

DK Engineering

Est. 1977



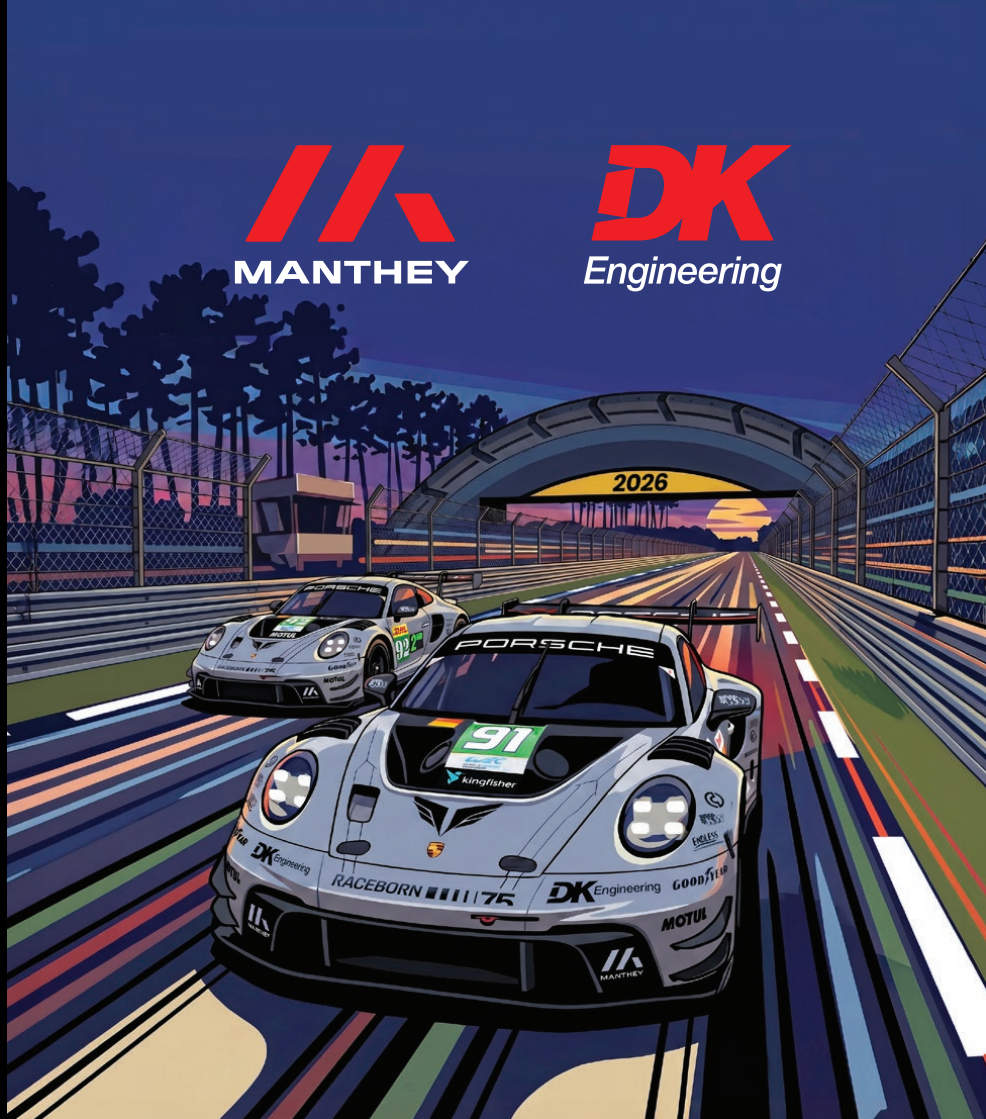
Le Mans 2026 Edition

RACEBORN



75

YEARS OF PORSCHE
MOTORSPORT



Spring at DK Engineering

It feels a little unusual to pause for a moment of reflection when it's only March, but the year so far has already flown by.

The team have been well travelled, kicking things off with a trip to Paris for the annual Rétromobile show, an event that has firmly established itself as the season opener and a celebration of all things classic. Jordan, Martynas and I arrived in Paris ahead of the show to manage the photography and sale of a Ferrari Enzo, one of just nine supplied new in the extra-campionario shade of Argento Nürburgring.

The rest of the week saw us on the ground, meeting clients and friends as collectors and enthusiasts from around the world converged in Paris. At the Rétromobile auctions, the headline lot was a record-shattering 1984 Ferrari 288 GTO, which sold for €9,117,500 - just under €2 million more than the previous record.

In the weeks since, Jordan and Freddie travelled to Florida for the Cavallino Classic at Palm Beach. Judging took place on the fairway of The Boca Raton golf course, with the ex-Eddie Hall Ferrari 340 America first to be inspected.





Fully restored by our team, the little Barchetta received one of four Elegance Awards, specifically for the most elegant open car at Pebble Beach Concours d'Elegance in August 2025. A true highlight of last year for both DK Engineering and the car's passionate custodial family, the 340 was once again supported by two family members at Cavallino, earning both a Cavallino Platinum award and a Class Elegance award.

Closer to home, the sales team has certainly been busy so far. We can proudly acknowledge the sale of five Ferrari F40s, one F50, two further Enzos and a LaFerrari since the start of the year, demonstrating sustained strength in the 'big five'. You'll find a little more on our relationship with F-cars later in this book. We have also seen strong results on the 'little six'; rehoming 2 Ferrari 458 Speciales, a 360 Challenge Stradale and a 488 Pista since the start of January.

Beyond the Ferrari marque, we've waved goodbye to a Bugatti Veyron Grand Sport Vitesse, McLaren Senna LM and 675 LT, the run-out Lamborghini Aventador Ultimae, Gianni Agnelli's Lancia Delta and another Bowler EXR-S.

I'd like to take a moment to announce the sale of Ferrari 250 GT Berlinetta SWB 1995GT - the second right-hand-drive example delivered to the UK and a car specified from new with a wealth of competition features. It has always been my favourite right-hand-drive car and one that has remained close to our family for the past 40 years. I'd like to congratulate the new owner and wish them every enjoyment with this very special Ferrari.



