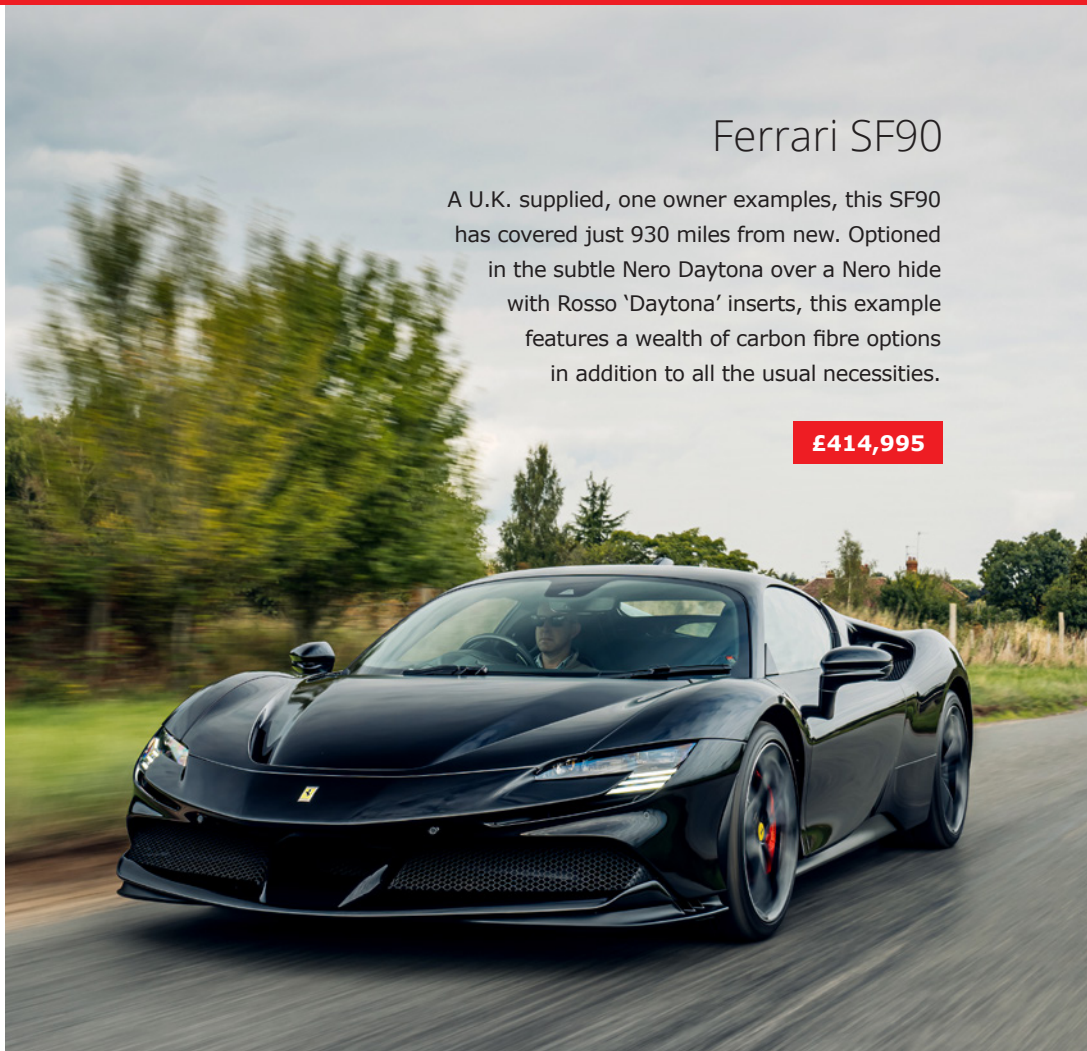


Rolls Royce Phantom (RHD)

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

POA





Ferrari SF90

A U.K. supplied, one owner example, this SF90 has covered just 930 miles from new. Optioned in the subtle Nero Daytona over a Nero hide with Rosso 'Daytona' inserts, this example features a wealth of carbon fibre options in addition to all the usual necessities.

