

DK Engineering

Est. 1977



Winter 2025/26 (40th Edition)



DK

Approaching 50 years of DK

It's remarkable to think that in less than 16 months we will be celebrating our 50th year in business. What began as a modest family venture has grown into something far beyond what any of us could have imagined, and this milestone feels both humbling and energising.

Seven years ago, we decided to share our updates with you in booklet form. Since then, the editions have grown in every dimension - both physically and in the scale of the stories they tell. We still produce three postal editions a year, supported by event-specific versions for Cavallino, Goodwood Members' Meeting and many others. This latest edition is number #41 - this places us firmly on track for our 50th postal edition in our 50th year.

Each year seems busier than the last, and 2025 was no exception. I continue to be amazed by how much we achieve as a team - our business has grown, our client base has expanded, and the scope of what DK delivers has never been broader.

Last year was once again an exceptionally international one for us. We travelled extensively, attending the major concours events around the world, supporting our clients



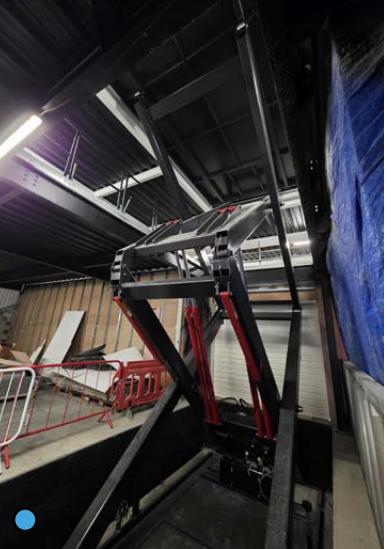


at every stage, and deepening relationships that have been built over decades. Alongside our involvement in the historic racing scene, I also returned to the World Endurance Championship, racing with both McLaren and United Autosports, including another memorable run at the 24 Hours of Le Mans. The travel has allowed us to spend meaningful time with clients globally - something I value enormously.

Back at home, our facilities have continued to evolve. Staying true to the philosophy that David and Kate established - and that I have continued to champion over the past 15 years - we remain committed to reinvesting in the business. Our aim is simple: to develop our facilities, upgrade our equipment and ensure that our service remains world-class, comprehensive, and entirely client-focused.

As we start the new year, our new storage facility is approaching completion which will take our total footprint to over 100,000 sq ft. In addition to space for a further 250 cars, the building includes a dedicated workshop equipped with six service ramps, plus two wheel-free, ramp-assisted washdown bays. From March onwards, cars stored with us will be able to receive all maintenance and servicing without ever leaving the building.

Our customs bonded storage continues to grow, now with over 40 cars and the addition of our new storage vaults marks another significant step in our continued development.



The DK Engineering team has also grown once again, now reaching nearly 55 people. Our sales operation has been running at full pace, with close to 200 cars sold this year - including some of the most iconic and desirable models of the modern era. Among these have been multiple Pagani Zondas, several Ferrari F50s (including one of the four silver cars, and one that we fully restored) and five examples of Gordon Murray's T.50. In October we acquired one of only nine aluminium competition California Spiders on behalf of a customer.



T.50





Pictured: Ferrari California Spider #1639GT acquired for a client from Kidston SA

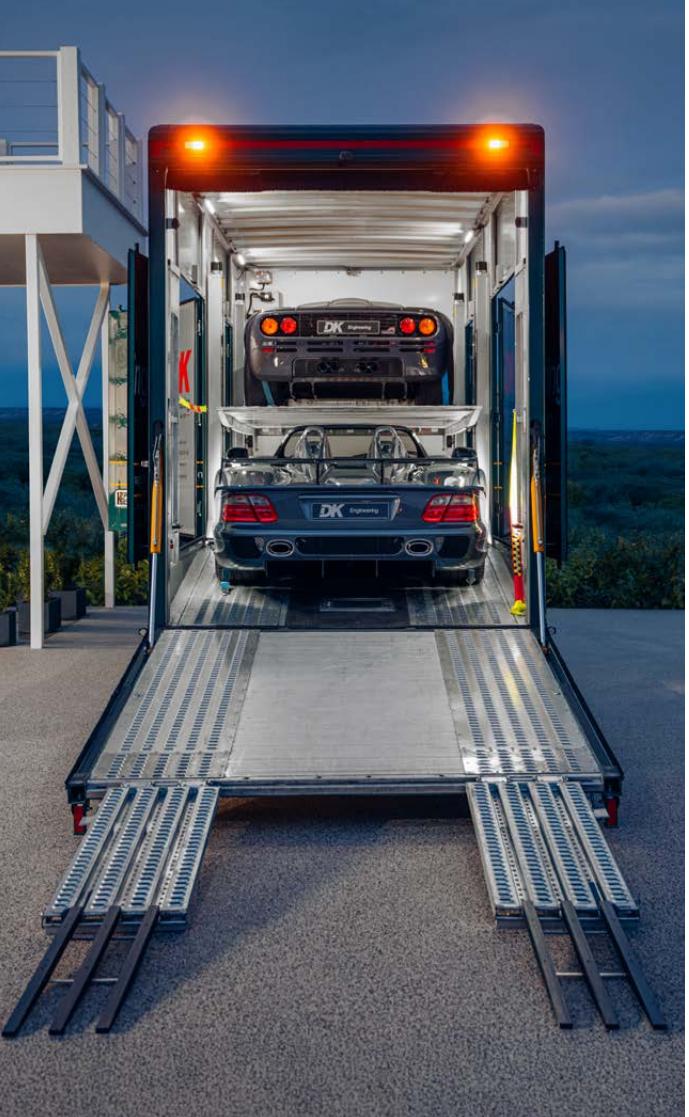
This year we also expanded our UK transport capability with the addition of a new two-car transporter, complementing our existing single-car transporter, three trailers, and four vans.

Our restoration department continues to be exceptionally busy, with around 85 significant projects underway at any given time. These range from scratch-built replica race cars and total restorations of important 1950s and 1960s Ferraris, through to manual conversions, repaints, full services and the

increasingly familiar 30-year "birthday" restorations - such as those carried out on the F50 - where we bring the cars back to as new condition by means of a sensitive restoration.

I would also like to extend my thanks to our trusted partners around the world. These relationships - built patiently over many years - enable us to provide a seamless, international service to our clients. Together, we are able to uphold what we proudly call 'The Complete Service'.







November saw our Analogue Heroes driving tour in Portugal. Embracing the cars that we love driving, the tour included a couple of Singer DLS, a couple of GMA T.50s, a couple of Carrera GTs and a brace of 288 GTOs.

Our next engagements take us to Retromobile in Paris, where we will be auctioning three significant former race cars, followed by the Cavallino Classic in Palm Beach, Florida. There, we will be meeting with clients and presenting our recently restored Ferrari 340 America, first unveiled at Pebble Beach in 2025.

Should you wish us to visit and spend time with your collection, we would be delighted to hear from you. The team members attending are listed at the back of this book.



James Cottingham
Managing Director & Lead Acquisition Consultant





2025
HIGHLIGHTS



2025 HIGHLIGHTS





2025 HIGHLIGHTS





2025 HIGHLIGHTS









Ferrari 599 SA Aperta **SOLD**



Ferrari F50 **SOLD**



Pagani Zonda 760 'Attack' **SOLD**



Ferrari California Spider **SOLD**



Ferrari F50 **SOLD**



x10 Ferrari F40s **SOLD**



Dino 246 GT **SOLD**



GMA T.50 **SOLD**







Title/Tax Status & Location: UK 



1956 Ferrari 750 Monza (RHD)

The Ice Racer - Supplied New to Francois Picard - Offered from 24 Year Single Ownership

Supplied new to French racer Francois Picard, 'The Ice Racer' is a 'speciale' with unique coachwork and a superior chassis over earlier 750 Monzas. Featuring upgraded, oval-tubed, Tipo 510 chassis, the modifications that aligns closely with 857 S, 860 Monza and 290 MM chassis.

This example is a debut for Scaglietti design cues that would not be seen again until the pontoon-fendered 250 TRs and benefits from extensive period competition history with noted drivers including Picard, Trintignant, Bremer and Alfonso de Portago.

Placed into storage for 25 years before its discovery in 1988, this Monza has since garnered considerable contemporary competition history with multiple class wins and podiums and is offered for sale from 24 years of ownership.