SOLD



SOLD



F40

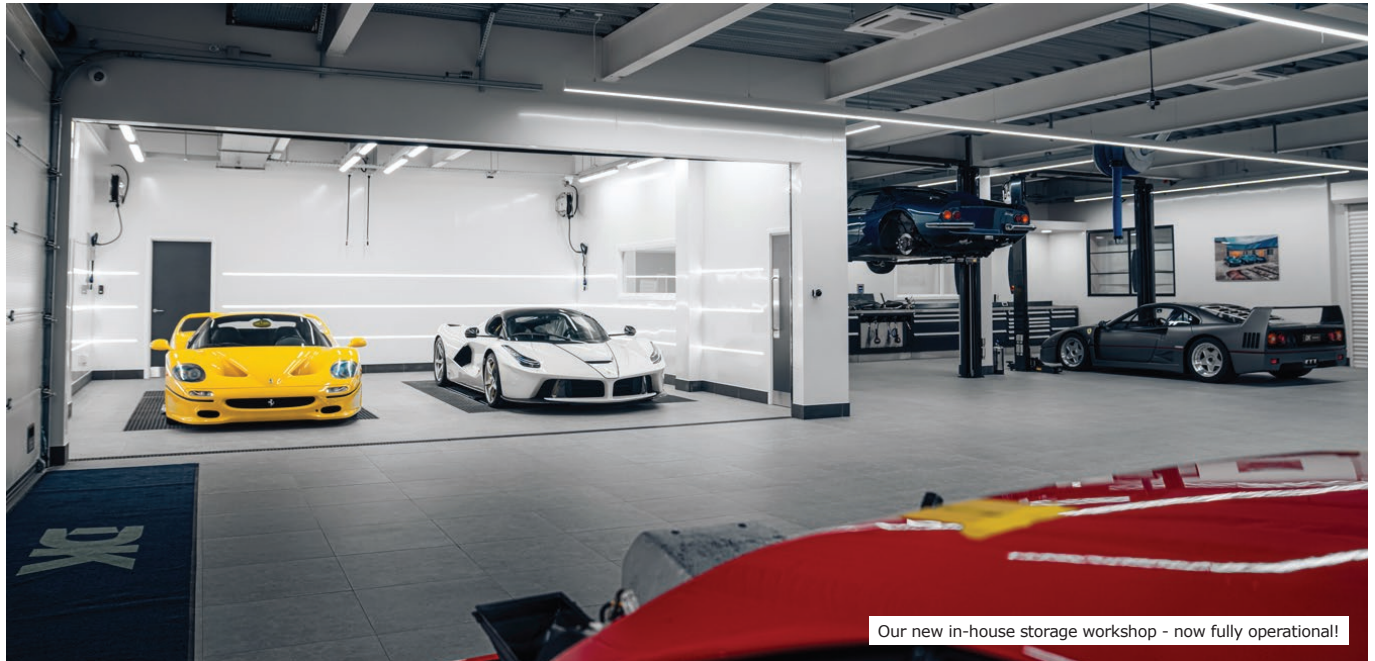
SOLD



SOLD



Our new storage facility is entering its final stages of fit-out, no mean feat, as it will increase our overall storage capacity by 30% when completed. I am pleased to say that our all-new workshop within the facility is already up and running, adding six ramps and two further detailing bays. A state-of-the-art facility, its opening increases our total capacity to 20 ramps and will allow us to service cars whilst in storage under the same roof.









It's been a pleasure to be back on track. Together with Timur Boguslavskiy and Ayhanca Güven under the Manthey DK Engineering banner, we enjoyed a strong start to our World Endurance Championship campaign in Italy at the 6 Hours of Imola. Finishing fourth, just behind our sister car in third, marked a solid start to the season, not just for us, but for Manthey overall.

The 6 Hours of Spa proved challenging for the #91 car, with a tough opening stint and minor contact later in the race, we came home 7th. Whilst a difficult weekend for us, praise must be given to the sister car which once again finished 3rd in LMGT3.

Manthey are the reigning LMGT3 champions, so I have every faith in the team and my fellow drivers to achieve further success in 2026. As in previous years, we'll be documenting the championship as it unfolds, so you'll be able to follow our progress throughout the year. Finally, it gives me great pride to be back at the 24 Hours of Le Mans for a 3rd consecutive year. It was always a dream to compete at the Circuit de la Sarthe and doing so whilst representing DK Engineering, Manthey and Porsche, is truly a great honour.



James Cottingham
Managing Director & Lead Acquisition Consultant







2026 Silverstone Track & Media Day



2026 Concorso d'Eleganza Villa d'Este



83rd Goodwood Members Meeting



Ferrari Enzo **SOLD**



Lamborghini Countach 5000 QV **SOLD**



Ferrari F50 **SOLD**



Ferrari 488 Pista Spider **SOLD**



Ex Jim Clark Jaguar D-type **SOLD**



Mercedes-Benz 300 SL Roadster **SOLD**



Porsche 911 Reimagined by Singer **SOLD**



Porsche 718 Cayman GT4 RS **SOLD**



Ferrari F12tdf **SOLD**



McLaren Elva **SOLD**



Ferrari 275 GTB/6C 'Alloy' **SOLD**



Lamborghini Aventador Ultimae **SOLD**



Bowler EXR-S **SOLD**



McLaren 675 LT **SOLD**



Ferrari 360 CS **SOLD**



Jaguar E-type **SOLD**



McLaren Senna LM **SOLD**



x5 Ferrari F40s **SOLD**



Ferrari 288 GTO **SOLD**



Bugatti Veyron Grand Sport Vitesse **SOLD**



Ferrari 500 TR **SOLD**



Ferrari 288 GTO (RHD) **SOLD**



Ferrari LaFerrari **SOLD**



Ferrari Monza SP1 **SOLD**





Lamborghini Murciélago Roadster **SOLD**



Ferrari 250 GT Lusso 'Hotrod' **SOLD**



GMA T.50 **SOLD**



x3 Ferrari F50s **SOLD**



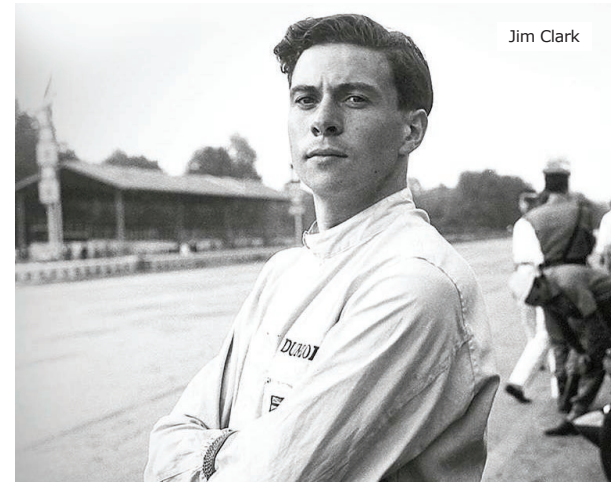
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Ex Jim Clark Jaguar D-type

