

DGT GT & GTS



FOR OVER 25 years the DGT has lead the way for refining, developing and delivering wonderful creative engineering for the Ferrari Dino, culminating in the development and integration of a modern production platform with superb performance.

The DGT 306 GT and GTS are faithful to the Ferrari Dino of the 1970s with classic detail and finishing. It is fitted with the finest DGT Dino engineering including a 3-litre V6 engine, 5-speed manual gearbox and optimised suspension. 2-litre and turbo options are also available. The DGT Dino from its outset in 1987 was universally well received and interest was such that full production commenced – the resulting cars have met with absolute acclaim.

The production car platform is transformed with the new DGT Dino composite bodywork, with options for aluminium panels, new engine and superbly detailed original aesthetics – such as quad slash back stainless exhaust pipes, original wheels and bumpers, simple door trim and fluted seat fascias. The result exhibits the same outstanding visual impact as the first.

The production platform can be extensively reworked in all the performance, safety and service areas to 'as-new' or better. This formula gives the customer a 'new' car but with far greater charm and driver satisfaction. Depreciation is low, service costs inexpensive, and our cars are easy to insure at their full value.

We currently offer two original body styles, the GT with a full hard top roof and the GTS with the exhilarating Targa roof choice. Each Dino we develop will be unique, and created in conjunction with the individual desires of each customer. The DGT Dinosaurs are some of the most exclusive hand-built cars in the world.

SUMMARY – *The DGT Dinosaurs offer a unique opportunity to own a reborn classic with reliable modern engineering, production car quality with performance to match. If you are interested in commissioning a DGT Dino please contact the company.*

SPECIFICATION

CHASSIS: Standard Toyota MR2 MK2 monocoque construction.

BODYWORK: Composite GRP, with aluminium options.

BASE UNIT CAR (BUC): Toyota MR2 Mk2 1990-1999.

ENGINE OPTIONS: 3-litre V6, standard 2-litre and turbo options.

SUSPENSION: Standard with coil over options, lowered springs.

STEERING: Power assisted rack and pinion.

BRAKES: Servo assisted discs front and rear.

CONVERSION PACKAGE: £5150.

BUILD COST: £17,500 plus BUC.



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