

DK

Engineering

Est. 1977



Winter 2024/25



An Exceptional Year at DK

It has been another bumper year at DK Engineering, with a number of standout moments, events and milestones that we can all be extremely proud of. The big headline for us – and for me in particular – has been our involvement in the World Endurance Championship (WEC), racing a McLaren with United Autosports in the maiden LMGT3 era, and me having the chance to represent DK Engineering on the global motorsport scene, with the 24 Hours of Le Mans being a particular highlight. Competing at this level has been a long-held dream of mine and my father, David's. It was fantastic to be joined by so much of my family and the DK team at circuits around the world throughout the year.

The racing season has been a huge achievement; we have had a fantastic opportunity to see old friends and meet many new clients the world over. It has been mammoth effort for many reasons, but I am incredibly proud of the journey we have taken and the results achieved. This concluded in Bahrain with a front-row lockout, having scored our best result of P4 in Sao Paulo, Brazil, just a few weeks previously.





Away from the track, the day-to-day business is growing to new levels, and we continue to strive to raise the benchmark in everything we do – be that in sales, restorations, servicing, parts or storage. As the business fast approaches the milestone of its 50th year, David and Kate remain the backbone, and are still very much involved, with me now leading the day-to-day activities.

Progress is never made by standing still, and each department has noticeably evolved over this past 12 months, pushing forwards as the needs and requirements of our clients, and the market, continues to progress. We said a sad farewell to Harvey over the summer, who had become a key member of the DK family over his 13 years with us, and wish him well in his new endeavours.

People remain at the heart of what we do. We continue to work with the best at every step, and as we continue to grow, and our demands increase, we are working hard to find the highest calibre of staff. Not an easy task, but one we are committed to. For many years, we have proudly supported apprentices throughout the business – many of whom have remained with us – and I am delighted that these valuable apprenticeship and training programmes continue to help create a strong foundation, supporting our loyal team.

The team which, once again, has been responsible for sourcing and selling a wide selection of important headline cars this year – many of which were transacted under the radar, understanding the importance of discretion for our clients.





Ferrari remains a mainstay for DK, across every area of the business, where we are experts at every level. As Maranello unveiled its latest halo model, the F80, so we have continued to dominate the 'F-Car' arena, handling more 288 GTOs, F40s and F50s than anyone else in the world.

In May 2025, alongside White Label Events, we're hosting a four-day Ferrari F50 '30th Anniversary Tour'. We'll be exploring the scenic landscapes of southern Portugal, and it's an event open to all F-Car owners, not just F50 owners. We still have some availability (limited to 12 cars, 24 guests), so please contact us if you'd like further details about this incredible opportunity.





2024 marked a decade since we opened our first bespoke high-capacity vehicle storage facility, and we have continued to challenge convention, as we look to offer the absolute best option to our clients, storing some extremely significant vehicles and collections. We keep working to raise the bar in terms of quality, service levels and facilities, and this year has seen our storage business expand further still, with additional facilities being added in 2025 including to a bespoke four-storey facility, which was one of four new buildings purchased this year. With this latest expansion, we will incorporate a dedicated service facility for storage, a true first in the UK. Our capacity has increased so we now manage and maintain over 500 client vehicles under DK owned and controlled roofs.



Clients looking to preserve and restore heritage vehicles appears to be at an all-time high, as our restoration department is as busy as I can ever remember. Our restoration projects continue to set new standards at every step; not only on the concours lawns, but in terms of the level our dedicated team goes into for vehicle histories, authenticity and attention detail. We have always prided ourselves on ensuring accuracy and perfection, in every department, and this year we proudly delivered a client a perfect 100/100 for a restored F50 from the ultimate experts at the Cavallino Classic concours. This adds to multiple 'Best in Class' and 'Best of Show' awards achieved over the 2024 concours season. A true testament to the skilled and dedicated works by our team.

On a global level, our events programme has been as comprehensive as ever throughout the year, and we have been active across Europe, Asia, the Middle East and North America. These events have seen us connect with clients, strengthen our already extensive network, and reunite with previous projects, restorations and cars we have sold. Indeed, our activities at Pebble Beach, as part of Monterey Car Week, was another huge success.





It was a genuine highlight of the year – as it always is – and, with our base at 'Casa DK', we have now completed the sale of each of the carefully curated selection of cars we took with us. We were delighted to assist one of the earliest fans of Team DK, Mr Earl Waggoner and his unrestored Ferrari 250 GT Berlinetta Lusso of 59-year ownership on the Pebble Beach lawns. Off the back of the buoyant auction sales, we sold two fantastic examples of the Ferrari F50 as well as the Zonda One-off 'Nero'.



September saw us venture east. Coinciding with WEC round 7 at Fuji Speedway, I was joined by Jordan and Luke to spend a week exploring Japan. David also joined us, despite doing business for decades, this was the first time he had visited Japan. We covered some 3,000 kilometres in just a week, visiting clients and inspecting cars. Our return to the UK saw the fruits of our travels with

a great example of the F40 arriving in the UK a few weeks later. A rare example sold new to Australia that we purchased with 135,000 km, certainly a well used example! We have since sold it and it will undergo a Winter transformation ahead of delivery to its new owner. 2024 will be remembered fondly as the year we enhanced each area of the business, raising the level across

everything we do. We strive to offer the complete service for each and every client, and plans for further enhancement in 2025 are well underway.

James Cottingham

2024 Postcards











24h LE MANS®















The Allure
of the
RHD

The Allure of the RHD

Foreword by Chris Evans

"Right or left Sir? Oh right for me please - always. Unless of course there is no right - vis a vis a 250 GTO or California Spider (that is, except for just the sole right hand drive rebel, that I didn't even know existed until a few years ago).

As the 13th century poet Rumi once mused, "There is a field beyond right and wrong and I'll meet you there." So there is a garage beyond right hand drive and left hand drive, so let's meet there. That is to say this is not an argument, a row, a hot potato, an impasse of immovable perspectives. It is rather merely a personal preference based on geography and why you want to own a certain car in the first place.

Someone once said with regards to taking inspiration from the greats, "Never copy the what but by all means copy the how". This is where I am with a huge side order of why. I live in Great Britain, I drive on British roads, I reverse into UK parking bays. I need my old beauties to be right hand drive because I want to drive them."





Ferrari built 176 examples of the 250 GT Berlinetta SWB, just 14 were completed in right hand drive. These 14 were predominantly allocated to the UK, although one car was delivered to and remains in Australia. Through research carried out by DK Engineering, the significance of the second RHD example changed the course of Ferrari's history in the UK.