XKD 517 - An Early Short-Nose, 'No Fin' Example

Instrumental in progressing the early racing career of eventual double-world champion Jim Clark, 'TKF 9' represents a remarkably significant example of Jaguar's D-type. This early short-nose, "no fin" D-type, originally supplied to Gillie Tyler via Merseyside-based Litherland Motors in Pastel Green with green leather, was later acquired by Futura Rubber Company and campaigned by Alex McMillan in various UK-based club events.

In May 1956, XKD 517 was acquired by the Murkett Brothers. The Murkett family spearheaded a reputable automotive engineering and servicing business that spanned multiple sites throughout Cambridgeshire. With expertise in maintenance and upkeep of predominantly British marques, including Jaguar, the brothers decided to campaign their D-type throughout Europe, employing the driving talents of Henry Taylor and Archie Scott-Brown. Early on during the brothers' campaign, which saw 'TKF 9' driven at Spa-Francochamps and the Nürburgring, the car was refinished in off-white, the colour scheme it would go on to sport throughout its most notable competition endeavours.



Jim Clark



Jim Clark at Charterhall, 1958

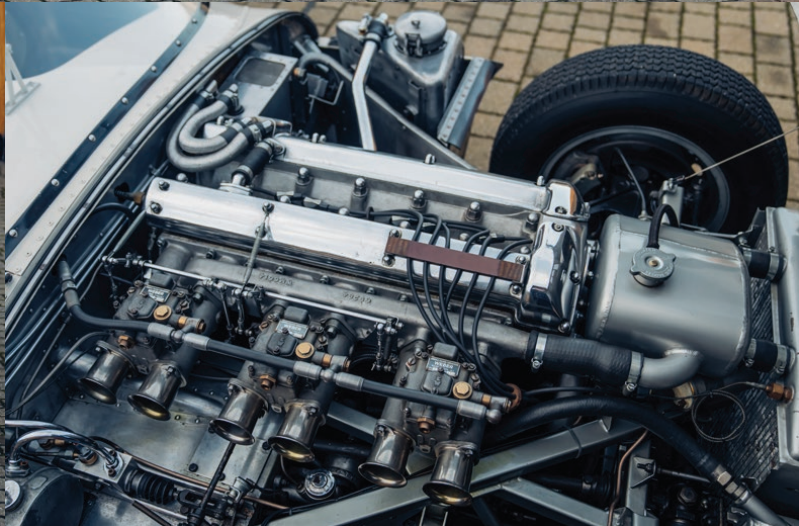
In early 1958, the D-type was sold to the Scottish-based Border Reivers team, run by Ian Scott Watson. Whilst the Scott Watson name may not be as globally recognisable, his contribution to motorsport came through his mentorship of twice-world champion and Indy 500 victor, Jim Clark. The two had met for the first time at Young Farmers Club, with Scott Watson taken aback by Clark's obvious driving talents. After posting a time 3 seconds faster than Scott Watson at Crimond Raceway in the same car, Clark was employed as Border Reivers' star driver.

Having cut their teeth with a Porsche 356, the D-type would be the car that truly catapulted Clark's reputation. Throughout 1958, Clark entered 20 races in "TKF 9" and claimed victory in 12. In correspondence with Jaguar's motorsport boss, Lofty England, Scott Watson notes that Clark displayed 'extreme promise'.



Henry Taylor at Goodwood, 1957







During this time, Scott Watson and Border Reivers granted Clark the opportunity to test a Lotus Formula Two car at Brands Hatch. During the test, which took place in August of 1958, Clark was introduced to Team Lotus boss Colin Chapman, for whom he would go on to win his two Formula One World Championships.

Following an advertisement in Autosport, the D-type entered its ownership streak beyond professional competition. Fitted with a full-width screen and XKSS-style luggage rack by its next custodian, Alan Ensoll, 'TKF 9' was thereafter campaigned at various hill climb and club events by subsequent owners. Bryan Corser of Shrewsbury would repaint the D-type in British Racing Green during his ownership stint in 1964.

Having passed through several more collectors in the years that followed, 'TKF 9' was eventually sold to a prestigious collection in 2006, where it was returned to Border Reivers specification and housed alongside many great sports-competition cars of the period, including a Ferrari 250 GTO and 250 Testarossa. The current custodian has cared for the D-type since 2009. Raced frequently at historic events such as Goodwood and Le Mans Classic, often with marque expert Gary Pearson at the helm, 'TKF 9's profound competition legacy is upheld to this day.



DK Engineering and the 'F-Car'

You may be under the impression that, because of the recent spotlight on Ferrari's 'F-car' market, these models have suddenly become the cars to own. Of course, we know this isn't the case. They have always been the cars to own. Ever since the debut of the GTO in 1984, DK Engineering's affiliation with the 'F-car' has evolved into a defining part of our brand identity, and it is the reason why, over the past half-century, DK Engineering has established itself as a global specialist in the sales and servicing of Ferrari's premiere exports; the jovially self-proclaimed, 'F-car Kings'.

As a business, we have been fortunate enough to witness the evolution of these cars first-hand and to watch them mature, seeing Ferrari apply the knowledge they've gained since the last model in the lineage and carry those learnings forward into the next. This progression is the very ethos and driving force behind each car. We have handled the sale of hundreds of examples, assisting clients around the world in acquiring individual cars or, indeed, assembling remarkable collections.