POA





Title/Tax Status & Location: UK 

POA



2020 Ferrari Monza SP1 (LHD)

Specified in Homage to 750 Monza 0568M

Launched alongside its two-seater, SP2 sibling, the Monza SP1 introduced Maranello's Icona series of cars to the world as a modern day interpretation of Ferrari's greatest hits. Its name and dazzling looks hark back to the 750 and 860 Monzas of the mid-1950s.

Offering 799 bhp and 530 lb ft, the Monza was capped at just 499 units and of course, sold out immediately. The production run was split around 70/30 with fewer cars optioned as single-seaters.



Our Favourite Ferrari F40

The '92 & '93 Italian GT Championship Entrant

Supplied new by Walter Bordese's Symbol Car SpA to Cristiano Guasti of Aosta, Italy on 9th January 1992; who would sell the car after a month to Italian Racer Stefano Bucci for the princely sum of 455,000,000 Lire. A keen racer, Bucci had only competed a club level before. The F40 was a big step up.

As with all of the F40 GTs there was a dealer affiliation - and in Bucci's case the Modena based dealer Motor Service SrL of Modena was chosen to run the car in races, and the car was prepared for the opening round of the 1992 Gran Criterium Super Car GT.

For the inaugural 1992 season, the car ran in a fairly standard livery - Red with Black squares - a similar style to several other F40 GTs running in the same championship. Namely, Rory Parasiliti's car, which ran Red with White squares, Pierre Popoff's Red with Blue squares and Spatafora's similar Red with Yellow. Until Round 3 at Vallelunga in 1992, the car was also run in almost standard trim with only the passenger seat removed; after which a rule change allowed for the mounting of slick tyres as well.

Bucci didn't start the second round, but did have some great successes through the season. The eight-round championship was won by Rory Parasiliti in 1992. **1992 Results:** • Misano: 2nd (Bucci) • Mugello: 1st (Bucci) • Imola: 3rd (Bucci)



1993 saw the championship name change to Campionato Italiano Supercar GT (still a precursor to the modern day Italian GT) and the newly updated Commissione Sportiva Automobilistica Italiana (CSAI) GT regulations afforded much greater optimisation for the cars. Bucci would have Motor SrL upgrade the car at this time in line with the regulations; 17-inch OZ magnesium wheels housing larger Brembo discs with competition specification calipers, upgraded suspension, a much freer exhaust and a power increase to around 550 horsepower.

Alongside racing, Stefano Bucci famously used his F40 as a regular road car, often driving to and from race meetings in the car. By 1993 the excitement of seeing half a dozen F40s racing wheel to wheel had captured the imagination of many - and not only did more cars and more manufacturers enter the Championship in 1993 (there were now Jaguar XJ220s racing alongside the Ferraris and Porsches) but there were also more rounds including (for Class 4 cars only) a support race at the 1993 Monaco GP.

Perhaps most importantly, 1993 saw the series open up advertising space and gather the attention of some big name sponsors; beyond the names of suppliers Pirelli and

Agip, TopTip, Brummel, Jolly Club and L'Indipendente all getting their branding on F40 GTs.

With the sponsors of course came their logos and their colour schemes, and whilst all of the F40 GTs in 1992 had followed a similar pattern, for 1993 there was a burst of colour with a number of exciting colour schemes. Of these without doubt the most recognisable was the "Monte-Shell" liveried F40 (which would go on to win the 1993 championship and later become the most successful F40 in competition).

Stefano Bucci however was not one to be left out and so he designed his striking new livery. But with no need for a major sponsor Bucci instead decided to have the word "SPONSOR" displayed on the front of the F40, cheekily with three exclamation marks beneath it. The car remained competitive throughout 1993 and as per the previous years was regularly seen on the street, several very cool pictures show the car parked up in Monaco at the Grand Prix meeting.

1993 Results: • Misano (Bucci) 2nd • Monza (Bucci) 4th



Misano, 1992



Misano, 1992



Monza, 1993



Vallelunga, 1993



The first time #91078 'Sponsor' had been on track with the Monte-Shell car (previously restored by DK) since 1993

After two seasons of racing his F40 had covered almost 20,000 kms. Stefano Bucci went on to compete with success in several races including no less than 6 editions of the Daytona 24 Hours. However Bucci couldn't leave the F40 alone and remarkably, he continued to use the car regularly for the next 10 years covering a further 70,000 kms on the road!

In 2003 with a total mileage nearly 90,000 kms the decision was made to restore the car, Bucci instructed Gianni Sala's well-respected S.G Racing to commence this restoration. When completed Signor Bucci couldn't contain his excitement to yet again get behind the wheel of his F40 and in the next chapter of this special F40's life a further 30,000 kms were completed until in 2015, after 23 years with his F40 the car was sold into the collection of a then F1 driver.

Whilst in the private collection, 'Sponsor' enjoyed a well-earned rest until it was unearthed by DK Engineering in Spring 2017. Shortly after its arrival at DK, the car was treated to a further restoration back into full 1993 F40 GT specification and the famous "Sponsor" livery. An appearance at the Salon Prive Concours d'Elegance held at Blenheim Palace saw the car collect its first concours silverware in September 2017 and then in May 2018 the car made a return to on-track action (albeit for demonstration only) at the Red Bull Ring for the Ferrari exclusive 'Challenge and GT Ferrari days' (pictured adjacent).



Early 2019 saw a magazine feature on the story of 'Sponsor' and the summer saw the car attend *Casa Ferrari* at the Pebble Beach Concours d'Elegance. In late 2019, 'Sponsor' underwent a full engine rebuild in-house by DK Engineering, during which the gearbox was reunited with its original matching casings.

In 2021, the car visited the shores of Lake Como where it was proudly displayed as a part of the Fuori Concorso celebration of turbocharged cars.

More recently, a detailed inspection of body numbers confirmed that despite its racing history, the inscriptions located behind the headlights, rear fog lights, and wings all correspond, verifying that the car's rear clam, rear lower valance, and front clam are original and matching components. Additionally, the rear subframe mount aligns, while the front and rear clam key barrels have also been confirmed as matching in both number and type.

Since its engine rebuild, 'Sponsor' has covered a further 3,055 kilometres during various tours and events.





'The Prototype Porsche Journey Continues'

Porsche 959 Sport Prototype N9: WP0ZZZ95ZFS910076

There are, of course, many privileges to working in the collector car industry. One such privilege is the opportunity to unearth cars previously thought to have been lost. To be part of a discovery, let alone one as profound as the following, is hugely exciting and often a career highlight for those involved. The pursuit to acquire 'N9' took two years, and the discovery was merely the catalyst for a far greater revelation, the reason why the true 40th anniversary of the Porsche 959 is, in fact, in 2025.

The initial spark came in the form of a simple email from Japan: '*Today, we are offering a car. Please let us know if you are interested*'. Attached was an image of an Indian Red Porsche 959, situated among a number of covered cars, with the subheading '*Porsche 959 prototype*'. Our interest was immediately piqued, and naturally, we wanted to find out more.

A subsequent collaborative inspection with marque expert Jochen Bader uncovered a series of clues, markings, and inscriptions on the fuel tank, under-tray, rear shock-absorber, door-end panel, tyre inflator bag and dashboard underside; all reading 'N9.' Whether this designation had been stamped, stuck, or written onto the car, it soon became apparent that we had discovered the missing Porsche 959 prototype 'N9', which had been quietly residing in the single-room Mahoujin Museum in Tochigi for two decades - and remains highly original as a result. Further research into Porsche's fascinating lineage of 959 prototypes, of which there were three variants - F, V, and N - singled out 'N9' as truly unique and monumentally significant.

According to Jurgen Lewandowski, there were three classes of prototype 959. 12 of the earliest 'F' series cars were built and classed as Prototype vehicles. These were followed by 7 'V' series Pre-production vehicles and were very similar to production specification; the final 10 'N' series Pilot vehicles enabled Porsche to ensure quality control was met during early build.

The majority of these bore 3.3 Turbo chassis number cars, that is, except for N9.

N9



Breaking down the ten 'N series' prototypes:

- '1', '2', and '10' were built to rally specification.
- 'N3', was the basis for the one-off 961 Le Mans car, whilst a further four, were built to Komfort specification.
- The remaining chassis', '6' and '9', were the only two 'N spec' prototypes to be completed in Sport configuration.