As we now know, the sale of 1995 GT when new to Mr Rufus Eyre in 1961 by Colonel Ronnie Hoare, still working from the F. English Ford dealership in Bournemouth was the car that triggered the move to what we now know to be Maranello Ferrari, formerly and for a great many years, Maranello Concessionaires.



Throughout the near-half century of DK's history, we have primarily specialised in Ferrari. Being UK based, as well as a passion for racing, the allure of right-hand drive Ferrari has been undeniable.

It is pertinent to note that some of the very first Ferraris, despite not being destined for a right hand drive market, did have the driver situated on the right. There are two reasons for this; firstly, up until 1959, Italy drove much like the UK, on the left. Secondly, these were cars destined to make racing history from the very beginning and were thus constructed for anti-clockwise circuits. The most significant races took place on these circuits such as Le Sarthe, the Nürburgring and Monza. Simply, the pitlane garages were on the right side of the circuit, and a right hand drive car allowed the driver to exit their race car towards the garage instead of into a live and, in period, unrestricted pitlane! Cars such as 166MM chassis 0008M, which won both the Mille Miglia and the 24 hours of Le Mans in 1949, emphatically put Ferrari on the map and commenced their epic racing history.



Throughout the 1950s and into 1960s, these Le Mans destined Ferraris made history and have since become amongst the most revered and valued automobiles of all time – almost always in right hand drive; 500 TR/C, 250 GTO, 250 LM etc.

Meanwhile, for those who wished to have their own right hand drive Ferrari, the process of ordering your own road-fairing RHD Ferrari had only started to emerge.

Throughout the 1960s, Maranello Concessionaires continued to expand and quickly became a competitive privateer racing team, fielding some of the most well-known and valuable racing Ferraris from the 1960s. The distinctive red and blue liveried sportscars ran from 1962 until 1968, in 250 GTO, 275 GTB/C, 330 LMB, 330P with a hiatus until 1972 when a Maranello Concessionaires' Daytona Competizione ran at Le Mans 24hr.

For over 30 years, the only way for any RHD market to order a Ferrari road car was through the Colonel in the UK. As a result, many RHD cars from the period have extensive initial history, often containing convoluted communication to and from the buyer, Colonel 'Ronnie' Hoare, and Ferrari, on details such as specification and options of their new car. This correspondence can be evidenced right up to the Australian-supplied examples of the F40, an exclusively left hand drive model.









The numbers extend far beyond the F40. Whilst looking at the distribution share for more modern times will demonstrate that the UK equates to 20% of global orders versus 25% to the USA, a market much greater by wealth and population. The additional RHD markets equate to a further 4-5% so whilst their regions are small, demand is great.

The number of significant 60s and 70s cars is much, much lower than 20%. Today, supply vs demand works in the favour of rarity. Each of the handful of RHD cars have built up their own identity as a result of such low numbers.

- Of the 176 250 GT Berlinetta SWBs built, just 14 were RHD
- Of the 200 275 GTS built, just 14 were RHD
- Of the 100 330 GTS built, just 2 were RHD
- Of the 330 275 GTB/4 built, just 30 were RHD

When we look to one of Ferrari's most successful front-engined V12s, the Daytona, the figures are below the 20%;

- Just 158 of the 1284 Coupes were RHD
- Of the 122 Daytona Spiders built, just 7 were RHD
- Of the 15 Competizione, just 2 examples were RHD





All Ferrari F40s left the factory in left hand drive, but for those with the means, a Pininfarina conversion was available. Just 7 of these exist and they carry a hefty premium over a like-for-like leftie. Today these RHD cars stand apart. Whilst the numbers remain small by comparison, their audience is significant and with illustrious race history to support the continued story of the marque, right hand drive shouldn't be disregarded as an inconvenient wrong-hand drive to the rest of the world.



Mercedes-Benz 300 SL Roadster **SOLD**Ferrari 275 GTB 6C **SOLD**Ferrari 275 GTB 6C 'Alloy' **SOLD**Bowler Nemesis **SOLD**



AC Cobra 289 (1966) **SOLD**



Ferrari 812 Competizione **SOLD**



Ferrari 288 GTO **SOLD**



Ferrari 275 GTB/4 **SOLD**

Porsche 911 Singer DLS (LHD) **SOLD**Mercedes-AMG ONE **SOLD**Lancia Delta Integrale Futurista **SOLD**Multiple Ferrari F40s **SOLD**



Lamborghini Diablo GTR **SOLD**



Honda NSX-R **SOLD**



Multiple Ferrari F50s **SOLD**



Ferrari 250 GTE 2+2 **SOLD**



POA


Title/Tax Status & Location: UK 



Ferrari 275 GTB/4

LHD - Original Colours - Classiche Certified

Supplied new to Perugia, Italy this is 1 of just 2 275 GTB/4 to be optioned in Verde Scuro over Arancia. Restored to these stunning original colours and subsequently presented at the 2022 Concorso d'Eleganza Villa d'Este. This wonderful example is accompanied by its Ferrari Classiche Certification and is offered from one of the leading collections of the world.

Title/Tax Status & Location: UK 

POA



Ferrari F50

Classiche Certified – UK Registered

Supplied new to Italy, this Ferrari Classiche Certified example first found residence in northern Italy in January 1998. Purchased and imported into the UK in 2017 by its current custodian, this F50 has since been serviced annually by Graypaul Ferrari. Today presenting with just 10,400 km from new, this example is fitted with a sports exhaust and accompanied by its complete original system.



White Label Events and DK Engineering present the

F50

30th Anniversary Event

(Including F-Car Friends)

May 4th - 8th 2025, Portugal



WHITE LABEL
EVENTS

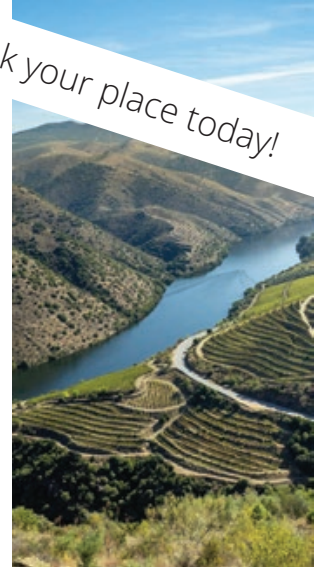
White Label Events offer the blue ribbon of automotive adventures. The creation and execution of luxury, social driving events where like-minded people share their passion and experiences in incredible locations worldwide.

Each event is carefully planned with months of investigation and research combined with a wealth of automotive knowledge.

In May 2025, join fellow F-Car owners and members of the DK team on an incredible scenic tour of southern Portugal celebrating 30 years of the F50.