DK Engineering in 1985



Our deep expertise is rooted in DK Engineering's historical alignment with the models' launch intervals. We are uniquely positioned to have witnessed the debut of every 'F-car' since the sub-genre's inception, and we continue to care for more 'F-car' examples at any one time than any other business in the world, be that from a sales, servicing, storage and more recently, restoration standpoint.

Upon its debut at the Geneva Auto Salon in March 1984, the Ferrari GTO was never intended to spark a lineage. It was, as many will know, conceived to homologate Ferrari's entry for the World Rally Championship, which at the time was experiencing its most exhilarating yet perilous era.

DK Engineering has been involved with 288 GTO examples since the model's introduction, having gathered two cars, alongside their direct ancestor, outside our then-new Watford premises in 1985. As demand for the model accelerated to an all-time high, and with the growing need for servicing and storage, DK Engineering has remained in constant



contact with the 288 GTO. Our relationship with the 288 was further cemented towards the end of 2025, having sold, for the third time, one of four 'non-red' RHD examples delivered to a prominent royal collection. Additionally, we represented an example on which we completed a full restoration during 2026's Cavallino Classic on behalf of its discerning owner. As you will see throughout this editorial, this close and continuous relationship is a recurring theme in our history with Ferrari's 'F-cars'.

Born to unite the latest technological advancements of the 1980s, yet deliberately avoid the decade's growing obsession with luxury, the F40 employed composite materials and turbocharged power delivery to create an uncompromising driver's car.

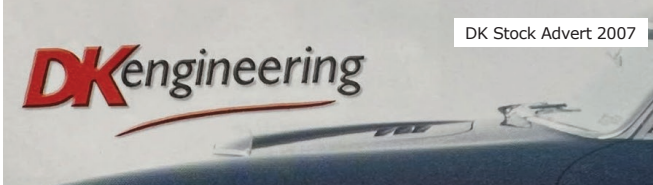




James Cottingham - Early 90s



James Cottingham recalls the 1990s, when co-founder and director, David Cottingham, would capitalise on the F40 market at the time, often acquiring 'stock' from Europe and, at times, exercising the cars' abilities on long journeys to return them to DK Engineering. James Cottingham and Phil Redpath, managing director and workshop business manager, respectively, remember the first time DK Engineering sold an F40 at a seven-figure asking price, a milestone not only for the business's history but, of course, for the F40 itself. It's a fond memory, reinforced when looking back at old DK Engineering ads from a time when F40s would trade close to, and sometimes even below, their original £160,000 asking price.



DK Stock Advert 2007

Stock list August 2007

<p>Ferrari 288 GTO 1985. 23,000kms. 3 owners, German supplied car, very good condition.</p>	£260,000
<p>Ferrari F40 GTM 1990. 23,000kms. 580bhp. Excellent car.</p>	£225,000
<p>Ferrari F40 Cat non adjust. 1990. Cam belts and bag tanks recently changed, Full service history. Excellent condition.</p>	£265,000
<p>Ferrari F40 Non Cat, adjustable suspension. 21,000kms, bag tanks and belts. Full history. Excellent condition.</p>	£235,000
<p>Ferrari 612 Scaglietti 2005.F1 Gearbox. Silver with red leather. 11,000kms.</p>	£135,000
<p>Ferrari 360 Challenge Stradale 2005, 2,000 miles, Red with black interior, FSH with recent cam belt change.</p>	£115,000
<p>Ferrari 360 Modena 2002, 4,300 miles. Red with cream interior. Full Ferrari service history. Excellent condition.</p>	£78,000
<p>Ferrari 328 GTS 1986 (D). RHD UK car. Red with cream leather. 25,000 miles. Immaculate condition and fully serviced by ourselves.</p>	£31,995
<p>Maserati 4200 spider 2004. Manual. Silver with blue leather. 2 owners. Very low mileage. Perfect.</p>	POA
<p>Porsche 959 1986. Black with black. Full history. UK registered car. 29,000kms, comfort model. Ex Eddie Irvine. Excellent condition.</p>	£135,000

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While not the only 'F-car' to have been in DK's direct ownership, an F40 GT affectionately known as 'Sponsor' remains part of the family. Having received our signature upgrades in-house, upgrades that are on offer to lucky owners. 'Sponsor's' rich history, including its period competition endeavours, is continued by the Cottingham family and the DK Engineering team alike.

The F40's appeal continues on an upward trajectory. DK Engineering, having handled the sale of more examples than any other specialist worldwide, including five already in 2026, has been proud to offer bespoke enhancements, including our signature ceramic brake upgrade and far more efficient suspension lift kits, to name just a few. These enhancements, informed by our extensive expertise with F40 examples over the years, are entirely reversible and ensure long-term drivability and usability for our clients' cars while preserving originality. Now a car with a fanbase spanning generations, the F40 remains a favourite for so many. It will forever be a pleasure to play such an integral role in owners' journeys.



With the F40, Ferrari also directly referenced an anniversary, further cementing the logic of launching flagship models at meaningful intervals. Fast-forward to 1995, and Ferrari introduced the F50.

Revolutionary for its integration of Formula One technology into a road car, the F50 remains unmatched on paper: a Tipo-130B V-12 derived from Ferrari’s 642 F1 car, paired with a six-speed manual gearbox. While those alone sound more than satisfactory, what truly sets the F50 apart is its removable mid-section roof, opening the cabin to the elements. Second only to the 288 GTO in exclusivity, just 349 F50s were completed.

The year 2025 marked a highlight in DK Engineering’s relationship with the F50, as we completed a full restoration of 1 of just 4 examples delivered new in Grigio Argento. We subsequently exhibited the car during Monterey Car Week, where we assisted its current custodian with acquisition, thus marking the second example in this rare specification that DK Engineering has sold.



Monterey Car Week 2025



In 2002, albeit slightly out of sync with the original decade-based launch intervals, production began on the next car in the lineage, this time, only its code name would carry an 'F' prefix. The Enzo would become the fastest and most powerful road car Ferrari had ever built, and the first in the lineage to be offered solely with an automatic, F1-inspired gearbox.