While most of the 'N' designated prototypes were used for testing or competition purposes; be that cold-weather, tyre, or endurance. N8 Komfort and N9 Sport, were used for training, sales and press purposes. These two cars were a demonstration of the flexibility Porsche could offer its customers; highly specified examples, enabling Porsche employees and members of the press alike to learn the details of what would be available on Porsche's new supercar. This example is N9, the Sport.

959 - LIST OF TEST CAR PROTOTYPES

IN-HOUSE	OUTSIDE COLOR	INTERIOR	APPLICATION
F1	Brilliant red	Black	Engine tests (body shape AA 83)
F2	Ruby red		
F3 KOM	White		
F4 KOM	Grey		
F5 KOM	Silver		
F6 SP			
F7 KOM			
F8 KOM			
F9 SP			
F10 KOM			
F11 KOM			
F12 SP			
V1 KOM			
V2 KOM			

IN-HOUSE	OUTSIDE COLOR	INTERIOR	APPLICATION
V3 KOM	Indian red	Dark gray	Electrical system tests, Presentation car test run in Spain
V4 KOM	Silver	Dark gray	Noise level tests, Presentation car (ZOF Sport studio)
V5 KOM	Grand Prix white	Dark gray	Chassis tests, Traction control tests
V6 KOM	Silver	Dark gray	Demo car, practical tests
V7 KOM	Grand Prix white	Dark gray	Customer service training car
N1			Paris-Dakar vehicle
N2			Paris-Dakar vehicle
N3 KOM	Ruby red	Dark gray	Intensified endurance run
N4 KOM	Ruby red	Dark gray	Canada winter tests, Winter tuning tests in Sweden, road endurance runs, chassis tests (tires), track control tests
N5 KOM	Silver	Wine red	Body tests, Presentation car
N6 SP	Ruby red	Wine red	Tire tests (Mireval/France, Nürburgring, Wittlich), Traction control tests
N7 KOM	Silver	Wine red	Exhibition vehicle
N8 KOM	Silver	Dark gray	Show car for sales and press, customer service training
N9 SP	Indian red	Dark gray	Show car for sales and press, customer service training
N10 KOM	Indian red	Dark gray	Intensified endurance run

- 118 -

- 119 -

KOM = komfort version, SP = sports version, V = pre-production car, N = pilot production car



After doing the rounds as a dealer training vehicle, the car found home with its first custodian in Japan. Wataru Ohashi, founder and owner of the Footwork/Arrows Formula One team, had agreed to bankroll Porsche's first Formula One powertrain since Tag four years earlier. Having been designed to conform to the new 3.5-litre naturally aspirated regulations, the 3512 unfortunately failed to deliver, and the team were forced to revert to the DFV after significant financial outlay. It is likely no coincidence that at the same time, N9 was offered directly from factory to Ohashi.

A significant part of 'N9's' life involved being the centrepiece at the Mahoujin Museum, in Tochigi. A curious little venue housed in what used to be Tochigi JR train station. Opened in 1954, the station played a vital role in the local community. In 2001, a petition attracted close to 5,000 signatures, with the aim to preserve and re-purpose the station. This, in turn, led to the formation of the museum – which for a number of years showcased a mixed-collection of Japanese and European cars.

Such is the remote nature of the Mahoujin Museum, 'N9' was previously thought to have been lost, until an ongoing pursuit by DK Engineering to acquire the car and subsequent inspection in 2024 uncovered a series of clues. The clues led to a profound theory; it's quite possible, that whilst 'N9' is the last 959 Sport prototype,



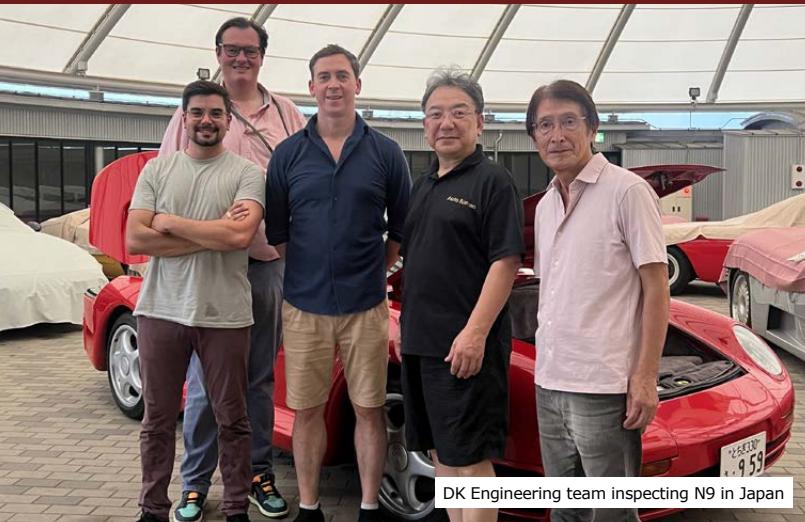
Ron Dennis and Wataru Ohashi



Footwork-Arrows A11C, San Marino GP 1991



Mahoujin Museum, Tochigi, Japan



DK Engineering team inspecting N9 in Japan



it could also be the first production 959 Sport. Furthermore, 'N9' could even be the very first production 959 full-stop. Either one of those outcomes, or in fact all three, could be true, a remarkable discovery.

The evidence becomes clearer when comparing the chassis numbers of the 'N' spec 959 prototypes. During the developmental stage, cars were built on existing 911 (930) chassis, and therefore, read '93ZFS0' – the chassis number of 'N9' however, is '95ZFS9'. Intriguingly, this tells us that the chassis was stamped as a 959 in the year 1985 (F) – comparatively, the car previously thought to have been the first 959, has a chassis number containing an 'H' (1987).

Unfortunately, the current status of 'N8' is unknown, and it is therefore difficult to decipher whether 'N9' was in fact, the first 959 built on a 959-production chassis however, the evidence leads us to believe that 'N9' is the very first 959 Sport; truly remarkable, seeing as the car was completed two years prior to the start of official production.

Evidence that 'N9' was completed in Sport specification, include the weight; with the chassis plaque quoting 1750kg, the car is 100 kilos lighter than a 959 Komfort. The lack of rear seats – another defining clue – played a significant role in the weight saving. Other features included the omission of electric windows, and stiffness-only adjustable suspension – whilst both ride height and stiffness are adjustable on a 959 Komfort, these abilities did not go beyond the F-series prototype stage of the 959 Sport. One addition, however, is a radio, possibly added to demonstrate the options available. Following the two-year pursuit, 'N9' now resides in the UK.

The car represents a pivotal part of Porsche's history, as the final road-going prototype for the iconic supercar. Additionally, the allure of 'N9' is truly mesmerising; it is almost certainly the first production 959 Sport, but at the same time, quite possibly the first 959 to have used a production-spec chassis, thus making it the very first Porsche 959. Either way, a remarkable story and a monumentally significant car.

While many will no doubt celebrate the 40th anniversary of the 959 in two years' time, we at DK Engineering, along with those reading this editorial, are aware that this should, in fact, not be the case.





'N9' is currently undergoing extensive recommissioning in our workshop, including replacement fuel pumps and an overhaul of the dampers. A major service is also being completed. Once these works are finalised, 'N9' will be available in early 2026.

POA

Title/Tax Status & Location: UK 

POA



Ferrari 250 GT Berlinetta SWB

Classiche Certified - RHD - Competition Features From New

The first customer car supplied by Maranello Concessionaires, this 250 GT Berlinetta SWB benefits from a myriad of competition features from new: open air tray, high-lift cams, long range fuel tank & outside filler, ribbed case aluminium competition gearbox and both alloy floors and closing panels. Accompanied by an incredible history file including original book pack and original issued registration mark, this SWB has a matching engine, gearbox and axle, has been comprehensively restored and is Classiche certified.





Title/Tax Status & Location: UK 



Ferrari 365 GTB/4 'Daytona' Competizione

The Final Factory Competizione - Last Remaining Unrestored Example

Despite Enzo Ferrari's vision of the 365's sole focus to become yet another brilliant road car produced by the factory, Luigi Chinetti saw great promise for the basis of a competition sports car. As both the founder of the North American Racing Team and Ferraris importer in the American market, Chinetti ordered an example from Scaglietti with lightweight aluminium bodywork and began works on his competition vision. Despite the car not finishing in the 1969 24 Hours of Le Mans, Chinetti's creation showed great promise and he





agreed to develop two more examples. The factory began to take interest soon after and in 1971, Ferrari's Assistenza Clienti division began to assemble Competizione versions of the Daytona. Over the course of three years a total of 15 were built. 5 examples being produced each year, in three respective series.