£414,995



FIA - Shelby American Daytona Cobra Coupe

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







Porsche 911 993 GT (GT2) - 1 of 1 PTS Iris Blue

Optioned from new in Paint to Sample Iris Blue Pearl, it is the sole 993 GT2 finished in this colour. This example is also equipped with manual wind windows, radio delete, airbag delete, comfort seats and air-conditioning.

This example was ordered new by Phillippe Aunay; a prominent figure in the Porsche world. Phillippe sadly passed away in 2004 but the car would remain within the family until 2016. A truly unique opportunity.



Porsche 3.0 RS

Remarkably, despite this car's phenomenal racing record, which includes finishes at the 24 Hours of Le Mans and the Nürburgring 1000 km, both known to be two of the most gruelling sports car races in Europe, this 3.0 RS still remains one of the most original and unmolested of the 50 cars built.

POA

Lamborghini Huracán Performante

New and unregistered, this RHD Huracán Performante is finished in Grigio Lynx with desirable sports bucket seats and stitching in Arancio Leonis. Equipped with a number of options including Front Axle Lift, Ceramic Brakes and Magneto Rheological Suspension; this example has covered just 30 miles from new.

£214,995

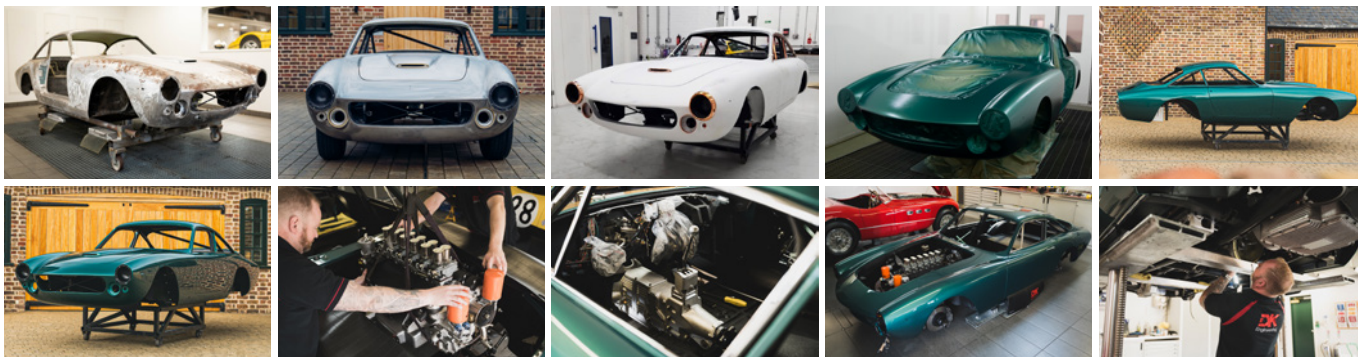


Ferrari 250 GT Lusso #5031GT Restoration

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 metal restoration of the car, refreshingly more serious competition. Osborn had wanted a

prancing horse entry into classic motorsport without the budget associated with the SWB and GTO names; his endeavours would see him compete at the Goodwood Revival on six occasions. Resplendent once more in the striking Verde Pino, the car has now been reunited with its engine; fully rebuilt and upgraded to 4.0-litre displacement. After installation, the engine was mated to a GTO specification 5-speed gearbox; a very unusual sight in a Lusso. With the car back from trim, final assembly can take place ahead of its first drive!







Ferrari 288 GTO Restoration

Having brought their 288 GTO to DK for an engine-out service and detailing, the owner of this example was unhappy with the paintwork and condition of an otherwise wonderful Ferrari 288 GTO. With the engine already out, DK were enlisted to bring this example up to standard. Stripped to its bare shell, primed and prepared for colour this example has just received its complete refinishing in its original Rosso Corsa Fer 300 hue. The next stage will see the whole car sanded down and polished over the course of several hundred hours, ahead of masking for the black paint around the glass and the lower swage line.