The Enzo also represents the only other 'F-car' model DK Engineering has privately owned for an extended period. For many years, a Grigio Titanio example with an extra-campionario specification and one of just six (depending on which records you reference) remained in our care. During this time, it became clear that the Enzo made for a remarkably comfortable grand tourer. With numerous European road trips to its name, the DK Enzo was even used for a journey to the 24 Hours of Le Mans and, over the course of six years, accumulated an additional 11,000 km.

Our expertise evolves with each Enzo we encounter, having previously handled multiple examples, including several extra-campionario cars finished in the likes of Nero, Argento Nürburgring, Grigio Titanio, Blu Tour de France, and Grigio Alloy.



DK's Enzo parked at Le Mans





To meet the rising challenge of hybridised powertrains and to outpace incoming competition from McLaren and Porsche, Ferrari launched the fifth car in the lineage, the LaFerrari, in 2013. This time, although still with no 'F' prefix, the launch would follow the familiar ten-year interval. A similar story of progression continues at DK Engineering with the 'LaF'. As we encounter more examples destined for discerning collectors, our knowledge continues to evolve to an industry-leading level, just as it has with every preceding 'F-car'.

Coupled with recent market results, and as we look ahead to the next evolution, the forthcoming F-80, it feels fitting to reflect on our time as the pre-eminent 'F-car' specialists. It is a title we are proud to uphold across every aspect of our business: sales, storage, restoration and service.







Ferrari 275 GTB 6C

Title/Tax Status & Location: UK 

1 of 8 UK Supplied Torque Tube Examples - 6-Carb - Classiche Certified

Supplied new by Maranello Concessionaires in June 1966, this matching-numbers Ferrari 275 GTB is one of just eight UK-supplied right-hand-drive 'torque tube' examples, finished in its original Celeste Chiaro Metallizzato over black leather. In 2013, the car was fully restored by Neil Twyman under Ferrari Classiche supervision, retaining its period-correct 6-carb setup. Accompanied by Ferrari Classiche red book certification and comprehensive history, this highly significant 275 GTB has been cared for by a number of notable owners.



£2M



POA

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 François Picard, "The Ice Racer" is a special-bodied Ferrari 750 Monza featuring the upgraded oval-tube Tipo 510 chassis, closely related to those of the Ferrari 857 S, Ferrari 860 Monza and Ferrari 290 MM.

Its coachwork previews design cues later seen on the pontoon-fendered 250 Testa Rossa, and it boasts strong period competition history with drivers including Maurice Trintignant, Charles de Tornaco and Alfonso de Portago.

Stored for 25 years before its rediscovery in 1988, it has since enjoyed extensive historic competition success and is offered after 24 years of ownership.





Ferrari 365 GTB/4 'Daytona' (LHD)

POA

Original Colour Combination - Ferrari Classiche Certified

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



Title/Tax Status: Enquire

Location: UK




Title/Tax Status & Location: UK **£1,949,995**

Ferrari 330 GTS (RHD)

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

The GTS was introduced in October 1966, making its public debut at the Paris Salon. Only 99 330 GTSs 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.



Title/Tax Status & Location: UK **SOLD**

Ferrari 166 MM (RHD)

Competition Berlinetta by Pininfarina - Classiche Certified

The final 166 MM, completed and confirmed by Pininfarina as the only example to wear their svelte coachwork, was supplied new to German industrialist Kurt Zeller. One of 13 examples, 166MM/53, intended for privateer competition, these cars featured an upgraded, 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.





POA

Ferrari Enzo

UK Supplied - Classiche Certified

This example was supplied new to its first custodian by New Forest-based Ferrari dealership Meridien Modena in 2004. Optioned in Rosso Corso over Nero, this example saw Rosso inserts from new. Awarded its Ferrari red book Classiche Certification in 2016, the full history for this example is available on request.

Title/Tax Status & Location: UK 




Alfa Romeo 8C 2300 Monza Recreation

3-Litre Supercharged Straight-Eight - 2,100 Hours of Labour to Build

This exceptional 8C 2300 Monza recreation features an engine and gearbox built by renowned specialist Jim Stokes. Final assembly was completed by Setford & Co in Hampshire, with over 2,100 labour hours dedicated to achieving outstanding authenticity and detail using many original components. Awarded an FIA Historical Technical Passport, the car is eligible for prestigious historic events and rallies. Offered from the collection of its commissioning owner, it is available to view




POA

Title/Tax Status & Location: UK 





Title/Tax Status & Location: UK 

POA



Aston Martin DB5 (RHD)

UK Supplied - Silver Birch Over Burgundy

Supplied new in 1964 in Dubonnet over Dark Grey Connolly VM8483, this example was dry-stored for 40 years before undergoing a bare-metal restoration by Wren Classics and Tudor & Black Ltd, with final embellishments by JD Classics; sold to its current custodian by DK in 2019, it has recently been serviced by Nicholas Mee, including a carburettor overhaul in preparation for sale.

Location: UK  Title/Tax: Enquire

£474,995




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 unrepeatabe opportunity offered from a near decade of single ownership.





Location: UK 

Title/Tax Status: Switzerland 

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



Dino 246 GTS (RHD)

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

This UK-supplied Dino 246 GTS, finished in Bianco Polo Park over Blu, remained with HRH, a Prince of Saudi Arabia, for 47 years and is now Ferrari Classiche certified. The car received £147,000 of restorative works in 2009 and a major engine-out service at DK.


Ferrari F512 M (RHD)

UK Supplied - 11,100 miles from new

This 512 M has covered just 11,100 miles from new and benefits from a comprehensive service history, with regular cambelt servicing carried out by respected Ferrari specialists. Previously part of a significant private collection and wearing the cherished registration '512 M', the car was later acquired by its current custodian following an extensive search for the right example. Prior to delivery, it received a major service including cambelts at Ferrari Colchester. Presented in Rosso Corsa over Crema, this UK-supplied 1995 example is 1 of just 501 built, and 1 of only 41 right-hand-drive cars. Offered with its original books, history folio.