In total, just 25 period Group IV competition Daytonas (recognised by the Ferrari factory and the world at large) were completed. Fifteen by the factory, as well as two prototypes to almost production car specification and eight conversions by clientele workshops including Ecurie Francorchamps and NART.

The competition cars immediately yielded results with one car taking 4th overall in the 1971 Tour de France, a 5th overall finish at the 1972 24 Hours of Le Mans and class wins at Le Mans in 1972 and 1973. Another example finished 2nd overall at the 1979 24 hours of Daytona, over a decade after the car was first produced, proving once again the resilience of its performance.

Completed in early 1973, this is the last of the 15 factory built Competition Daytonas, one of five of the ultimate "Series III" specification cars, and one of just two RHD examples built. It was supplied new to Ecurie Francorchamps who ran the car at the 1973 Spa 1000 Kms and the iconic Le Mans 24 hours where it was piloted by Teddy Pilette and Richard "Bondini" Bond, they finished this arduous event with a very creditable result.

Following its season in 1973, it was returned to the factory, freshened up and sold by Ecurie Francorchamps to England where it was raced by Robbie Gordon. In 1976 the car passed into the hands of Hugh Edgley when he swapped it for a 250 GT SWB and a 400 Superamerica Aerodynamic!

Edgley campaigned the car in events across the UK with his works driver being Mike Salmon. The car was put into long term storage in 1984. In 2016, following a period of 20 years without running, the car was sympathetically recommissioned showing a genuine 17,000 miles from new on the speedometer.



This matching-numbers Daytona has since resided within the private collection of DK Engineering. Most recently the car has been returned to international competition. This example has seen both the concours lawns of London, Windsor and Cavallino as well more recently, the hill climb of Goodwood Festival of Speed and consecutive entries into the Modena Cento Ore.

This car is considered to be the only unrestored example of a factory Competition Daytona left and is indeed the last factory built road registered from new Competition Ferrari.



POA

Title/Tax Status & Location: UK 

POA



Ferrari 166 MM (RHD)

Competition Berlinetta by Pininfarina - Classiche Certified

The final 166 MM completed and confirmed by Pininfarina to be the only example to wear their svelte coachwork, this example was supplied new to German industrialist Kurt Zeller. One of 13 examples 166MM/53 intended for privateer competition, these cars featured the upgraded and superior engine capable of producing an extra 20 hp over the original. Within a month of delivery, the car was competing in Europe, including the 1000 km of Nürburgring. Totally restored by DK Engineering in 2002, this example has since competed on the lawns of Villa d'Este and the Brescian roads on the Mille Miglia. Classiche certified in 2017 and ready for its next custodian.



Title/Tax Status & Location: UK 

POA



Ferrari 330 GTS (RHD)

1966 London Motor Show Car - The 1st of just 2 RHD Examples

The GTS was introduced during October 1966 making its public debut at the Paris Salon. Only 99 330 GTS' were produced before Ferrari ceased production in late '68, and of those, just two were completed in right-hand drive. Destined for the Earls Court Motorshow, also in October of 1966, this example was optioned new in Bianco Polo Park over Connolly VM3015 'Blu' leather. Light grey carpets were fitted, along with a black soft top, while five chromed wire wheels were additionally specified. Having been owned by a number of well-known collectors and benefitting from documented ownership from new, this example is offered for sale following 10 years of custodianship.





£1,749,995

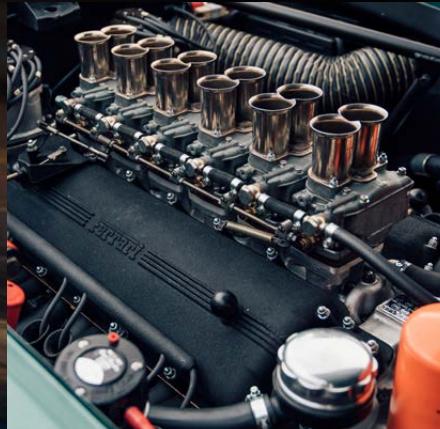


Title/Tax Status & Location: UK 

Ferrari 250 GT Lusso 'Hotrod' (RHD)

DK Engineering Restored to Fast Road Specification

Totally restored by DK in recent years, the owner decided to retain and refine its specification so as to create the ultimate road car with the addition of some further modifications. Crucially all modifications are reversible. The finished result sees a handsome Verde Pino over Chocolate interior. Competition features include, a 250 GTO 5 speed gearbox, 3.3L engine, 6 carburettors, outside fuel filler, uprated brakes with additional cooling, wide wheels, no bumpers and much more. Ideal for tours and rallies.





POA

Title/Tax Status: Enquire Location: UK 



Ferrari 365 GTB/4 'Daytona' (LHD)

Original Colour Combination - Ferrari Classiche Certified

This 1972 Daytona was supplied in the fabulous colour scheme of Rosso Dino over Pelle Beige. The car resided in Italy for over 35 years from new. Owned by several notable collectors, this Classiche certified example is today offered from a 10 year's of single ownership.

Title/Tax Status: Switzerland 

Location: UK 

POA



Ferrari LaFerrari (LHD)

Just 4,550 Km From New

Supplied new to a prominent client of Ferrari's hyper-exclusive XX programme, this LaFerrari is understood to be 1 of just 10 examples finished in Bianco Avus. Unusually for an early production example, it received a wealth of carbon fibre options.

Offered today with just 4,550 km from new.

Title/Tax Status & Location: UK 

POA



Ferrari LaFerrari (LHD)

Finished in Nero B/B - Extra-Campionario Nero Piping

Originally supplied new to a prominent Royal family, this Nero B/B LaFerrari boasts an extensive list of carbon fibre options with exceptional weave throughout. Registered in the UK by DK in 2024, it has covered just 4,700 km from new and has recently received a major service, a new battery, new tyres and a new two-year LaFerrari warranty.



Location: UK  Title/Tax: Enquire



Ferrari F50

1,025 km From New

This exceptionally low mileage F50 has featured in prominent collections across the globe. Currently, the car is passing through our own workshops, so that we can perform thorough and sympathetic works to preserve the originality and condition of this extraordinary example.





Title/Tax Status & Location: UK 

POA



Ferrari 275 GTB/6C 'Alloy' (RHD)

1 of 6 RHD, Alloy-bodied, 6-Carb Examples - Classiche Certified

Only approximately 60 275 GTB's were bodied entirely out of alloy during the entire four-year production run of 275's. Of these, approximately 25 were also delivered new with the more powerful 6 carburettor engine option. From those, it is understood that just 6 examples were completed in RHD. Displayed at the 2014 Pebble Beach Concours, this example has been meticulously cared for since and is accompanied by its history folio, Ferrari Classiche certification and tool roll.

£474,995

Title/Tax Status & Location: UK 



Lamborghini Diablo VT Roadster (LHD)

The Factory Demonstrator - The First Production Example of an Open-Top Lamborghini



Predating all other Diablo VT Roadsters including the 1995 Bologna Motorshow car, this original factory demonstrator and lowest chassis number example marks the genesis of open-top series production Lamborghinis. An unrepeatable opportunity offered from a near decade of single ownership.





Title/Tax Status & Location: UK 

POA



Ferrari SP3 Multotipo (LHD)

The Only Road Registered Ferrari SP3 Prototype

The final, second-phase prototype for the Daytona SP3, this non-hybridised, naturally-aspirated V12 shares its bodywork with the LaFerrari Aperta. Receiving a total restoration ahead of sale to its current custodian, this example has been uniquely road-registered.





Ferrari Enzo

1 of 9 Examples Supplied in Argento Nürburgring

Title/Tax Status & Location: EU





RAC Tourist Trophy, Goodwood Revival 2025



Title/Tax Status & Location: UK 

£794,995



Jaguar E-type 'Semi-Lightweight' (RHD)

YRP 999 - Regarded as One of the Most Raced E-types Extant - No Less than 11 Goodwood TT Participations

With thorough ownership and competition history from new, the 20th E-type roadster produced, was supplied to great friend of Lofty England - Mr Derek Wilkinson in July 1961. More commonly known by its UK registration mark 'YRP 999', is highly regarded as one of the most raced E-types extant. Today YRP 999 presents fresh from a total re-preparation by experts Pursuit Motorsport at a cost of over £80,000 including a new Init Racing engine and is accompanied by a thorough spares package and FIA Papers.