Dino 246 GTS 'Chairs & Flares' Restoration

This UK supplied Dino GTS was first delivered in March 1974 to Mr Thompson, originally specified in Rosso Bordeaux over Beige. Desirably specified with electric windows, plus the addition of the extremely rare and highly desirable wider, sand-cast Campagnolo alloy wheels, flared arches and the leather 'Daytona' seats. As such this example forms the ultimate roof-off, Dino specification; a 'Chairs and Flares' GTS, built as one of just 5 U.K. RHD examples of such.

The latest custodian required the very best GTS that could be found and as such, commissioned a comprehensive restoration by DK Engineering to bring the car up to world class standards. DK have proudly returned the GTS to its original Rosso Bordeaux 20-R-351 Salchi courtesy of Spray-Tec, metal work by Bodylines, and retrimmed the interior to its correct Pelle Beige VM 3234 leather with Nero 'Daytona' inserts by O'Rourke Coachtrimmers.



The Complete Service - 'Restoration to Perfection'



Ferrari 275 GTB 6C #07127 Restoration Commences

Documents in the history file from Tony Willis confirm that this short-nose, six-carburettor 275 GTB was originally produced to RHD specifications for delivery to the U.K. Finished in Rosso Rubino (16.119 MM) over a Beige (VM 3309) interior. Its first owner was Dr. K.J. Reed of London who took delivery of the car in June of 1965 wearing the registration mark 'DYX 4C' (pictured).

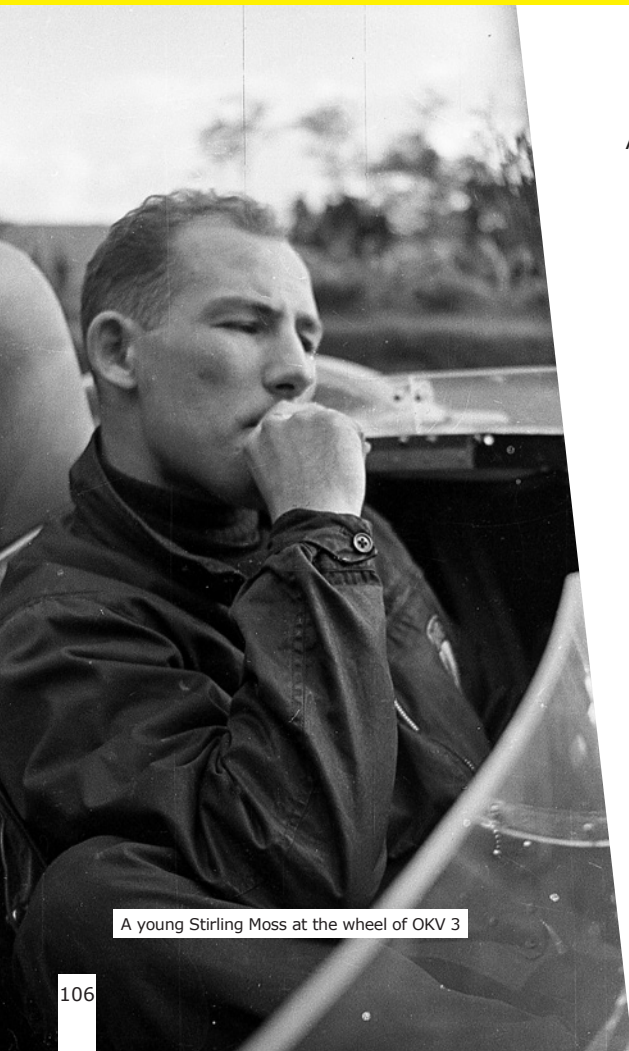
Passing through four other keepers, this example was sold to Switzerland in 1984 where it would remain unmoved and undriven until purchase by DK in early 2022. Now with a new custodian in the U.K., DK have recently stripped the vehicle ahead of a comprehensive nut and bolt restoration to restore DYX 4C to its original specification.





