

LOTUS 47GT 01





THE **FIRST** PROTOTYPE - THE **FIRST** WINNER - THE **SURVIVOR**

Some automobiles are remembered for victories.

Others are remembered because they changed the direction of automotive history.

Lotus 47GT **01** accomplished both.

Constructed in late 1966 as the first of two Lotus 47GT prototype competition cars, chassis 47GT **01** represents the **beginning** of Colin Chapman's vision for a lightweight, mid-engine grand touring race car derived from the revolutionary Lotus 46 platform. While subsequent production Lotus 47s established the model's reputation in international competition, every example traces its engineering heritage to this single prototype.

Its significance extends beyond being the **first** constructed. On 27 December 1966, driven by John Miles, Lotus 47GT **01** captured victory in the prestigious Boxing Day Meeting at Brands Hatch, becoming the **first** Lotus 47GT to win in competition and immediately establishing the model's racing credentials. That **victory** marked the beginning of a **legacy** that continues to distinguish this chassis nearly six decades later.



COMPETITION AND DEVELOPMENT

Following its early successes, Lotus 47GT **01** entered the hands of accomplished private competitors Brian Peacock and Brian Robinson, where it continued to demonstrate its **competitiveness** against the leading **GT** machinery of the late 1960s.

After a racing incident ended that chapter of the car's competition career, engineer and Formula 5000 constructor Tony Kitchiner recognized the potential hidden within the damaged **prototype**. Rather than restoring the car to its previous specification, Kitchiner undertook a comprehensive engineering exercise that **transformed** the chassis into something entirely **unique**. The rear structure was redesigned to accommodate Ford's legendary **289** cubic-inch **Cobra V8**, coupled to the formidable **ZF 5 DS-25** five-speed transaxle.

The result was **extraordinary**.

Today, Lotus 47GT **01** remains the only known Lotus 47GT configured with this historically significant Ford **289** and **ZF** transmission combination, reflecting not merely a mechanical alteration but an important period expression of late-1960s British competition engineering.



JOURNEY ACROSS THE ATLANTIC

By the early 1970s, the **prototype** had crossed the **Atlantic** to the United States, where its remarkable history nearly disappeared from view.

Passing through the hands of **Brian Goellnicht** and later **Anatoly "Toly" Arutunoff** at Automobiles International in Tulsa, Oklahoma, the once-celebrated **prototype** gradually slipped into obscurity.

Covered in dust and largely forgotten, few could have imagined that this neglected race car represented the very **beginning** of the Lotus 47GT lineage.

History often survives through **extraordinary** circumstance.

For Lotus 47GT **01**, that circumstance arrived on Valentine's Day 1975.



FIFTY YEARS OF STEWARDSHIP

John Douglas Fitzpatrick did not set out to rescue one of Lotus' most historically significant racing cars. He simply hoped to purchase a Lotus sports car. Instead, he discovered an abandoned **prototype** that would **define** the remainder of his life.