1957 Porsche 356 Emory 'Special' (LHD)

£594,995

2.6 Emory-Rothsport 'Outlaw-4' - 260 hp - Delivery Mileage

A wonderful example today presenting as commissioned in gloss Black over Cherry leather speedster seats with two-point harnesses.

This example further sees a Derrington-style steering wheel, box-weave carpeting including a rear seat delete and the 904 triple gauge dashboard paired with black knobs.

Powered by an Emory-Rothsport 'Outlaw-4' engine producing 260hp, this '356' sees independent rear, four wheel disc brakes and a Motec ECU. Tipping the scales at a scant 900 kg; this 356 has a greater power to weight ratio than an Audi R8 V10! Available to view at our showrooms and presently undergoing UK registration.



Title/Tax Status & Location: UK 



POA

Ferrari F40

Coming Soon

Please enquire for further details.



[Title/Tax Status & Location: Enquire](#)

Title/Tax Status & Location: UK 

Ferrari 288 GTO

Classiche Certified - UK Registered

Coming soon. Please enquire for further details.



POA

Title/Tax Status: Enquire Location: UK 



Ferrari 488 GTE Evo

Le Mans 24h Competitor - Upgraded to GTE Evo by Michelotto in 2020

Supplied new to HubAuto in 2018 as a 488 GT3, this example was upgraded by Michelotto to GTE Evo specification in 2020. Their sole GTE car, this example competed in the 2020 24 Hours of Le Mans and presents today with a final car engine mileage of 13,195 km and final gearbox mileage of 9,052 km.

POA

Title/Tax Status: Enquire

Location: UK



£234,995



Gianni Agnelli's Lancia Delta HF Integrale Evo 1 'Martini 6' (LHD)

1 of 310 Examples - Completed for use by Gianni Agnelli

A unique prototype intended for Fiat boss Gianni Agnelli and distinguished by bespoke features including a blue-printed engine, competition suspension, electric rear wing and full-length brake vents on the front wings. Additionally the Delta features Abarth and Martini branding throughout. The car was used by Agnelli's son Edoardo until his death in 2000. Under its current owner, the Delta underwent a complete nut-and-bolt restoration in Turin, returning it to its original intended specification with period-correct decals.

POA

Tax Status: Enquire | Location: UK 



McLaren Elva (LHD)

Delivery Miles

1 of 149 examples, this delivery mileage example received £450k worth of MSO bespoke options.
Finished in combined McLaren Heritage M1A & Cyclone liveries in Satin Vega Blue with Anniversary White and Satin Red. Additionally both the exterior and interior receives a satin carbon fibre finish.



Title/Tax Status & Location: UK 



Jaguar XKSS (RHD)

RHD - 1957 / 2018 Continuation - UK Road Registered

One of only nine continuation cars, built in 2018 to complete the original planned run of 25 Jaguar D-type conversions that commenced in 1956. A fire prevented the rest from being constructed until decades later. Additionally, this specific XKSS is the only continuation example painted in cellulose paint, which means it will age and patinate in the same way that an original car would. In 2019, the car passed its IVA inspection and was subsequently issued with a UK V5C document, which means it is ready to be enjoyed on the open road.

£1,674,995





1963 Jaguar E-type 'Lightweight' (RHD)

POA

1 of 7 Factory Built Continuations – UK Registered with 1963 V5C Certificate

In 2014, Jaguar picked up where they left off in the 1960s and produced an additional seven total examples of the revered Lightweight E-types. This example is 1 of just 7 factory built continuations and has recently been fully prepared by ADP Classic Racing at a cost of over £160,000. Accompanied by FIA papers and dispensation awarded for penalty free participation in GTSCC and Peter Auto to full LWE specification.



Title/Tax Status & Location: UK 



Title/Tax Status & Location: UK 

£399,995



Lamborghini Murciélagos (RHD)

1 of c.80 Examples With the Sought After Manual Gearbox

1 of around 80 examples with a 6.2-litre 60 degree V12 and a manual gearbox. This Giallo Orion over Nero Perseus example mimics the specification of the original Mount Etna presentation car. Offered with just 15,250 miles from new, this Murciélagos is available to view by appointment immediately.



Scan to watch
our video





Title/Tax Status & Location: UK 

£499,995



Ferrari 360 Challenge Stradale (RHD)

UK Supplied - RHD - 826 Miles

This UK-supplied example was tastefully optioned with Tan leather and Giallo brake calipers and notably without the Tricolore stripe. Delivered new by Ferrari Wilmslow in 2004, it has seen exceptionally sparing use across three custodians and now shows only 826 miles. Complete with its original books, tools, accessories and extensive service documentation.





Title/Tax Status & Location: UK 

POA



Ferrari SF90 XX (RHD)

UK Supplied, Extensive Options, 80 Miles From New

A UK supplied example supplied new in triple-layer Rosso Magma and an options list totalling £112,000. Fitted with the must-have front-axle lifting system and option carbon fibre wheels, this single owner example has covered just 80 miles from new and benefits from complete Topaz Paint Protection Film coverage.

POA

Title/Tax Status & Location: UK 



Dino 246 GTS (RHD)

UK Supplied - Original Colours - Single Ownership for 47 Years - Classiche Certified

A wonderful Dino GTS delivered new to the UK finding custodianship with HRH Prince Alwaleed Al Saud of Saudi Arabia for 47 years, kept in the most part at his Geneva residence. Receiving restorative works to the tune of £147,000 in 2009, this GTS has since received Classiche certification and more recently, a major, engine-out service at DK Engineering.





McLaren P1 (LHD)

The Sole Satin Black P1 From Factory - VAT Qualifying

With total production limited to just 375 examples, this P1 is the only extant to have been optioned from new in MSO Satin Carbon Black. Benefiting from a 10th year service, battery removal and circuit board service, transmission removal, minor overhaul and reseal, clutch replacement, four damper overhaul, and accumulator overhaul, this example presents on the button ready for its next custodian.





Title/Tax Status & Location: UK 

POA



Ferrari 812 GTS (RHD)

910 Miles - Triple Layer Bianco Fuji - Unique Interior Specification

A single-owner, UK supplied 812 GTS in the rare extra-campionario triple-layer Bianco Fuji having covered just 910 miles from new. Fitted with a deviating colour driver's seat (the original seat accompanies the car), this example further receives extensive carbon fibre, both externally and internally, Apple CarPlay, Suspension Lifter and Surround View.

Title/Tax Status & Location: UK 

£89,995



Lexus RC F - Takumi Edition (RHD)

1 of 15 Examples Worldwide - 1 of 4 UK RHD

To bookend the RC F production run, Lexus launched the Takumi Edition in 2023. Based on the Track Edition, of which only 50 units were produced and a car that shaves a considerable 80 kg from the weight of the standard RC F, the Takumi exceeds this in both specification and rarity, with total worldwide production limited to just 15 examples. This example presents with just 380 miles from new.



POA

Title/Tax Status & Location: UK 

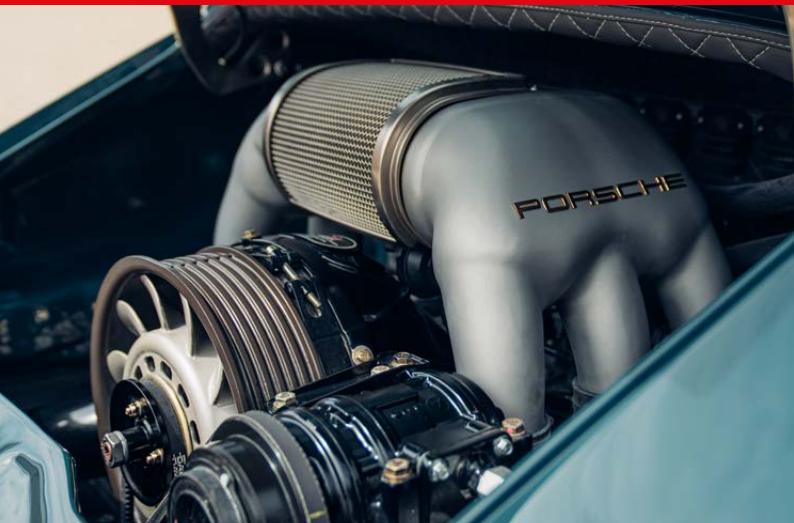


Lamborghini Aventador LP 780-4 Ultimae Roadster (RHD)

1 of 250 Examples Built - UK Supplied 1 Owner

1 of 15 examples to reach the UK from a production run of just 250 cars, this Ultimae Roadster is finished in Ad Personam Arancio Bruciata with optional Diantus wheels in satin titanium. This single-owner example is offered today with just 1,700 miles from new.