Scan to watch our
Restoration update
video on YouTube





A young Stirling Moss at the wheel of OKV 3

A very special D-Type – ‘OKV 3’

Now in the final stages of restoration at DK Engineering

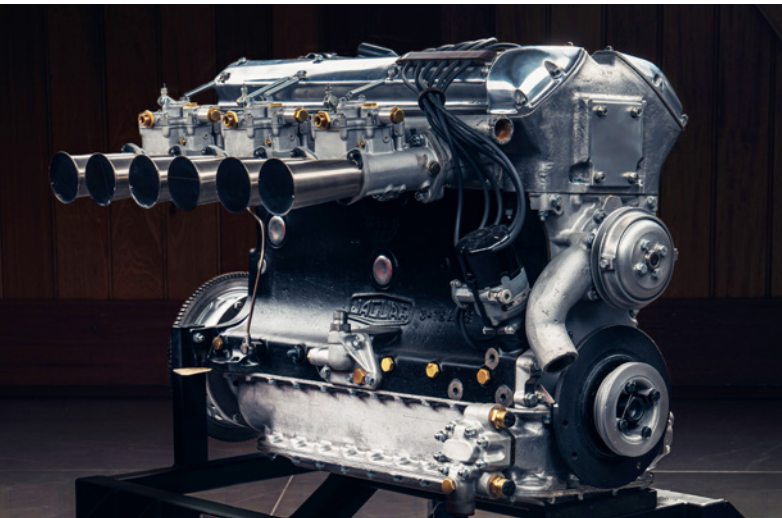
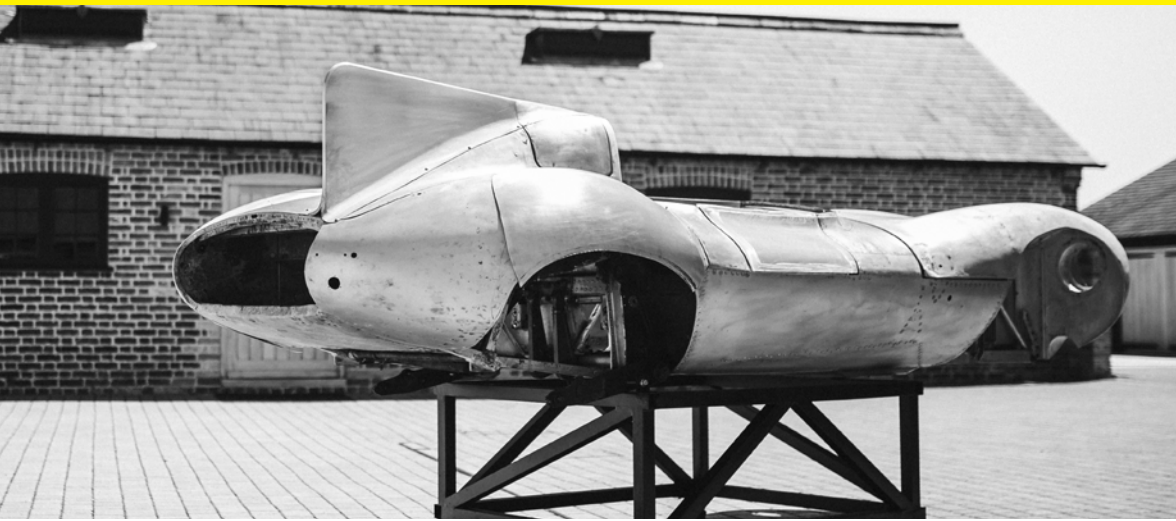
The restoration of this D-Type stands apart from many others. XKD404, better known by its registration number of OKV 3 is one of the most exciting projects we've undertaken in recent years. Not only was it one of the trio of factory cars that gave the D-Type its race debut at the 1954 Le Mans 24 Hours, it also scored the very first victory for any D-Type when it won that year's Reims 12 Hours.