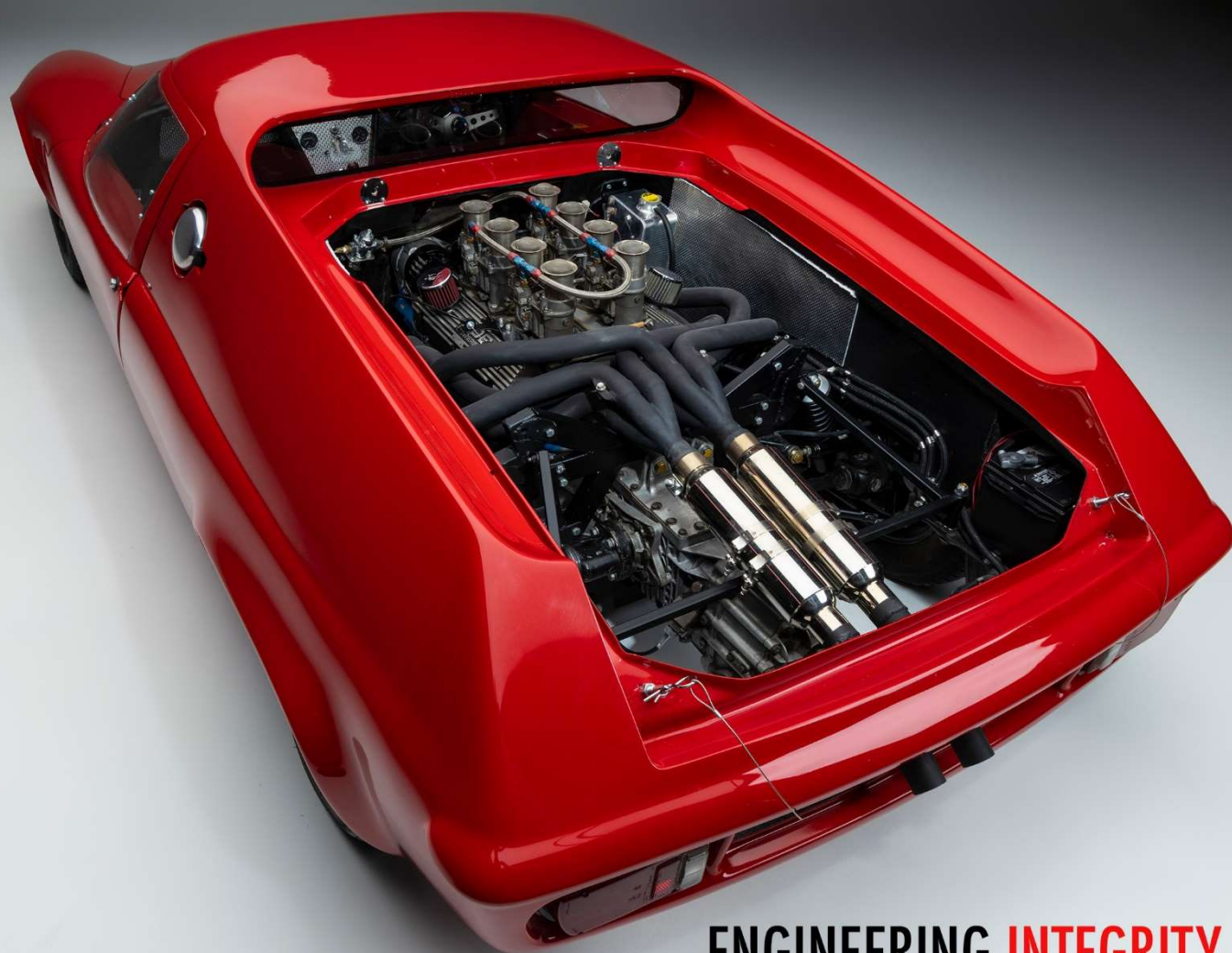
Recently medically retired from the **United States Air Force** after being diagnosed with aggressive multiple sclerosis, Fitzpatrick faced a future measured not in decades but, according to physicians, in only a few remaining years.

Yet over the next **half century** he accomplished something few restorers ever achieve.

Rather than pursuing a rapid cosmetic restoration, Fitzpatrick committed himself to understanding every engineering detail of the **prototype**. He documented components, researched factory history, corresponded internationally with historians, engineers, and former competitors, and **preserved** thousands of details that otherwise might have **disappeared** forever. The restoration became more than mechanical work.

It became a life's **purpose**.

Despite profound physical challenges, including **ninety-three** surgeries, multiple amputations, and decades of progressive illness, his commitment to Lotus 47GT **01** never diminished. The restoration continued whenever circumstances allowed, carried forward through **perseverance** rather than convenience.



ENGINEERING INTEGRITY

The restoration philosophy guiding Lotus 47GT **01** has always emphasized documentation before replacement, preservation before reconstruction, and historical accuracy before convenience.

Original components have been retained whenever possible. Period engineering **solutions** have been respected. The unique Ford **289 Cobra** and **ZF 5 DS-25** configuration, an essential chapter in the car's competition history has likewise been **preserved** as part of the chassis' documented evolution rather than replaced by later assumptions about originality.

It concours competition, authenticity and encompasses more than factory specification.

It also recognizes historically documented period modifications that define an individual automobile's **identity**.

Lotus 47GT **01** represents precisely such a case.

PROVENANCE

1966 :

- Constructed by Lotus Cars as Prototype 47GT 01.
- Winner - Brands Hatch Boxing Day Meeting

27 December 1966 :

- Driver: John Miles
- Brian Peacock
- Brian Robinson
- Tony Kitchiner

Imported to the United States :