Porsche 911, Restored & Reimagined by Singer (RHD)

£924,995

4.0 Litre Engine, 6-Speed Gearbox, 4WD and Sunroof

This example was ordered new in June 2016 and completed in a classical, bespoke non-metallic dark blue over Charcoal leather with Blue Haargarn carpets. The exterior sees wheels and bumperettes finished in RS Nickel and Nickel respectively. Mechanically, this example sees all the great options ticked; desirably optioned with the 4.0 litre engine, 6-speed gearbox, Öhlins suspension, 4WD and a sunroof, this Singer is offered with just 520 miles from new.



Title/Tax Status & Location: UK 

Title/Tax Status & Location: UK 



£99,995

Atalanta Sports Two-Seater (RHD)

The Atalanta Press Car

One of just three newly built Atalanta cars, sharing their on-the-road footprint with the originals.

Completed with an alloy body over ash frame as the original cars were.

Today offering a 1930s aesthetic with contemporary running gear.





Title/Tax Status & Location: UK 

POA



Ferrari 275 GTB/6C 'Alloy' (RHD)

1 of 6 RHD, Alloy-bodied, 6-Carb Examples - Classiche Certified

Only approximately 60 275 GTB's were bodied entirely out of alloy during the entire four-year production run of 275's. Of these, approximately 25 were also delivered new with the more powerful 6 carburettor engine option. From those, it is understood that just 6 examples were completed in RHD. Displayed at the 2014 Pebble Beach Concours, this example has been meticulously cared for since and is accompanied by its history folio, Ferrari Classiche certification and tool roll.

1991 Jordan-Ford 191 - Schumacher's Formula 1 Debut Car

"Schumacher was available this weekend, he had no other commitments. I've seen him in Formula 3 and I have this, well the team has this attitude, to give youth a chance. We think it's a progressive way to see what the potential of Schumacher is for the future." - Eddie Jordan, 1991 F1 coverage

One of two Jordan 191s to be driven by now seven time world champion Michael Schumacher on his debut weekend, as evidenced by Jordan's team manager and race engineer Trevor Foster. Notably driven by Mick Schumacher in 2021 and arguably the prettiest Formula 1 car extant, the 191 is powered by a 650hp 3.5-litre HB4 Ford V8 revving to 14,000rpm and paired with a 6-speed manual gearbox.

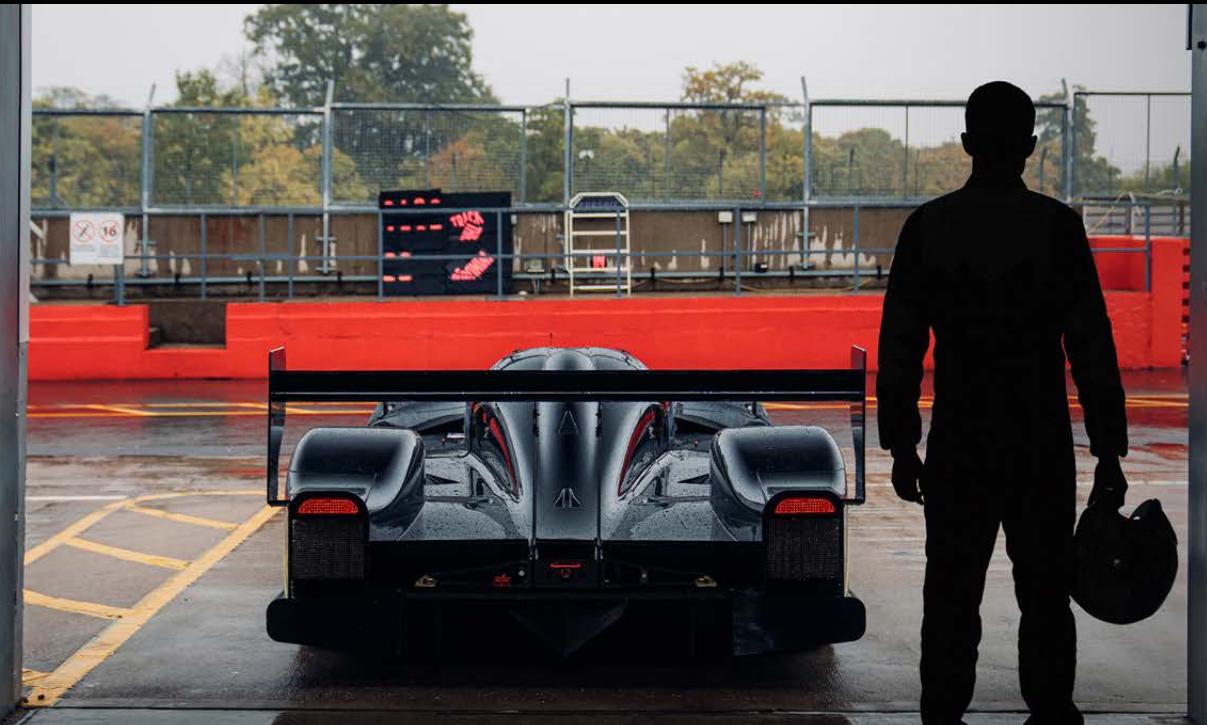




Jordan-Ford F1
Instagram Reel

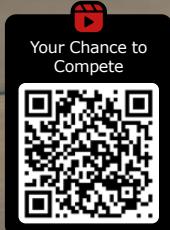


POA

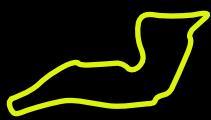


Available to Hire for Legends of Le Mans, World Endurance Championship Support Series

*"In partnership with the ACO and Le Mans Endurance Management, Peter Auto launches **Legends of Le Mans**, a new series dedicated to the iconic LMP1s, LMP2s and GTs of the 2010s, models starting post Endurance Racing Legends (ERL). A unique opportunity for gentlemen and gentlewomen drivers to get these legendary cars back on the track, in the prestigious setting of the WEC and Le Mans Classic meetings. An exceptional project for exceptional cars."* - Le Mans Classic Announcements



AVAILABLE FOR HIRE



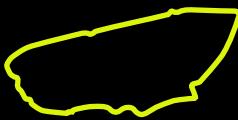
WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP

Imola: April 17th-19th



WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP

Spa Francorchamps: May 7th-9th



LE MANS
CLASSIC

Le Mans Classic: July 2nd-5th



WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP

Bahrain: November 5th-7th



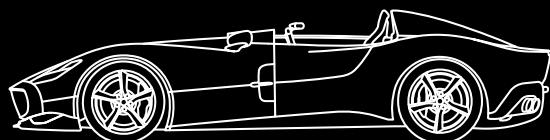
DK Engineering and Pursuit Racing are delighted to offer prospective clients a unique and hugely exciting opportunity to hire the 2008 Epsilon Euskadi LMP1 to take part in 'Legends of Le Mans' - a newly devised support series created in partnership with Le Mans Endurance Management, the ACO, and Peter Auto. The series will be open to LMP1 cars from 2006–2012, LMP2 cars from 2006–2016, and GTE cars from 2011–2015, running as a support event to the FIA World Endurance Championship at three selected rounds of the 2026 season, as well as the Le Mans Classic. This exclusive experience gives clients the chance to compete at some of the world's most iconic circuits, including Imola, Spa, Le Mans, and Bahrain. The proposed fee includes round-by-round preparation, transport, and support. It also covers ACO membership, which provides a range of exceptional benefits such as paddock, pit lane, and lounge passes.

The opportunity to hire the Epsilon will give passionate motorsport fans a chance to be part of the revival of boundary-pushing LMP-era endurance racing, in addition to competing directly alongside the World Endurance Championship.