Book your place today!



Coast to Countryside, Portugal (May 4th-8th 2025)

The journey begins from a tranquil coastal village and winds through historical towns, offering glimpses of castles and Roman ruins. The event is limited to 12 F-Cars and 24 guests. Spaces still remain (at time of print).


If you're an F-Car owner (288 GTO, F40, F50, Enzo, LaFerrari) and you would like further information and pricing details for this exclusive tour, please scan the QR code adjacent or visit: www.dkeng.co.uk/f50tour

- Full White Label Events support/management
- DK technical support crew
- All-inclusive 4-night stay with 3-days driving
- Includes breakfast, lunch, dinner and drinks with meals
- Pre-programmed sat nav for a hassle-free journey
- DK tour pack will be issued to participants





POA


Title/Tax Status & Location: UK 



Gunther Werks GWX 'Bubblegum'

The Sole UK RHD Gunther Werks

Gunther Werks takes a slightly different approach to reinterpreting the classic 911. With a single-minded focus on delivering the ultimate analogue driver experience based on the traditional air-cooled 911 configuration. The sole UK RHD example and featuring bespoke bodywork that differs from all others, the GWX offers 438hp & 315lb ft from its naturally aspirated 4.0 flat-six.

Title/Tax Status & Location: UK 

POA



Pagani Huayra Roadster BC

1 of 2 UK Registered Examples - LHD

1 of just 40 examples built, the Huayra Roadster BC pairs Pagani's latest, lightest and strongest 'Carbotanium' tub with the most powerful iteration of AMGs' V12; 791bhp & 737lb ft. Finished in Glossy Nero Blackstar with gloss visual carbon fibre over satin interior carbon fibre. 1 of 2 examples to be UK road registered.



VALKYRIE






£3,249,995

Aston Martin Valkyrie Spider


EU Specification - LHD - 1 of 85 examples

Location: UK  Title/Tax Status: Enquire

This example was supplied in December 2023 to its sole keeper and built to EU specifications and in LHD. The car has covered just 75 miles from new. The equipped specification totals £215,000. Presenting superbly in Q-Bespoke Satin Volcano Red and protected by full vehicle paint protection film, this scarce example is available to view at our showrooms immediately.



£224,995


Title/Tax Status & Location: UK 



Porsche 356 'Pre-A' 1500 Reutter Cabriolet

1 of Just 394 Knickscheibe 'Bent-Window' Cabriolets Built

One of just 394 examples built of the Knickscheibe 'Bent-Window' Cabriolet with coachwork by Karosserie Reutter. Offered from a prominent Porsche collection, this example has received a major service and carburettor tune ahead of sale.

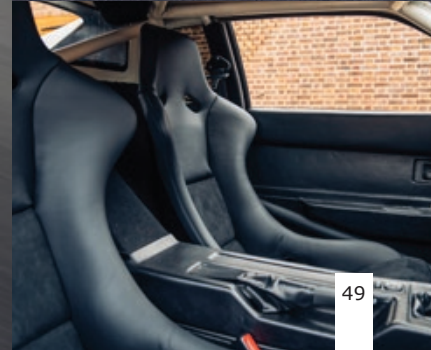
Location: UK  Tax Status: Enquire

POA

Venturi 400 Trophy

1 of 10 Factory Road Converted Examples

1 of 73 examples completed for the Venturi Gentleman Drivers' Trophy, this 400 Trophy is understood to be 1 of just 10 cars to return to the factory for a road conversion post-competition. The series was a turn-key, one-make championship for the bespoke-built Venturi that spanned 4 years. The 400 Trophy weighs in at 1,200kg, has a carbon composite body and is powered by a 407hp twin-turbo V6.






Ferrari F40

Classiche Certified and Lexan Sliding Windows - Just 2,850 km


This F40 is a very early production F40 and was delivered in December 1988 to its first owner by Motor S.p.A in Modena, Italy. One of the first 55 production cars, this early example has a '7' series chassis number and many of the features only evident on the earliest production cars. Known by DK Engineering since 2011, this Classiche Certified example is offered with just 2,950 km from new and a fresh major service.



POA

Title/Tax Status & Location: UK 



Title/Tax Status & Location: UK 




McLaren P1 GT

1 of 4 P1 GTs by Lanzante

The prototype Lanzante P1 GT completed, paying homage to McLaren F1 56XPGT in XP Green over green and cream interior. Based on the P1 GTR, the GT adds creature comforts, a wealth of upgrades from the Lanzante-developed P1 LM and a UK registration to the track-only base car offering 986bhp & 719lb ft!

POA



Title/Tax Status & Location: UK 



Lexus LFA

1 of 2 Examples Supplied in Fresh Green - RHD

This Lexus LFA was delivered new to its first owner in 2012. It arrived finished in the fascinating specification of Fresh Green over a red interior. A truly unique specification, with only one other car being delivered new in Fresh Green. The car has only covered 1,350 km from new, and a recent 2024 service at Lexus Milton Keynes has been performed.

POA



Lamborghini Diablo VT 6.0 (LHD)

1 of 260 Examples Built

With just 7,000 miles from new this example has resided within several notable collections and today presents superbly.



Title/Tax: USA  Location: UK 

POA


Lamborghini Diablo VT 5.7 (RHD)

UK Supplied, Thorough History File

A wonderful example of the first generation Diablo VT. Finished in Midnight Blue over light grey, this VT benefits from known and documented ownership from new. Supplied new to Newcastle United FC owner Douglas Hall, this example first formed part of his significant collection. Recently receiving a full cosmetic overhaul by Topaz Detailing, today this Diablo is offered with just 15,400 miles.




£399,995

Title/Tax Status & Location: UK 





Title/Tax Status & Location: UK 

POA



Jaguar E-type 'Semi-Lightweight'

YRP 999 - Widely Regarded as One of the Most Raced E-types Extant

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 today accompanied by a thorough spares package and FIA Papers.


1963 Jaguar E-type 'Lightweight'

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 until November 2025 and dispensation awarded for penalty free participation in GTSCC and Peter Auto to full LWE specification.



Title/Tax Status & Location: UK 




Ferrari 250 GT Berlinetta Lusso

£1,299,995

Single Family Ownership Since 1968 – 1 of 22 UK Supplied RHD Examples

The penultimate of 22 UK RHD examples, this 250 GT Berlinetta Lusso arrived at Maranello Concessionaires on April 21st 1968. The car has remained under the care of one family since 1968. Following the family's relocation to New Zealand, the Lusso continued to see regular servicing but remains unrestored. It was repatriated to the UK by DK in early 2023.