This example sports a number of unique features over other cars; a front hinged tonneau cover for Le Mans, the way in which the inner wing panels were manufactured, and the asymmetrical headlight.

Subject to meticulous and conservation-focussed restoration, we have sought assistance from Jaguar themselves as well as numerous other marque specialists. Coming together and presently in its final stages, OKV 3 will shortly be ready for its next chapter.

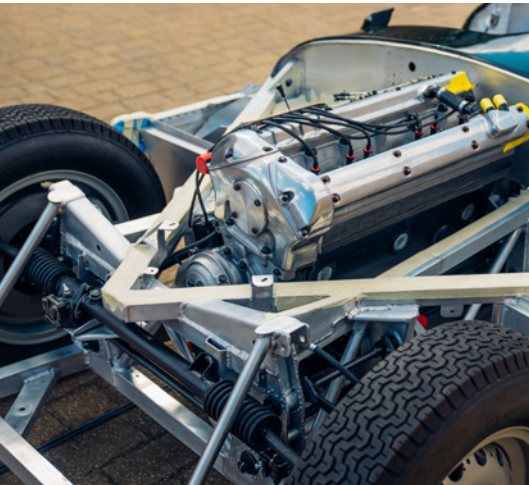
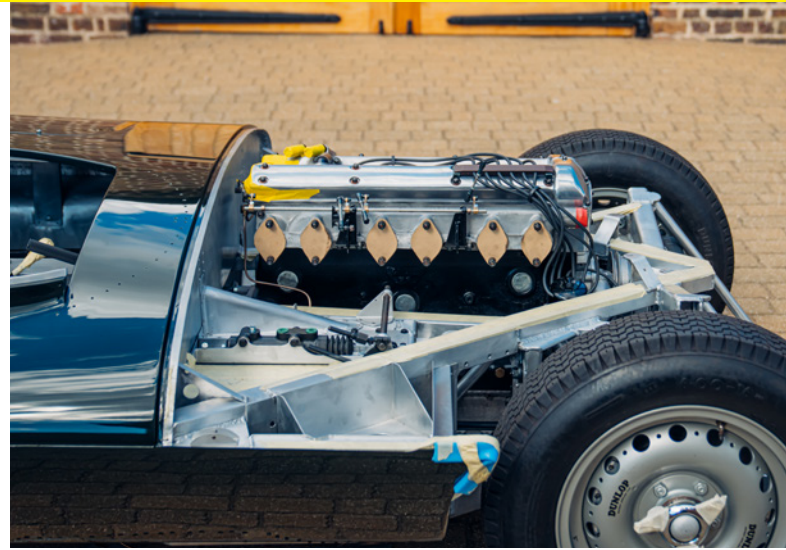
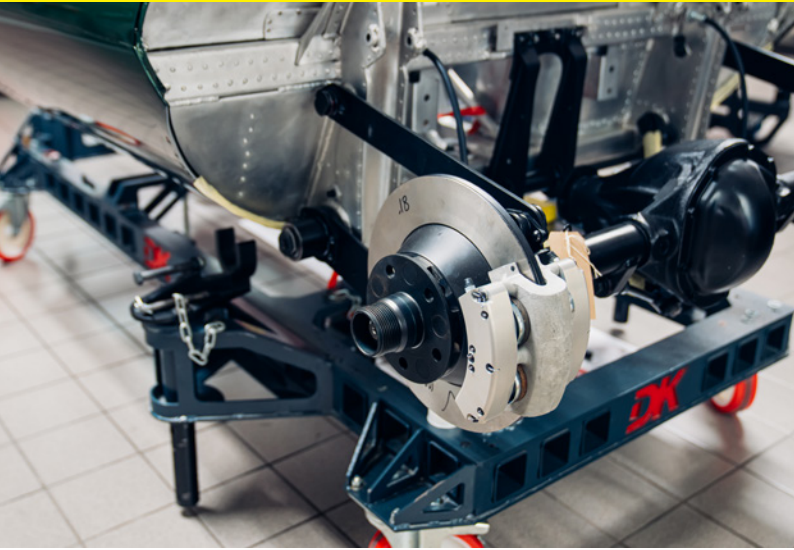