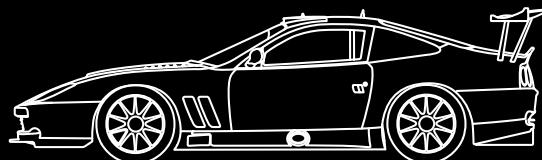
Proposed season budget available upon request.

Coming Soon to DK Engineering

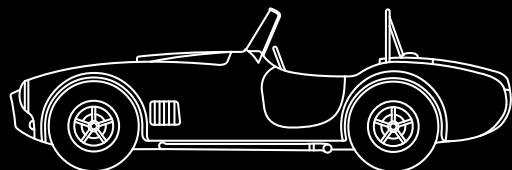
Please contact the team to enquire about any of our coming soon vehicles.



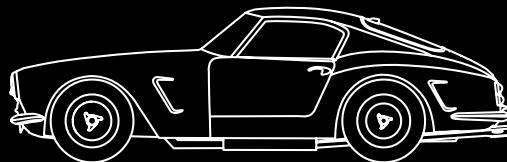
Ferrari Monza SP1



Ferrari 550 Maranello Prodrive



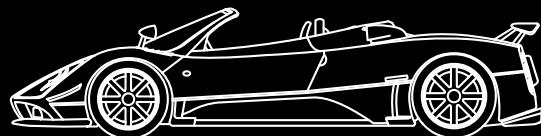
AC Cobra



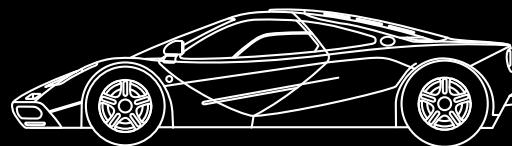
Ferrari 250 GT SWB

Coming Soon to DK Engineering

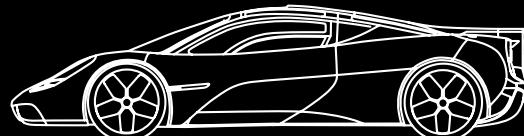
Please contact the team to enquire about any of our coming soon vehicles.



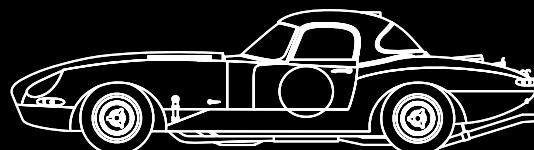
Pagani Zonda



McLaren F1



Gordon Murray Automotive T.50



Jaguar E-type Lightweight



'The Complete Service'

Here at DK Engineering we are acknowledged as one of the most accomplished 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 which have been built up over the last 48 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.dkeng.co.uk or request one of our service overview booklets by telephone (+44 (0)1923 287 687) or by emailing reception@dkeng.co.uk



Blue Chip & Prestige Sales



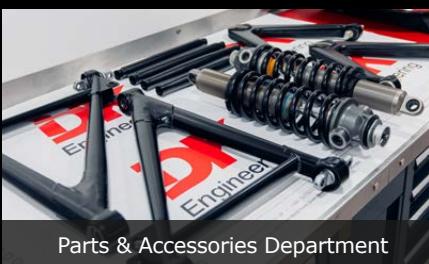
Contemporary Ferrari Servicing



Classic Ferrari Servicing



Storage Facility



Parts & Accessories Department



Restoration to Perfection



Rolling Road Dyno



Race/Rally Preparation & Support



Worldwide Transportation



Work in Progress by David Cottingham

For DK, this has been an extraordinary year which has flown by like no other. It seems strange that we are merely days away from Christmas and that Pebble Beach was almost 4 months ago! You will have read in our previous booklet, the global stage of the Pebble Beach Concours D' Elegance was a triumph. We have taken cars to show at Pebble Beach many times in the past, but this time winning the Jules Heumann award for the most elegant open car proves that we are still at the forefront for our restorations. The efforts from all involved leave me feeling immensely proud as we move ever closer to 50 years of DK.



The story of the Ferrari 340 America is worth sharing one more time. James was tasked by a client with identifying and acquiring a V12 Ferrari racer from the 50s with event race history, in need of a world class restoration and ideally one that had for some time been absent from the public eye.

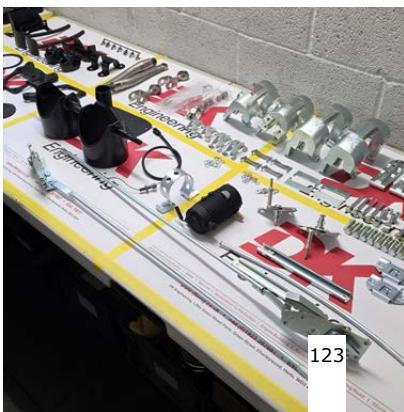
James acquired the 340 America, chassis 0120A which for decades had been in the ownership of Bart Rosman a well-known Dutch collector who had sadly died. Bart had commenced the restoration of the car which was in an incredibly preserved state of originality and condition.

The car had raced at the Le Mans 24-hour race with the legendary privateer Eddie Hall who in the 1950 event had completed the entire race single-handed and is the only driver ever to have done so.

Following our in-depth historical research and total restoration it was a great honour for us to share success at the Pebble Beach Concours with the new owner, and we look forward to further events together throughout Europe during 2026.



During the last few months, we have made much progress with our various current ongoing restorations. A 250 GT California Spider which we previously restored in the 90s has been returned to its original shade of a uniquely commissioned green which painstaking research identified as a colour only used on two Ferraris. We were incredibly grateful to Niki Hasler AG for their assistance in finding original samples of the colour known as a Verde Senna 16340. The car was originally supplied new to Princess Nina Aga Khan.



A couple of years ago, James purchased one of the original 7 RHD Daytona Spiders from its custodian of 32 years and it has since been in our storage facility. In November 2024 we started a total restoration.

Over the course of the past 12 months, we have seen the car in its bare metal form and found it to be mostly corrosion free and in great overall condition. Surprisingly when we reached out to the first owner, he recounted driving it to Scotland for a fishing trip and getting it stuck in the snow... where he left it for several weeks before attempting recovery!





We've once again waved goodbye to Ferrari 340 MM 0350 AM — the last of just ten 340 MMs completed by Ferrari, a true, purpose-built competition car. This remarkable machine has always held a special place in my heart, not least because it was one of the cars that helped establish the DK Engineering name on the global stage.

Together with our first employee, Phil Challis, we restored this car after I purchased it in 1979. I even raced it a little — at the Autumn Sprint at Goodwood, the Brighton Speed Trials, and at Mas du Clos in 1981.

To finance the purchase of our Rickmansworth Road premises, we

sold the car in 1983 to my great friend Sherman Wolf, who cherished and cared for it until his passing in 2012. Afterward, it was sold at auction.

It's been a privilege to have this magnificent car back in our care, and especially meaningful for me to have overseen its restoration for a second time. We wish its new custodians many years of enjoyment and happiness with the car.

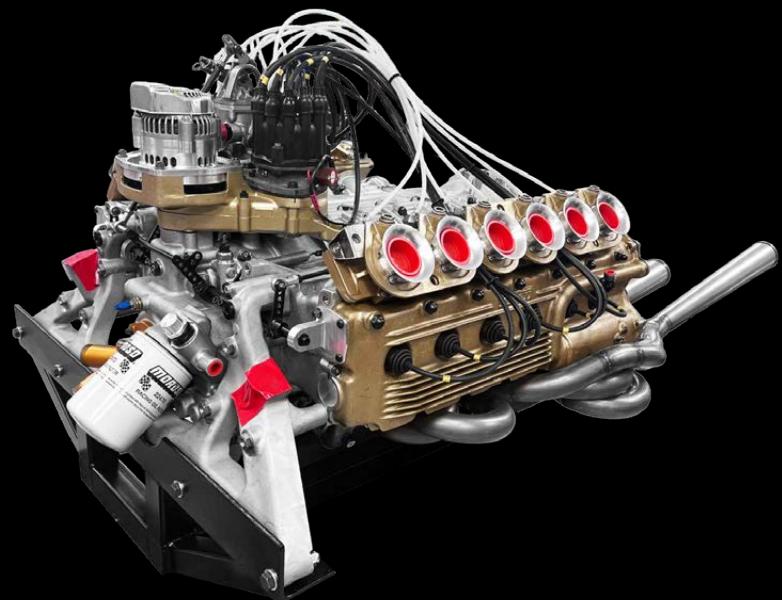


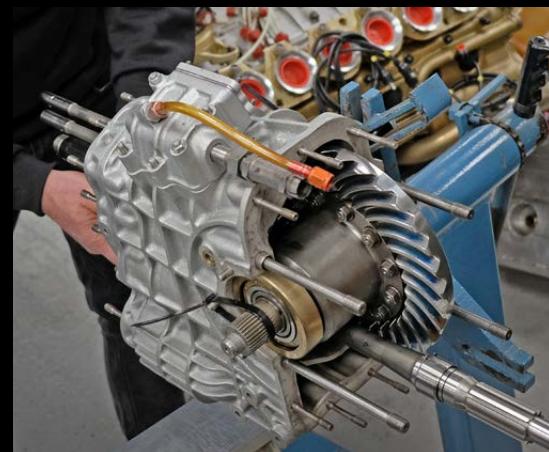
The Ferrari That
Really Started It
All For DK