POA

Title/Tax Status & Location: UK 



POA

Title/Tax Status & Location: UK 




Lamborghini Miura P400 (LHD)

Original & Striking Colour Combination of Bleu Miura over Skay Senape

An Italian-supplied example of the iconic P400, this Miura is presented in its factory-correct colour specification of Bleu Miura over Skay Senape, a highly desirable combination. The car retains its matching-numbers engine and benefits from a comprehensive bare-metal restoration carried out in 2018 by renowned Italian workshop Scartapatti. Since completion, the car has covered just 1,150 km.




Title/Tax Status & Location: UK **SOLD**

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

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

Only approximately sixty 275 GTBs 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.

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 a great friend of Lofty England - Mr Derek Wilkinson in July 1961. More commonly known by its UK registration mark 'YRP 999', it 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.



Title/Tax Status & Location: UK 

£149,995



Jaguar E-type OTS 3.8 (RHD)

320th RHD Roadster Completed - Flat Floor


Completed at the factory in December 1961, this E-type was one of the first to leave the factory, doing so originally in Imperial Maroon over tan. Receiving a comprehensive bare metal restoration in the early 1990s, this example has since been well cared for and used sparingly.

Ferrari 288 GTO

UK Registered - Coming Soon

Please enquire for further details.



Title/Tax Status & Location: UK 

POA

Ferrari F40

Coming Soon

Please enquire for further details.



POA

Title/Tax Status & Location: Enquire

SOLD

Title/Tax Status & Location: UK 

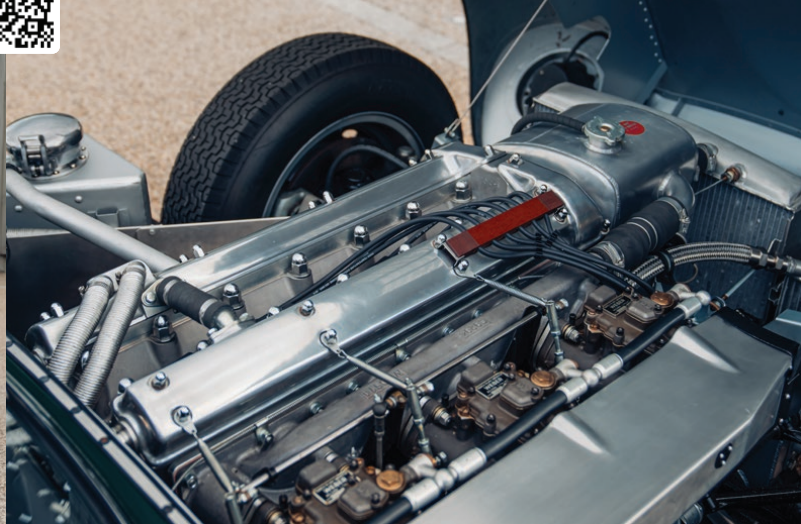



Porsche Carrera GT

Supplied New to USA - UK Registered - 7,580 miles

Supplied new to California in 2005, this example is presented in GT Silver over Ascot with Natural Dark Grey leather. Accompanied by its original luggage set and car cover, this example received a major service and the APA3 suspension recall in February 2025.





Title/Tax Status & Location: UK 

£1,674,995



Jaguar XKSS (RHD)

1957 / 2018 Continuation - UK Road Registered

One of 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 XKSS is the only continuation example painted in cellulose paint, meaning it will age and patina as an original car would. In 2019, the car passed its IVA inspection and was subsequently issued with a UK V5C document, meaning it is ready to be enjoyed on the open road.


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 



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.





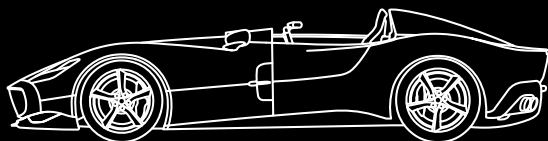
Jordan-Ford F1
Instagram Reel



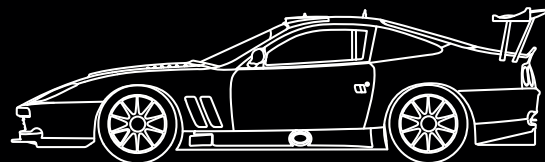
POA

Coming Soon to DK Engineering

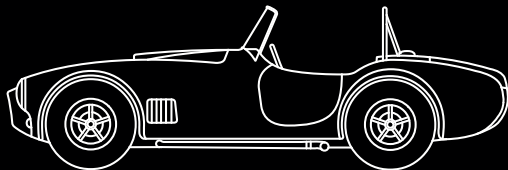
Please contact the team to enquire about any of our coming soon vehicles.



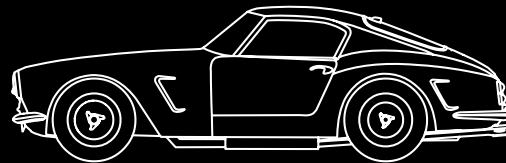
Ferrari Monza SP1



Ferrari 550 Maranello Prodrive



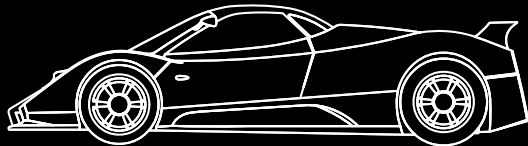
AC Cobra



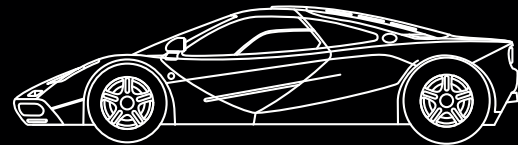
Ferrari 250 GT SWB

Coming Soon to DK Engineering

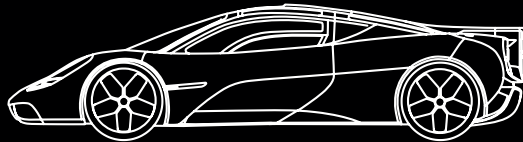
Please contact the team to enquire about any of our coming soon vehicles.