The Complete Service - 'Restoration to Perfection'



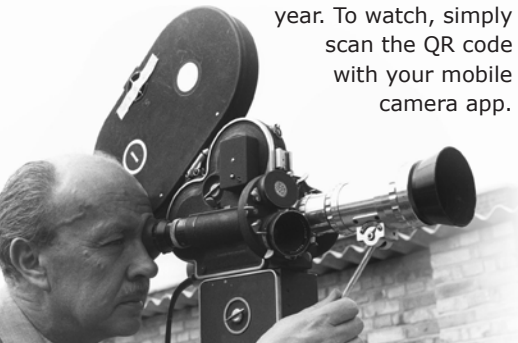


The Complete Service - 'Restoration to Perfection'





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



Ferrari 275 GTB
Shortnose #07127
Restoration Update



Ferrari F50 insight by DK
Engineering - Stressed
Member Engine



Porsche Carrera GT
User's Guide



Ferrari 275 GTB/6C
Restoration Update



Maserati MC12 Stradale
User's Guide



Ferrari F50
User's 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 U.K.)



An in depth look at
a Ferrari 275 GTB
Competizione Clienti



View all DK TV
videos on YouTube...



'The Complete Service'

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

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



Blue Chip & Prestige Sales



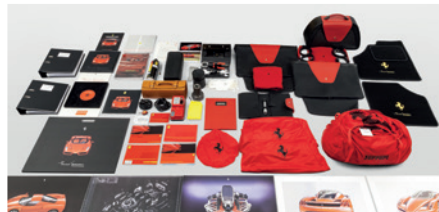
Contemporary Ferrari Servicing



Classic Ferrari Servicing



Storage Facility



Parts & Accessories Department



Restoration to Perfection



Rolling Road Dyno



Race/Rally Preparation & Support



Worldwide Transportation



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

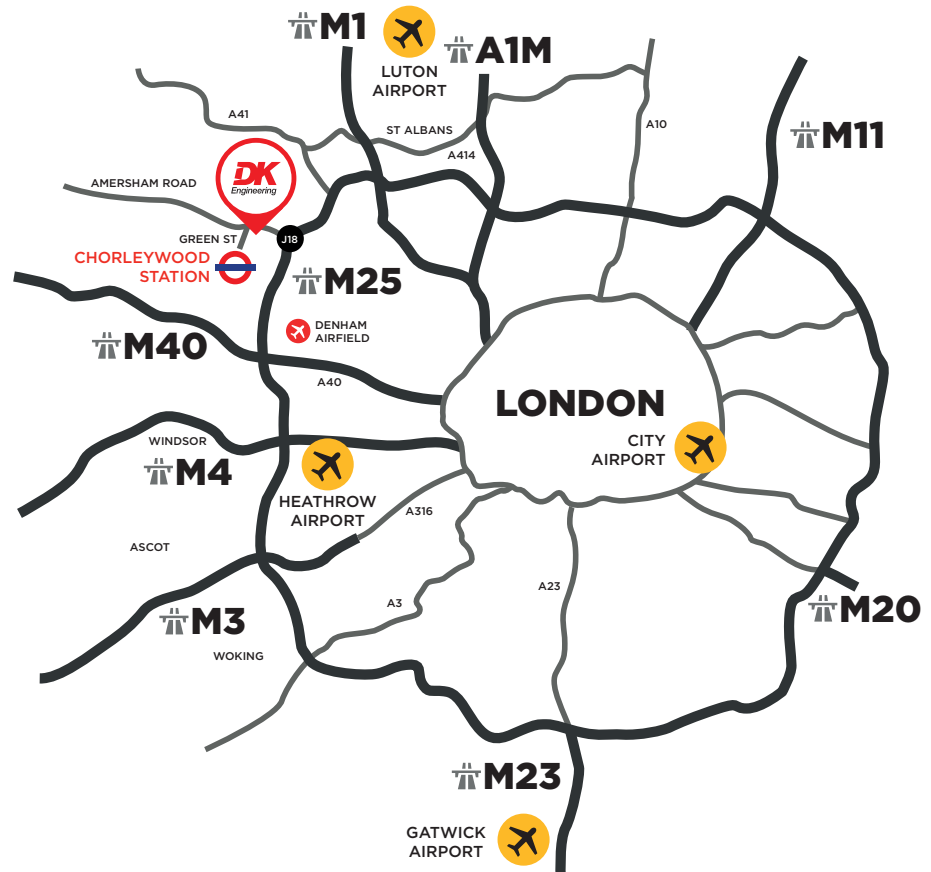
Alternatively overland trains travel from Marylebone to Chorleywood (just 30 mins) on the Chiltern Line.