The year 1971 saw Ferrari introduce the 312 PB to the world as a Group 6 Prototype-Sports car. The 312 PB would run the 3.0-litre, twelve-cylinder 'boxer' engine capable of outputting 460 bhp at 10,800 rpm against a scant weight of just 665 kg. Over the course of the past 9 years, DK Engineering have with many original components been quietly working with a partner to help with the build of a revival of this dramatic prototype racer, with the first part of the project due for completion in mid 2026.





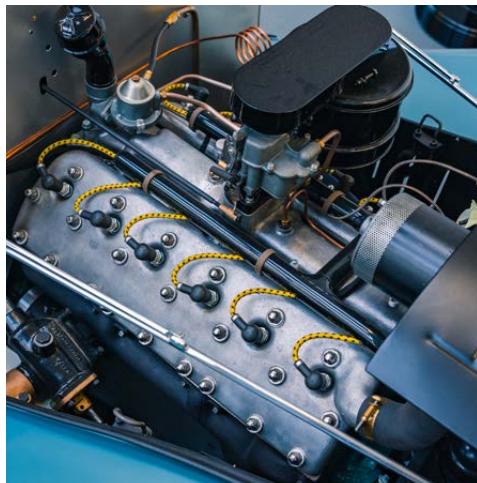


In 2023 DK purchased an original Porsche GT1 very much in need of a total restoration and over the last two years have busied themselves with the management of its total restoration, working closely with a trusted partner in the industry. These works have included the testing and sensitive replacement where necessary of some structural elements, the tracing and sourcing of rare GT1 engine parts, suspension and mechanical components as well as the remanufacturing of unavailable carbon fibre body panels. The car is in final assembly now, and we look forward to sharing the completed result with you in late 2026.









One sunny day during October, with great trepidation, I was able to road test the Atalanta V-12 Coupe following its five-year painstaking restoration. I was truly amazed by the fantastically smooth and powerful engine and smooth transmission, together with the outstanding ride and road holding resulting from the fully independent and incredibly advanced suspension. We believe that the car had not run since the 50s.

It is very fast for an 87-year-old car and all that remains to do is make the brakes a little more efficient! I should add that the car also looks stunning in its original light blue opalescent paint work.

A big thank you to everyone that helped with this restoration. (A labour of love. Not a money maker!)

I look forward to writing early next year and revealing the completed restoration of the Alfa Romeo 8C 2300 Spider by Zagato.

A handwritten signature in black ink, appearing to read "David Cottingham".

David Cottingham,
Founder & Director



Founders David & Kate Cottingham - DK's Watford workshop 1984



Founders David & Kate Cottingham - DK's Chorleywood workshop 2023

Meet the DK Engineering Team

Founders - David & Kate Cottingham: 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 evolved from David's love of XK Jaguars. David first bought a lightweight XK 120 model in 1963 which 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.

The Team: Today, the business employs over 55 staff members - some of whom are listed adjacent from various departments. Please visit our website (www.dkeng.co.uk) to view additional staff profiles.



Justin Cottingham **Operations**

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. 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.



Phil Redpath **Service 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.



Steven Butt **Retail Service Advisor**

Having worked within the automotive field for 30 years Steven brings 17 years' main dealer expertise covering elite marques including Porsche, BMW, Aston Martin, Mercedes as well as Ferrari. A keen runner and self confessed 'petrol head' who always strives for exceptional client service; Steven joined DK Engineering in 2024.



Monique Hanekom **HR & Office Manager**

Monique moved to the UK 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. From accounts, HR, event management and anything else that comes along, Monique plays a key role at DK.



Alex Outrим **Service Department Technical Advisor & Project Coordinator**

Alex has been in the industry for almost 20 years, starting his career in the workshop before becoming Head of Aftersales for Pagani. Alex's vast technical knowledge on multiple high-end brands leads him to become our Technical Advisor, while also co-ordinating our projects.



Bal Virdi **Parts Advisor**

Bal Virdi is a seasoned parts and service advisor at DK. Bal formally worked for HR Owen and is well-renowned in the industry for his extensive knowledge of Ferrari automotive parts.



Rob Searle

Storage Administrator

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. In September 2023, Rob joined the Storage team.



David Cromer

Storage Operations & Development Controller

David has been involved in the motor industry since 2002 starting as a test engineer for BMW. He has spent the last 14 years involved with sales management with BMW, Bentley and Land Rover in Mayfair. A keen yachtsman at international level, a pilot and most importantly a car enthusiast.



Alistair Hastings

Marketing & Research Officer

Alistair has been an integral part of DK since joining, working closely with Luke to research vehicles and uncover historical details. He also brings a strong background in video presentation and creative content writing. Through his work, Alistair plays a key role in developing and shaping DK's online presence and brand identity.



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.



Jeremy Kalp

Storage Operations & Procedural Controller

Jeremy joined the Storage team in 2022, bringing with him a wealth of knowledge from over 35 years in the retail industry. A keen fan of racing, especially F1, he enjoys his weekends visiting tracks and being a main member of the Scuderia Ferrari Club.



Luke Gilbertson

Marketing & Research Officer

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.



Martynas Cerniauskas
Lead Sales Department Process & Quality Controller

Martynas joined DK in 2024. After 5 years with HR Owen, he brings a wealth of experience on modern Ferrari with a specific focus on factory personalisation and racing programmes. Meticulous in his organisation and record keeping, he ensures the Acquisitions team runs smoothly and always delivers excellent service.



James Cottingham
Managing Director & Lead Acquisition Consultant

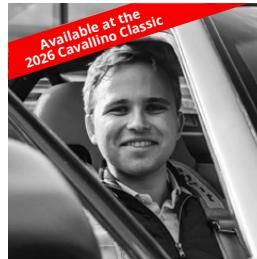
Youngest son of David and Kate and part of the DK team since 2002. Graduated from Bristol University with a Masters in Mechanical Engineering. Passionate about all things Ferrari and racing from an early age. James is responsible for some of the most significant sales carried out by DK, an accomplished racing driver, and always managing multiple restoration projects.

Scan to add as a contact



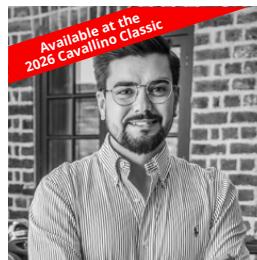
+44 (0)7979 863833

jamesc@dkeng.co.uk



Freddie Ziegenbein
Sales Department Process & Quality Controller

A valued member of our experienced sales team. Freddie is responsible for monitoring, optimising, and standardising the vehicle sales processes to ensure efficiency, accuracy, and compliance with our strict company standards.



Jordan Batson
Acquisition Consultant

Jordan has worked in the automotive industry for over a decade. His passion for Concours cars initially led him to DK's parts team, where he thrived on the research and the challenge of sourcing rare components. Since the start of the year, Jordan has transitioned into our Acquisitions team, where he has quickly become an integral member of the department.

Scan to add as a contact



+44 (0)7825 269743

jordan.batson@dkeng.co.uk



Other upcoming events/race meetings in attendance include:

WEC Qatar 1812Km (26-28 March, Qatar) • Goodwood 83rd Members Meeting (16-19 April, UK) • Concorso D'Eleganza Villa D'Este (15-17 May, Italy)



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