Title/Tax Status & Location: UK 






Ferrari 250 GT Lusso 'Hotrod'

Title/Tax Status & Location: UK 

RHD - DK Engineering Restored to Fast Road Specification

A RHD example that during its life has seen regular competition action including numerous Goodwood Revival TT races. Totally restored by DK over the last three 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. This specification makes for a fabulous fast road car ideal for tours and rallies, and is now reluctantly offered for sale due to the relocation of the owner.



Title/Tax Status & Location: UK 

£849,995



Shelby Cobra 289

Captivating History Folio – Comprehensively Restored

This example was billed to Shelby American on the 14th May 1964 and was used by the Ford Motor Company in Michigan for sales promotion and PR. A subsequent 33 year single ownership saw the car lovingly restored, and the car presents today with a detailed and captivating history folio.

Title/Tax Status & Location: UK 


POA



Porsche 911 (993) GT

C16 RHD – 11,450 Miles From New

One of just 16 UK 'C16' cars and is presented in its original specification of Arctic Silver over Black leather with grey bucket seat inserts. Indicative of the focused ethos of the 'GT', this car features only two optional extras; a graduated tint windscreen, and the rare M020 double scale speedometer. The car has covered only 11,450 miles from new. It has had four owners from new and has been sold by DK Engineering three times before.

Title/Tax Status & Location: UK 

Jaguar XKSS

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 V5 document, which means it is ready to be enjoyed on the open road.

£1,674,995


Morgan Aeromax

One of 24 RHD - Tungsten Metallic Grey over Yarwood Red

Optioned in Tungsten Metallic over a Yarwood Red interior with Maroon piped carpets.
This example is 1 of just 24 optioned in RHD. Seeing regular servicing throughout its life,
this Aeromax is accompanied by its luggage set, build book, and book pack.



£139,995

Title/Tax Status & Location: UK 

Former Le Mans 24h Entrants

£799,995



Epsilon Euskadi EE1
2008 Le Mans LMP1 Competitor

£324,995



Porsche 911 (996) GT3 R
2nd IC at 2000 Le Mans 24h - 2nd IC 2000 Sebring

POA



Ferrari 458 GTE
2013 Asian Le Mans Series Champion and 8th IC at Le Mans

£524,995



Courage C65 Judd (LMP2)
x2 Le Mans Entrant - Fully Restored - x2 ERL Winner


Bizzarrini 5300 GT (LHD)

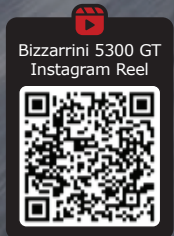
POA

Race Prepared to ISO A3/C Specification


This example is 1 of just 12 5300 GTs built with a lightweight aluminium body and De-Dion rear suspension. With known ownership from new, this Bizzarrini was supplied new to the USA where it remained until 2002. Eligible for numerous events including the Goodwood TT, the Spa Six Hours and the Masters Historic Racing Series.



Title/Tax Status & Location: UK 





Title/Tax Status & Location: UK 

POA



Porsche 911 2.7 Carrera RS Touring

The sole RHD example in Jade Green

Supplied new to the UK in early 1973 as one of the first 500, this example is the only RHD RST finished in Jade Green from factory. Accompanied by its matching number engine and gearbox, this 2.7 RS Touring is available for sale for only the second time in 31 years.

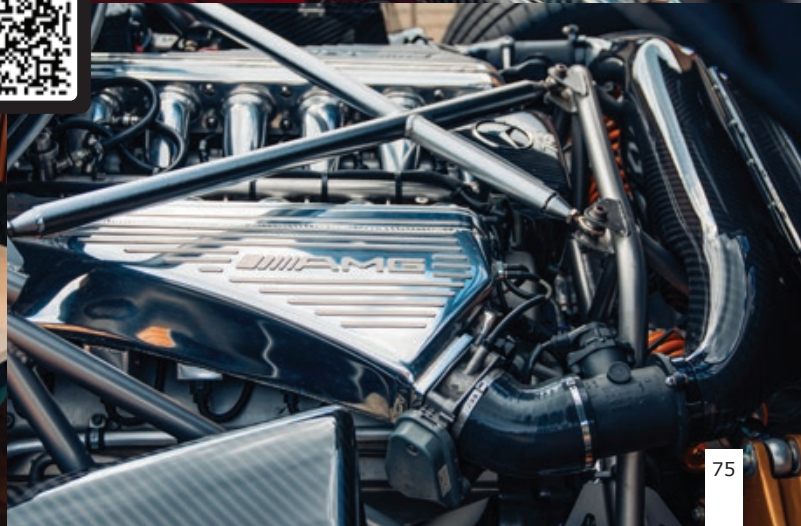
Tax: UK  Location: USA **SOLD**

Pagani Zonda Nero

'Zonda Nero' was born as an LHD S 7.3 in 2003. Upgraded in stages during its life it, in 2015, saw the final revision as it is presented today when it was sold to a UK-based collector and the final and most significant modifications were overseen by Pagani UK. At that time the car was painted black, the interior upgraded to red and black 'F' specification, the suspension, brakes, and wheels upgraded to 'F' specification, and the aero features and engine upgraded to 'Tricolore' specification. Displayed at the 2024 Goodwood Cartier Style et Luxe.



California Evenings





Ferrari 330 GTC

Title/Tax Status & Location: UK 

Classiche Certified - Original Colours

Presented in its original colour of Amaranto, this 'matching-numbers' 330 GTC was optioned from new with air conditioning. The subject of £175,000 worth of expenditure in recent years this GTC saw a bare metal repaint, a full chrome refresh and a rebuild of the engine, brakes and suspension. Accompanied by Ferrari red book Classiche Certification, this 330 GTC is ready for the new owner to use and enjoy.



POA



POA



Ferrari 500 TR

New York Auto Show Car - Classiche Certified

Coming Soon

RALPH LAUREN

DK first restored cars for Ralph Lauren in the late 1980s and in fact, come 1986, David Cottingham was restoring four cars simultaneously for Lauren. Of these, notably two Jaguars and two Ferraris. The Jaguars were both notable examples of the marque; a works long-nose D-type and an XK120, the Clemente Biondetti semi-works chassis. The Ferraris were no different, a Ferrari 250 GT Berlinetta SWB Competizione and an ex-Scuderia Ferrari 375 Plus.

These cars remain some of our favourite restorations to date and set a precedent for years to come. As the restoration of another D-type came to a close, we decided to mark the occasion. As you will know, the DK mindset is very much to continue to invest and improve. It is always satisfying to see the continued development of our Little Green Street Farm home and the ongoing growth

of our storage business, but people remain at the core of any great business.