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

David & Kate - DK Founders

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.

Meet the DK Team

Today, the business employs just over 40 staff members - some of whom are listed below from various departments. Please visit our website (www.dke.co.uk) to view additional staff profiles.



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.



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.



Justin Cottingham

Operations

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 since 2014, having previously run her own business she understands the importance of every aspect of the business and customer care. From accounts, HR, event management and anything else that comes along, Monique plays a key role in helping DK go from strength to strength.



Emma Hiller

Retail Service Advisor

As our Retail Service Advisor, Emma acts as a liaison between customers and the workshop making sure that the lines of communication remain open. With over 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.



Sam Clark

Storage Manager

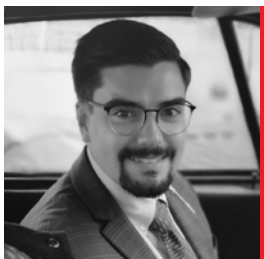
From the day-to-day running of our leading storage facility, to meeting all clients' requests, Sam takes pride in offering clients the highest level of care and service for every vehicle in DK's custody.



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.



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.



John McNally

Sales Dpt. Operations Controller

Having joined DK in October 2022 following nearly a decade in the public sector, John's role includes supporting the senior acquisitions team with day to day operations across the two main sites in Chorleywood.



Jonathan Pace

Acquisition Consultant & Sales Office Administrator

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



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

Upcoming Events in 2023

DK will be attending the following events over the coming months:



Cavallino Classic
Palm Beach, Florida - 26-29 Jan



The Ice, St Moritz
Switzerland - February, 25th



80th Members' Meeting
Goodwood - 15-16 April



Salon Privé London
Chelsea, London - 20-22 April



In Memory of Simon Diffey • 1964-2022

Earlier this year we said goodbye to our good friend Simon Diffey. The entire team at DK had worked closely with Simon over the years, in particular with regard to our booklets and Christmas Cards. Our entire team's thoughts are with his team at Merry Printers and of course his family.



"Simon was truly the kindest most caring, wise, witty, car and life-loving guy that I have ever known. To have had Simon as a pal is something I treasure and now like all his many friends cannot really accept he will no longer be there to greet us in his cheery way and take such an interest in everyone he knew or met.

To have him co-drive with me in both my BMW 328 and AC Ace was the best of times.

Simon was a bright light in our often grey world and we must all try to help and care for others with a smile on our face in recognition of his shining example, and in memory of the best guy anyone could wish to meet."

David Cottingham








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