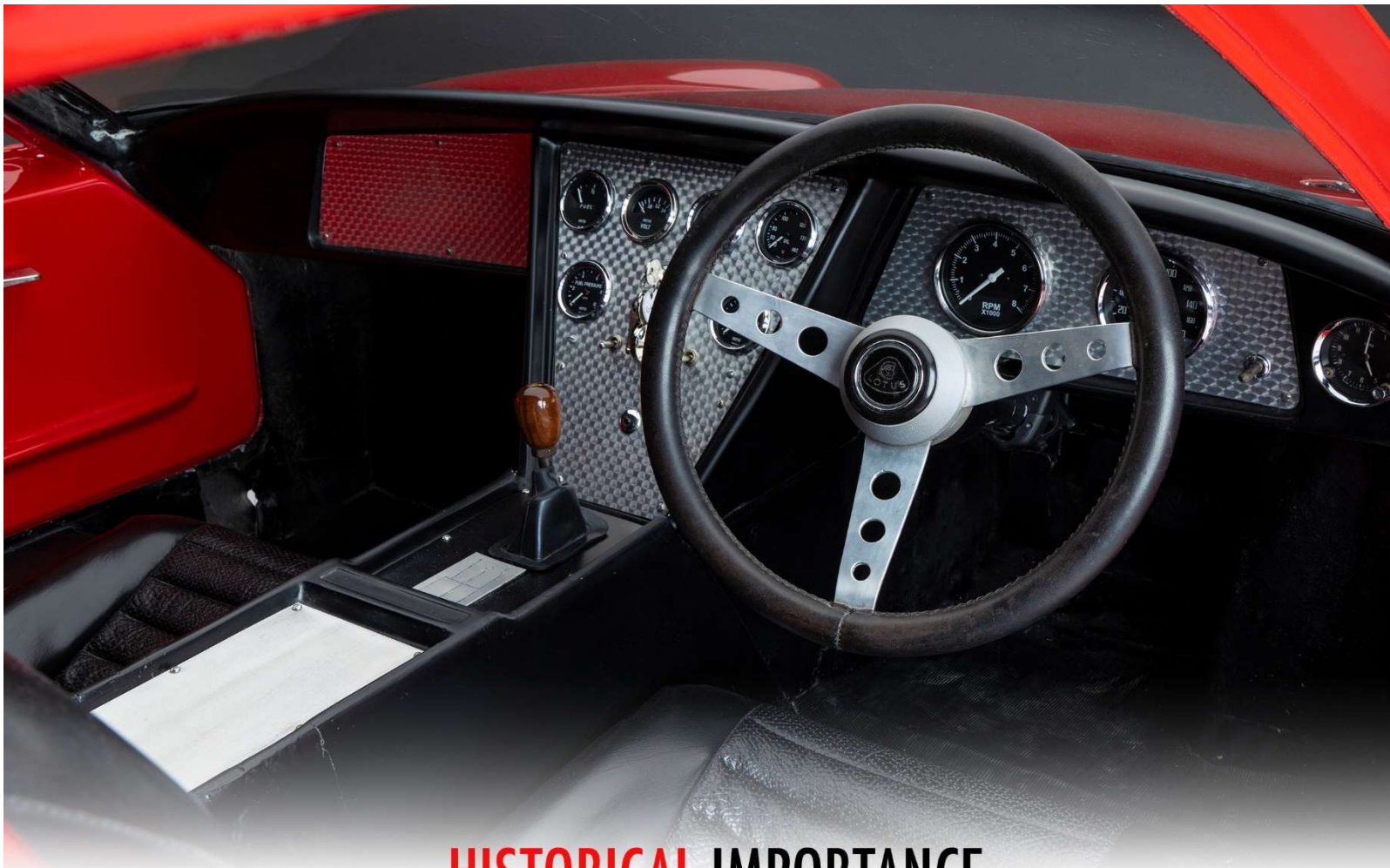
- Brian Goellnicht
- Anatoly "Toly" Arutunoff
- John Douglas Fitzpatrick

14 February 1975 :

- Fifty-Year Restoration

Stewardship Continued :

- John R. Fitzpatrick III



HISTORICAL IMPORTANCE

Several characteristics distinguish Lotus 47GT 01 within the Lotus marque:

- **First** Lotus 47GT prototype.
- **First** Lotus 47GT competition winner.
- Direct **development** chassis from the Lotus 46 program.
- Documented Brands Hatch race **winner**.
- **Unique**, period-engineered Ford **289 Cobra** and **ZF 5 DS-25** configuration.
- Continuous **documented** ownership history spanning Britain and the United States.
- Subject of a fifty-year restoration preserving both mechanical **integrity** and **historical** documentation.

Taken together, these qualities establish Lotus 47GT 01 as one of the most **significant** surviving examples of the Lotus 47 lineage.



LEGACY

Automobiles occasionally transcend their mechanical **purpose**.

They become repositories of engineering **achievement**, competition **history**, and personal **devotion**.

Lotus 47GT **01** embodies each of those qualities.

Its story encompasses the **brilliance** of Colin Chapman, the **skill** of John Miles, the **ingenuity** of Tony Kitchiner, the **enthusiasm** of generations of competitors and custodians, and the extraordinary **determination** of John Douglas Fitzpatrick, whose fifty-year stewardship ensured that this prototype would **survive** for future generations.

Today, Lotus 47GT **01** stands not only as an important Lotus, but as a testament to the enduring relationship between historic automobiles and the individuals who dedicate their lives to preserving them.

**Its greatest race was not won in 1966.
It was won over fifty years of unwavering stewardship.**