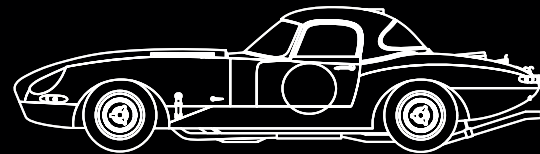
Pagani Zonda



McLaren F1



Gordon Murray Automotive T.50

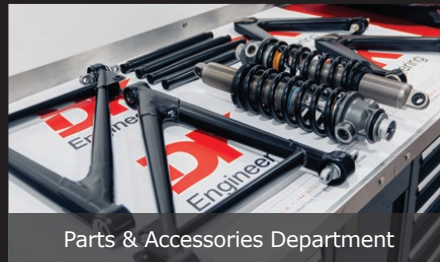


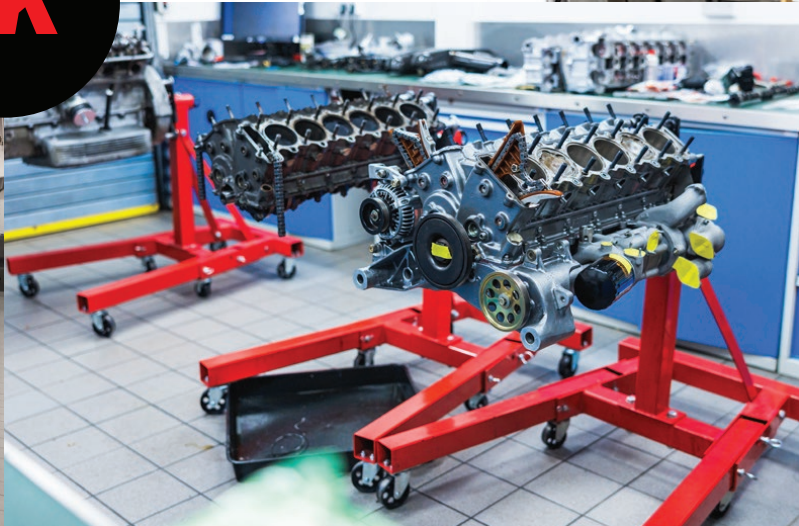
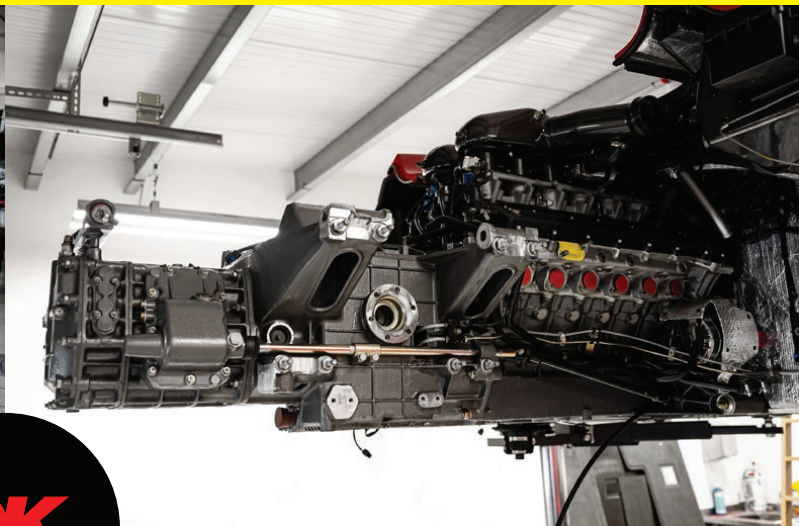
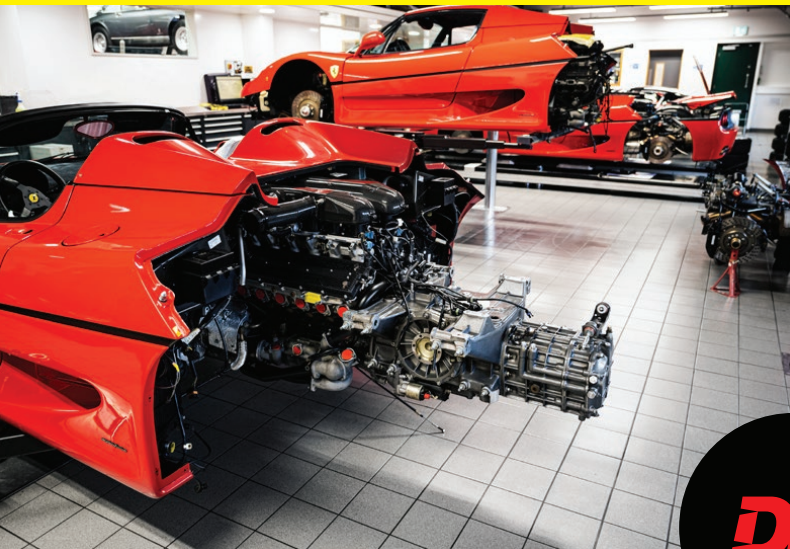
Jaguar E-type Lightweight

'The Complete Service' - Est. 1977

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 49 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





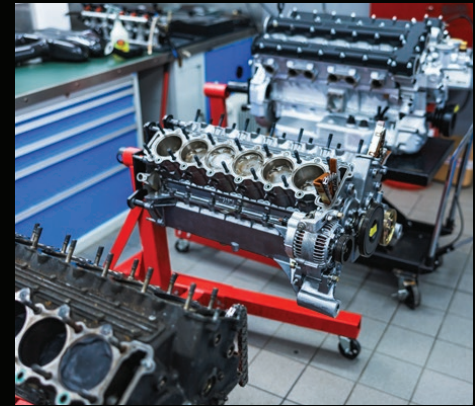


Work in Progress by David Cottingham

For the restoration update this quarter, I'm going to digress and comment on the large amount of DK workshop activity, which, in the main, results from the continuing success of our sales team in selling countless cars. As part of each sale, DK carry out a thorough inspection, which leads to anything from a minor pre-delivery service to major work such as replacement of fuel cells or complete engine strip and reseat of 'F car' engines.

As these 'F cars' are now 30-plus years old, it is common for us to completely strip engines and replace the many seals which have become hardened through heat cycles or just age.