The way we dress our team is very much the same, and in our mind, there was no better brand to work with than Ralph Lauren. We wanted to cater for all aspects of our business and team members, from our front of house team, through sales and storage, to our workshop and technicians.

As of 2025, all employees of DK Engineering will be dressed in Ralph Lauren workwear. There is without doubt a synergy between our two brands and identities and it feels appropriate that the level of care, attention and service that we offer our customers should equally be demonstrated in house. If anything, it's something we should have done sooner!



RL with DK restored 2CPG at Bagatelle Concours 1991







POA



Ferrari 166MM

Competition Berlinetta by Pininfarina - Classiche Certified

Coming Soon


Ferrari 365 GTB/4 'Daytona' Plexiglass

Period Competition History - LHD - Restoration Completed October 2024

Supplied new in 1970, this EU specification 'Daytona' Plexiglass was supplied new to official dealership Wolfgang Denzel of Vienna. Purchased in 1974 by its second keeper, the car would actively compete at circuits around Europe. Purchased by the current owner in 2018, DK Engineering has sympathetically restored the 'Daytona' with works completed in October 2024.



POA


Tax Status & Location: UK 

Ferrari 365 GTB/4 'Daytona' Spider Conversion

Offered From 23 Year Ownership - RHD - Spider Conversion by Moto Technique

Supplied new to Mr Gordon Claridge through Maranello Concessionaires in 1975, this 'Daytona' was purchased by its current owner in 2001, and quickly entrusted into the hands of Kevin O'Rourke of Moto Technique shortly after for restoration and conversion to Spider configuration. With the car taken down to bare metal, it was refinished in the iconic Rosso Corsa coachwork it presents in today.



Tax Status & Location: UK 

£529,995

POA

Title/Tax Status & Location: Enquire



Lamborghini Essenza SCV12

1 of 40 Examples - Delivery Mileage

1 of just 40 examples completed, the track-only Essenza SCV12 is powered by a naturally aspirated V12 upgraded to offer 819bhp. Featuring an FIA-approved carbon crash structure, the SCV12 benefits from an aerodynamic package capable of delivering over 1,200kg of downforce at 155mph.






Porsche Carrera GT

USA Specification – Refinished in Vesuvio Metallic by Porsche GB


This USA specification CGT was UK registered in 2014, and presents today with 24,080 miles from new. It has recently returned from a comprehensive respray by Porsche GB in 'Vesuvio' (the only CGT in this colour); a subtle warm grey with purple shining through in direct sunlight.

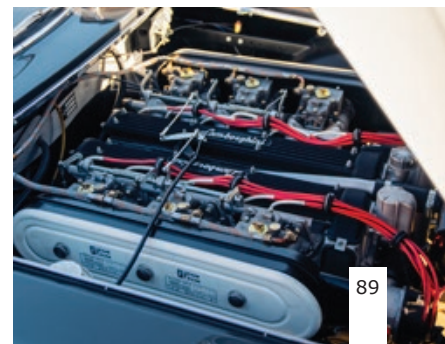


£999,995

Title/Tax Status & Location: UK 

£499,995

Title/Tax Status & Location: UK 




Lamborghini 400 GT

1 of Just 4 RHD Examples for Mitchell & Britten

1 of just 4 examples of the 400 GT officially converted to RHD by Hooper & Co. Sold new by importers Mitchell & Britten, this example would spend 30 years in the care of a single owner in the UK. Most recently, this example has been restored to the elegant period colour combination of Grigio St Vincent over Ochre.



Title/Tax Status & Location: UK 

£99,995

Range Rover CSK

Totally Restored by Kingsley Range Rover

Built in a limited run of 200, each CSK was individually numbered and released in September 1991 to celebrate 20 years of production. Throughout 2020/21, this CSK was the subject of a professional full body-off restoration totalling £115,000.


Volkswagen Samba de Luxe 23-Window

1956 RHD - Restored by One on One Restorations

Supplied new to Sweden, this example was then imported into the UK in 1990 by an avid enthusiast. Passing to its next owner, the decision was made to subject the car to a full restoration, the result being 'one of the best Type Two busses in the UK' as commented on by the chief valuations officer for the Northwest VW Club.



POA

Title/Tax Status & Location: UK 



Ferrari Superamerica

RHD - Manual Upgrade

This 2,500 mile example of the rare RHD Superamerica was delivered finished in Nero Daytona over Sabbia hide, and crucially fitted with the must-have Fiorano Handling Package.

Under the instruction of the previous owner, a conversion to manual was carried out. The parts required are incredibly scarce and to replicate this task could cost six figures, not to mention the electrical complexities of a Superamerica when compared to the fixed roof 575M.

This car presents the opportunity to purchase a versatile, driver-focussed, V12 manual convertible - an opportunity which does not arise frequently.

£399,995

Title/Tax Status & Location: UK 



Watch our video
featuring this car




Ferrari F12 TdF

Inspired by 250 GT Berlinetta #0563GT, 8th OA at 1956 Tour de France

This example has just 2,400 miles from new, has a wealth of carbon fibre options and a Charcoal Alcantara cabin. A rare opportunity to own a TdF in an Atelier-optional Livery.



£874,995


Title/Tax Status & Location: UK 

McLaren SLR

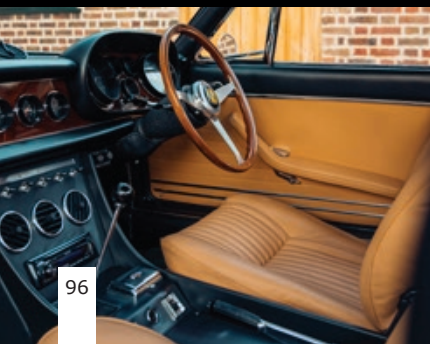
UK Registered - Fresh Service by Avantgarde

Optioned in Crystal Laurite Silver, a colour featuring much higher levels of metallic flake than usual, this SLR really pops in the sun. Unusually this example sees a full black leather interior, cosseting the driver in a luxurious environment and fitted with a wealth of amenities including Nokia mobile phone. Freshly serviced with just 14,900 miles from new.



Title/Tax Status & Location: UK 

£279,995




Ferrari 365 GTC

Classiche Certified - Period Colour Combination

1 of just 22 UK RHD examples built, this Classiche certified example is today finished in Verde Scuro Metallizzato over Pelle Beige. Ferrari completed just 150 examples of the 365, fitted with the upgrade, torquier 4.4-litre V12, a powerplant that greatly exceeds its quoted figures on the road.

POA

Title/Tax Status & Location: UK 


Ferrari 458 Spider

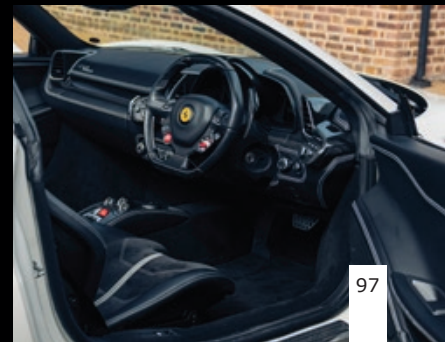
A Wealth of Carbon Fibre Options - RHD

A well optioned example of Ferrari's soon-to-be modern classic. The original keeper ticked the boxes for all of the carbon fibre inside and out, Goldrake carbon fibre bucket seats and suspension lift. Offered with fewer than 10,000 miles from new.




£157,995

Title/Tax Status & Location: UK 





Porsche 911 2.7 Carrera RS Touring

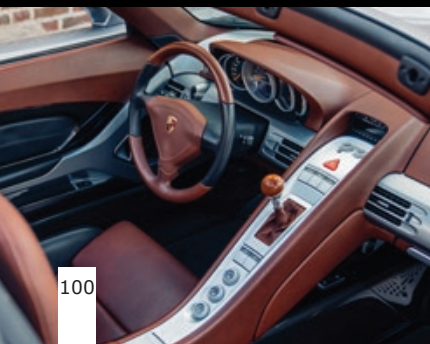
Title/Tax Status & Location: UK 

First 500 Example - Comprehensive Restoration


Imported and registered to the UK in 1997, this example is one of the first 500 produced. Undergoing a comprehensive restoration by leading Swiss Porsche specialist Marc de Siebenthal in 2011, the car has since resided in notable collections and been used sparingly.



POA



£1,124,995

Title/Tax Status & Location: UK 



Porsche Carrera GT

Seal Grey over Ascot & Natural Dark Grey - Stop-Drive Recall Completed

Finished in the elegant and lesser seen hue of Seal Grey, this CGT was supplied new in 2006 by Carrera Motors of Belgium. In 2018, the car was imported and registered to the UK and shortly after received major works totalling £72,000 with Porsche Centre Reading.

The stop-drive recall work was completed in September 2024, alongside an annual service and the fitment of new tyres.


Mercedes-Benz SLS AMG

UK Registered - RHD

Supplied new to South Africa, this RHD example was imported into the UK in 2016. Featuring no fewer than 11 service stamps, this SLS benefits from AMG Le Mans Red coachwork, upgraded 10-spoke AMG forged wheels and a centre console in carbon fibre. Available to view with 17,800 miles from new.



£179,995

Title/Tax Status & Location: UK 





'The Complete Service'

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

This is only made possible by our in-house complete range of skills and facilities 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

The business keeps growing, and our team is already booking well into next year for the longer projects. We are working hard to further strengthen the team, expanding the facilities from our Little Green Street Farm home. New ramps, and an expansion of our capacities and capabilities is a major upgrade, and we are striving to keep raising the bar in everything we do.

Restoration has been a core part of the DK Engineering offering since the doors first opened in 1977, and we have worked on a huge range of important and significant cars since then. Today, as has always been the case, attention to detail is of the utmost importance with every job we carry out – no matter the car or the overall project.

The restoration process can be complex for different reasons. On the one hand it offers the opportunity to return to an original



configuration; that of a specific time frame or even a specific race meeting, and on the flip side, a blank-slate, blue-sky freedom to create a specification that resonates. With the historical focus, seen more on competition cars, comes an almost minute by minute, frame by frame research-oriented task to ensure the finest details are seen to.

As is the case across the rest of the business, Ferrari remains the primary focus of our day-to-day servicing. On the restoration side, we hold (almost!) no limits. In the case of Ferrari, we are seeing more than ever that restorations are being driven by the factory approved 'Classiche' recognition, an important element of concours judging and for collectors, be that for 1960s or 1990s cars.

Away from Ferrari, we approach the end of a comprehensive bare-metal restoration of a RHD Lamborghini Countach LP400 S Series III. Supplied new to South Africa in 1981, it wouldn't leave until arrival in our workshops for restoration. At the other end of the spectrum, we have a Hummer H1 in restoration for an exacting Middle-Eastern client who sent the almost-military specification example to us after visiting DK and understanding the great lengths we were prepared to take in search of perfection.

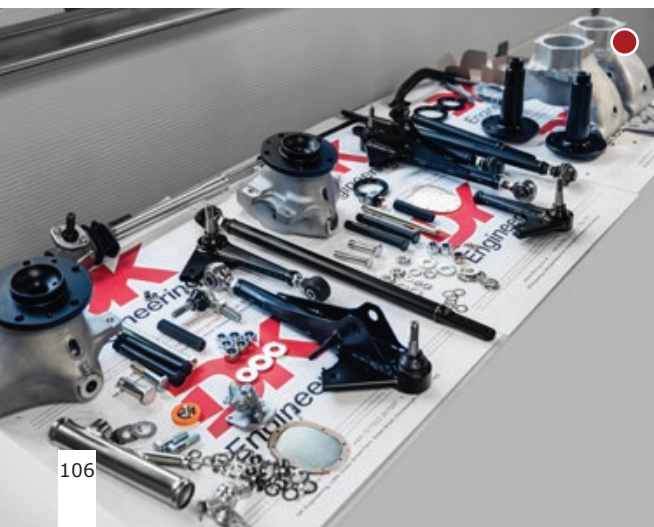
Our restoration team is working across a range of different projects, with 25 different vehicles currently under our careful and exacting guardianship.