We are currently going through this process for two F50s. One of which has covered just a very low mileage, and the other a high mileage. Whilst the engines are out, the opportunity to refresh other items is now a normal occurrence in order to achieve the very high standard that has become the expected norm for these high-value cars.

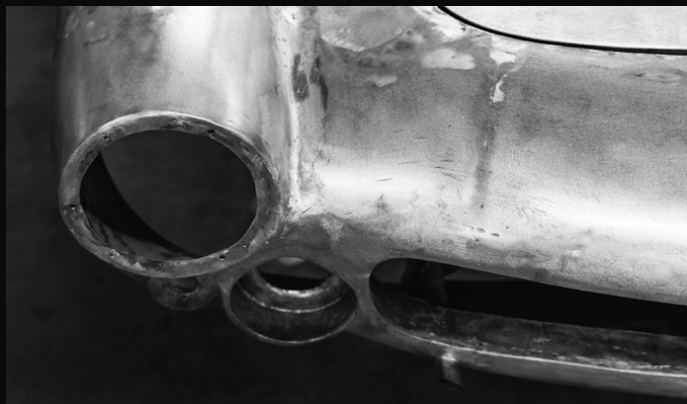




Ferrari 365 GTS/4 'Daytona' Spider Restoration

Restoration work has continued at a good pace on the RHD Daytona spider, which we began in November 2024. It has returned to our workshops in its attractive period colour of Blu Sera. Whilst the car was away being painted, numerous components were restored ready for refit, which, together with the restored engine, will be fitted during the next few months.





Ferrari 250 GT Berlinetta Lusso Restoration

The 250 GT Berlinetta Lusso (RHD), which we are completely restoring, is now fully stripped, and the bare-metal body shell is undergoing work to correct imperfections from 60 years of use.

The 250 California spider SWB now has its engine and gearbox back in place, most components are now refitted, and it will shortly be ready for the trim stage. The interesting original shade of green and the story behind it is always a conversation starter, and we're looking forward to seeing the finished product out in the summer sun.



Alfa Romeo 8C Restoration

As we go to print, the near 100-year-old Alfa Romeo 8C, once piloted by the legendary Tazio Nuvolari, has just had its restoration completed to the highest standard by RC Moss and has performed flawlessly during a shakedown at Silverstone.

More about the car and the incredible discoveries made during the restoration will be revealed in the coming months. We so enjoy the process of researching the amazing history which many of these cars have.



Ferrari 275 GTB - Restoration to Perfection





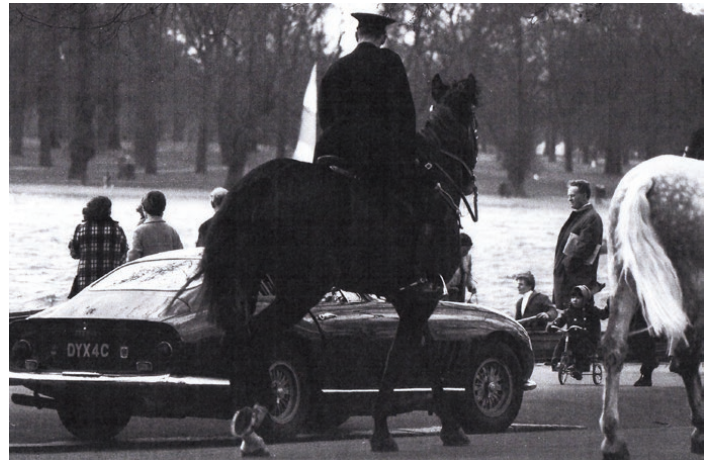
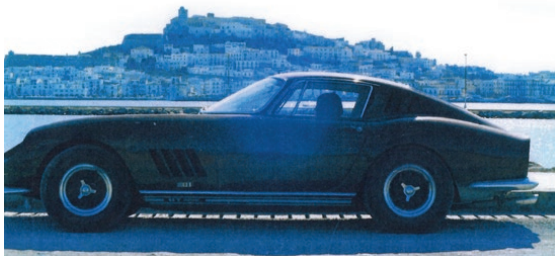




Recently, we spoke with the daughter of the original owner of the 1965 275 GTB, the restoration of which we have just completed, and, to our joy, she kindly shared childhood photos of her alongside the car in Chelsea, London, during the mid-60s. Together with images of her father's exploits when driving the car to Ibiza and Fuerteventura. We look forward to photographing her with the car as it is today and ready for its new custodian to make many more happy memories.



David Cottingham





DK has been producing market-leading video content to support all aspects of the business since 2010. We continue to collaborate with a variety of leading independent filmmakers to create new and engaging content. Shown adjacent are some recent highlight films from our YouTube channel. To watch them, simply scan the QR code using your mobile phone's camera.



A Car We'll Remember Forever - McLaren P1

"A Passion for Ferrari" - DK's Jeremy Kalp

Our Favourite Ferrari 250 SWB - 1995GT

How Many Hypercars? DK Engineering Presents: The 'Boss' 2025 Edition



DK TV



"One Name. Seven Decades." - Ferrari's 750 Monza & SP1 Monza



DK TV



The Ferrari F40 User's Guide



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The McLaren F1 - The Ultimate Driver's Car



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The Ferrari That Really Started It All For DK - Ferrari 340 MM (#0350)



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Ferrari SF90 XX Stradale - Unleashed on Track



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View all DK TV videos on YouTube...



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 50 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.



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.



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.



Aaron Cunliffe

Service Department Advisor

Aaron has spent nearly 40 years in the automotive industry, beginning his career as a workshop technician before progressing to Workshop Manager for Mercedes-Benz. With extensive expertise and leadership experience, Aaron works tirelessly to shape DK's world-leading service department.



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.



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.



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.



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.



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. He is a passionate Ferrari enthusiast. A keen fan of racing, especially F1, he enjoys his weekends visiting tracks and being a main member of the Scuderia Ferrari Club.



Martynas Cerniauskas

Sales Dept Process & Quality Control

An avid Ferrarista from his childhood, 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.



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.




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



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 jamesc@dkeng.co.uk




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.

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 jordan.batson@dkeng.co.uk



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