RHD Lamborghini Countach LP400 S Series III ●



Hummer H1 ●



Cars in restoration under DK management:

1. ● 1931 Alfa Romeo 8C Zagato 2300 (ex Scuderia Ferrari)
2. ● 1935 Bugatti Type 57 Atlantic Conversion
3. ● 1936 Atalanta V12 Coupe
4. ● 1951 Ferrari 340 America #0120A
5. ● 1953 Ferrari 625 TF
6. ● 1953 Ferrari 340 MM #0350AM
7. ● 1957 Jaguar XKSS
8. ● 1959 Ferrari 250 PF Coupe
9. ● 1960 Ferrari 250 PF Cabriolet
10. ● 1961 Ferrari 250 California Spider
11. ● 1965 Ferrari 275 GTB
12. ● 1971 Ferrari 312P(B)
13. ● 1972 Ferrari 365 GTS/4 Daytona Spider
14. ● 1984 Ferrari 288 GTO #52XXX
15. ● 1990 Ferrari F40 #83XXX
16. ● 1990 Ferrari F40 #83XXX
17. ● 1990 Ferrari F40 #85XXX
18. ● 1990 Ferrari F40 #86XXX
19. ● 1981 Lamborghini Countach LP400 S Series III RHD
20. ● 1996 Porsche 993 GT1
21. ● 1997 Ferrari F50 #103XXX
22. ● 2004 Ferrari 360 CS
23. ● 2006 Hummer H1
24. ● 2009 Alfa Romeo 8C Manual Conversion
25. ● Project 'F-488'



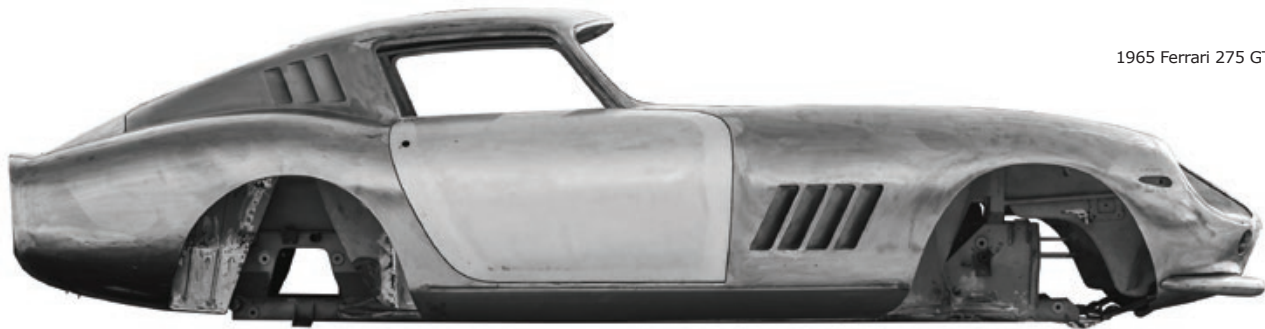
It's so tricky to speak about all of these cars and even more of a challenge to choose from them! Phil who heads up the workshop manages to keep on top of all as well as keep me in the loop so my finger remains very much on the pulse. They all have their own remarkable details as much as they do challenges. I've chosen to pull out a few though, for what they mean to me and how their journeys set DK apart.

Several cars are currently in the bare metal stage. It is really the second key stage and is probably the most complex. It takes time because the changes are still done by hand and by eye. It is of course imperative that our information is accurate and this comes from our great network of friends, experts, specialists and in-house researchers.

It is a stage that is worth dwelling on as it is the hardest to change the further you progress!

First up is a Ferrari 275 GTB. Working with some great friends, this 275 was uncovered after 30 years spent in a subterranean garage in Switzerland. The 275 is one of our favourites, and this example is in fact the sister to one I owned and enjoyed for a great many years.

We repatriated the car, and after the sale to its new owner, we have since been entrusted to carry out a full restoration. It has been a fascinating journey already to reach this point, and more history is being uncovered as paint has been removed to strip the car back to its bare shell.



1965 Ferrari 275 GTB



1951 Ferrari 340 America #0120A



After metal work comes paint. We've made some great progress in the past few months on the restoration of a Ferrari 340 America, a car being restored to its exact specification during a 6-week period in 1951. The recent unearthing by the team at DK of a 'lost' colour photo means we are now in agreement on how the car looked and which colour it should be!

Fast forward a few years and the adage 'they all left the factory in red' has recently been a real talking point.

Coming to DK from the USA, this year has seen us overhaul an early 'non-cat, non-adjust' F40 with notably the biggest visual change being the change to Blu Scozia, a colour that would have been available at the time although they did all leave Ferrari in the iconic Rosso Corsa.



Ferrari F40



Beyond the new colour, the F40 has also been updated in terms of speed and stopping power, with revised gearing, and the fitting of the DK ceramic brakes upgrade. These significantly enhance stopping performance, both in terms of overall braking distance and resistance to fade. This car is awaiting final trim and will shortly return to its owner in the USA. Of the four F40s currently in restoration with us, two will also see a change of colour.

With the paint 'set', the car can begin the process of reassembly. The engine will be ready to slot in and the additional parts come together quite quickly after. We've talked about the Countach already which is coming together nicely. The same can be said for our 1936 Atalanta V12 Coupe. It came back from wiring and was run up ahead of departure for trim work with our friends at R.C. Moss, the multi-Pebble Beach winning sympathetic restorers.



A special mention should be given to the 288 GTO. It remains one of my favourites as it was such a gamechanger at the time and still is to this day. It always feels like the one you cover some serious miles in whilst still enjoying every minute. As we go to print this is also heading to trim ahead of its reveal on the global stage at the Palm Beach Cavallino Classic at the tail end of January 2025. It does feel a little odd to end this at the 'beginning', but the reality is when the cars return from trim they will be on their way back to their owners ready for their next chapter. The final cars are just beginning their journey and will pass through each of the stages I have ticked off.





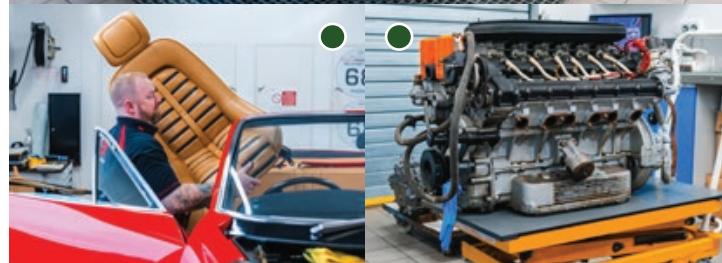
In the past 12 months we have completed four mechanical overhauls on the Ferrari F50, one of which would win a Cavallino Platinum award in Modena with a 100/100 score. As of November 2024, we commence a comprehensive restoration. A restoration that will see us go further than before as we strip the F50 back to the bare tub, a complex and lengthy process that will allow us to learn as much as possible about the inner workings of these cars.

One last thing. Ferrari only built 7 RHD 365 GTS/4 'Daytona' Spiders. We sold one of them a couple of years ago and now it's in for a restoration. So far it has only been stripped to a bare shell and the engine removed. Each of these unique projects highlight the high level of craftsmanship, skill and ability of the team we have assembled, and those we trust to work on these cars for our clients.

I'll endeavour to keep you all in the loop as we progress.



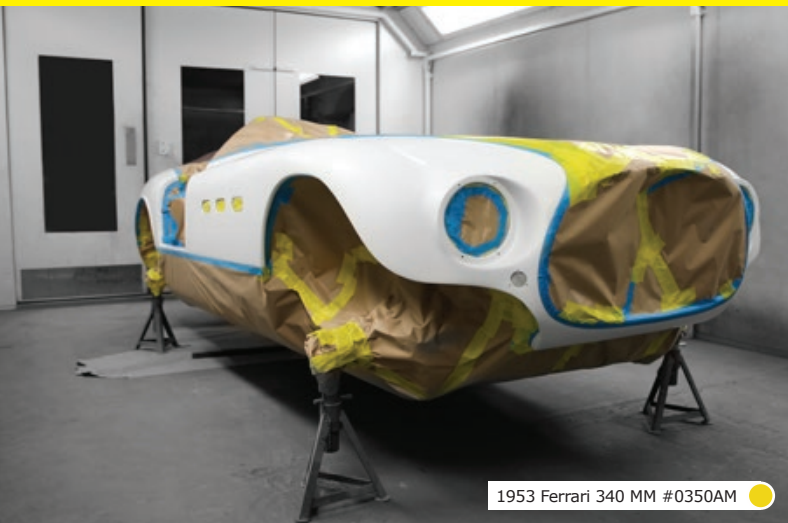
David Cottingham





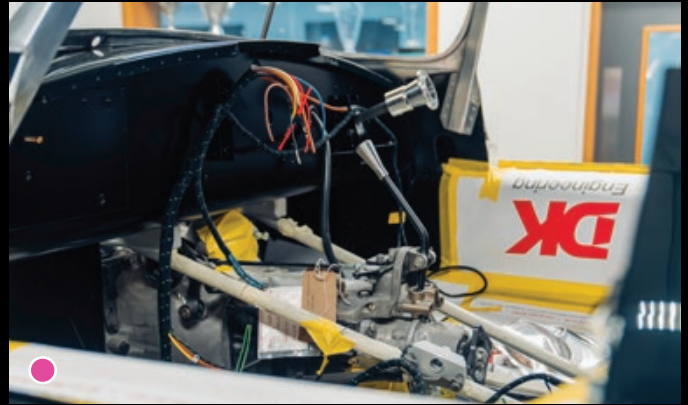
Ferrari F40 Restoration



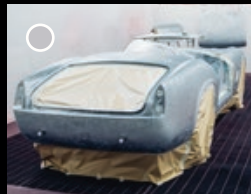


1953 Ferrari 340 MM #0350AM



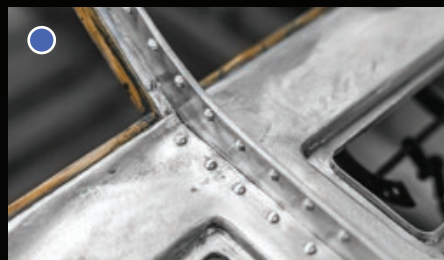
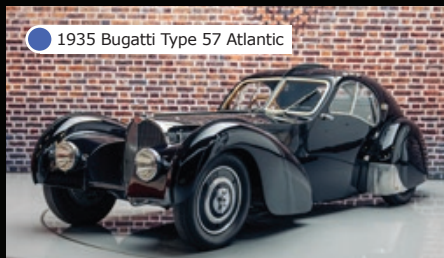


Ferrari 250 GT California Spider



1931 Alfa Romeo 8C Zagato 2300





Special Projects / Manual Conversions

Building on the successes of our restoration and race preparation projects over the past four decades, today DK Engineering continues to expand and develop its engineering capabilities. Born from an ingrained passion for driver enjoyment, one recent project has seen the development of a wholly reversible carbon-ceramic brake upgrade for the Ferrari F40.

The package utilises the standard caliper, retaining the look of the iconic 17-inch split rim wheel.

Additionally DK have carried out the de-automation of the F1 gearbox in the 360 Challenge Stradale at the request of a client. Never available from launch, the process affords the iconic open H-gate, 6-speed manual with the 'click-clack' between gears.

For further information on these projects or for assistance with your own bespoke project, please get in touch.



Ferrari F40LM Road Conversion



Ferrari 360 Challenge Stradale Manual Conversion



Ferrari F40 Ceramic Brake Upgrade

Fabian Oefner's Ferrari F40 Model 'Momentum'

Fabian Oefner's 3D Disintegrating Series captures a 1:8 Ferrari F40 model frozen in mid-disintegration, blending art and science to explore the paradox of time.



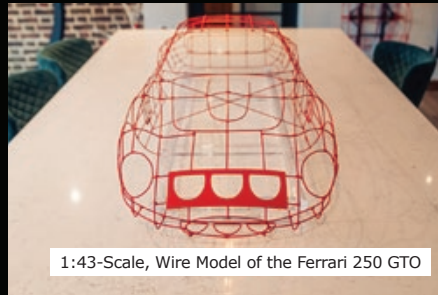
POA

Automobilia at DK Engineering

Please enquire for further details and pricing



1:18 Speedform Models



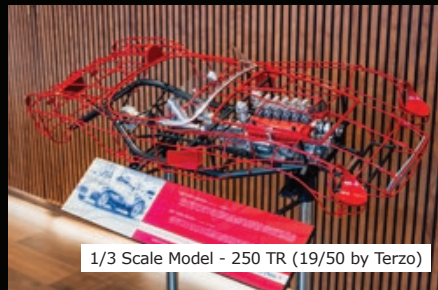
1:43-Scale, Wire Model of the Ferrari 250 GTO



Bugatti Veyron Watch Turner



1:4 Scale Working Model Ferrari-Lancia 801 F1



1/3 Scale Model - 250 TR (19/50 by Terzo)



250 GT SWB Steering Wheel Table



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

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.



Alex Outrim

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.



Jordan Batson

Specialist Parts & Vehicle Consultant

Jordan has worked in the automotive industry for over a decade. Concours drew him to parts where he enjoys the research and hunt for rare items, never settling for something being 'unavailable'. He values originality and is driven by keeping owners' cars on the road and track, using our vast worldwide network and in-house supplies built up over the decades.



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.



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 department 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 Department Process & QC

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.



Tom White

Agency Relationship Coordinator & Junior Acquisition Consultant

Joining DK in late 2022, Tom brings years of experience from the world-renowned Salon Privé events. A young talent in the industry, his never-dying passion goes far deeper than meets the eye. Spending his day across the board in Acquisitions, Tom's proficiency helps to deliver the complete 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 circa five restoration projects.

Scan to
add as a
contact



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 jamesc@dkeng.co.uk




Jonathan Pace Acquisition Consultant

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

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