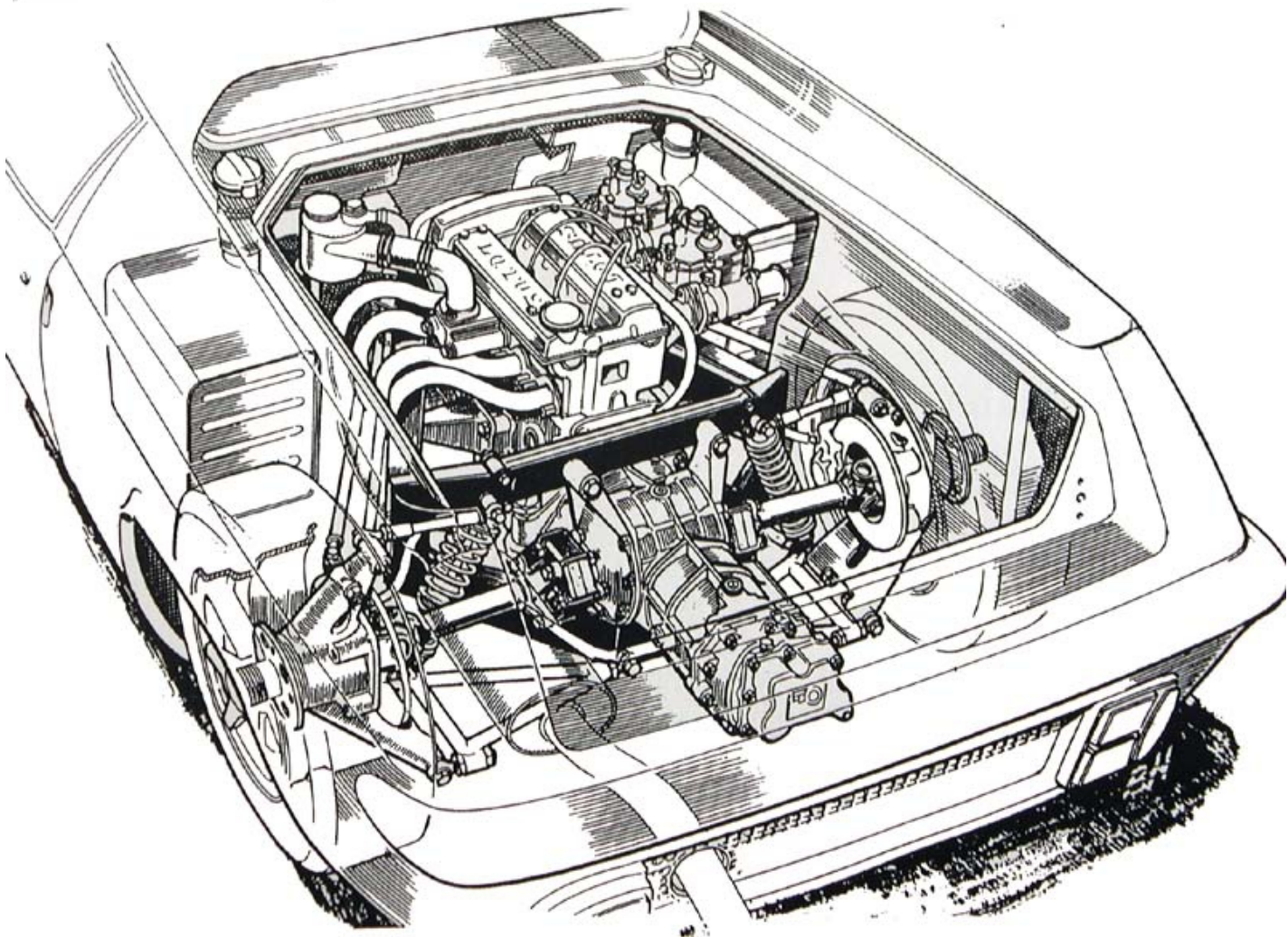
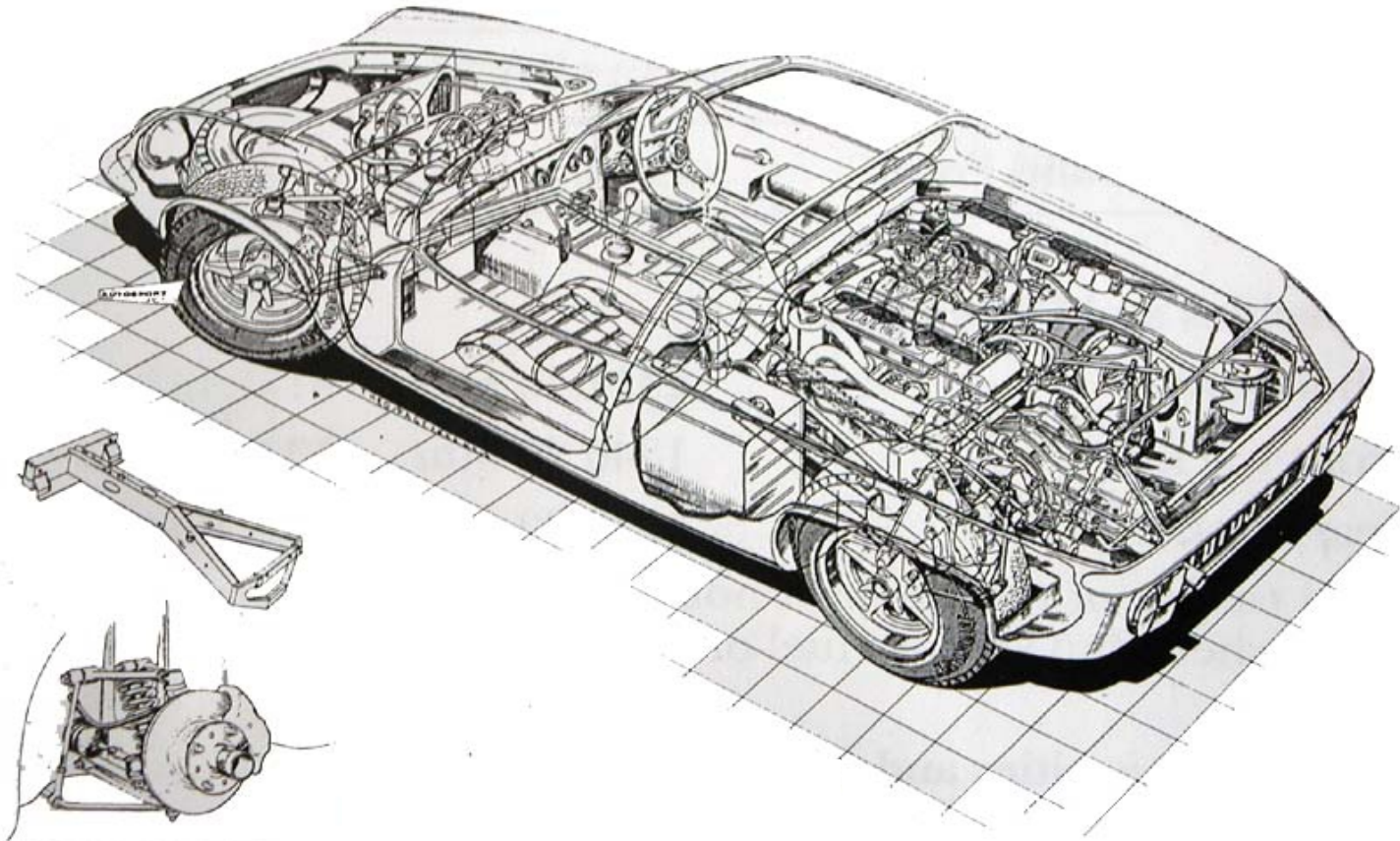
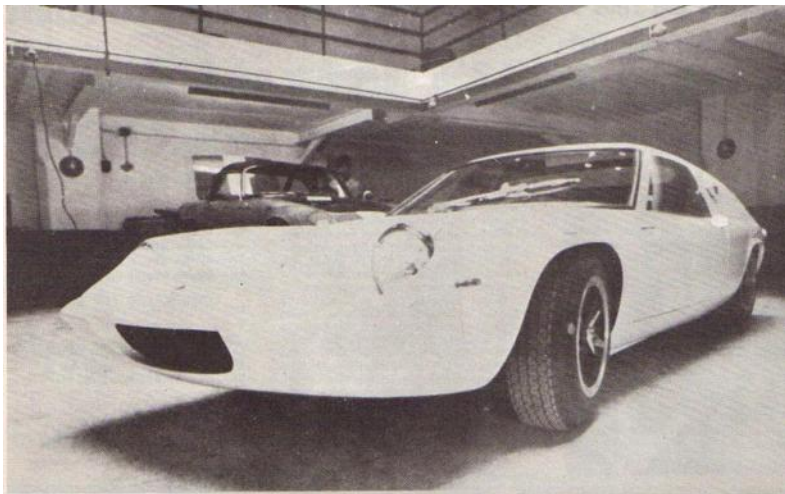


# Lotus 47GT21 History





# Lotus 47GT21 Arrived



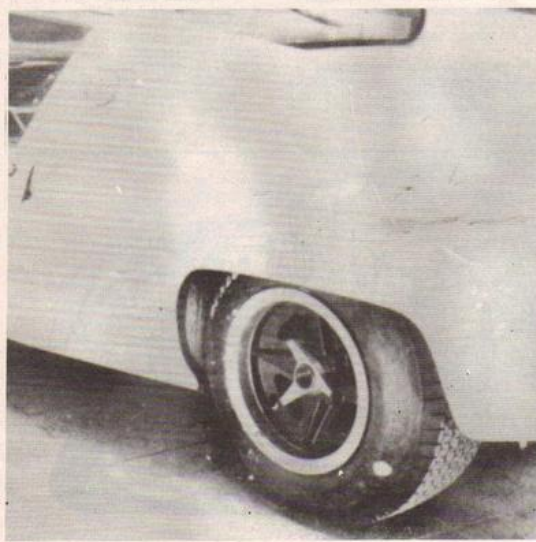
The Car arrived on June '67 at «Palma & Morgado» official Lisbon PT Lotus importer.

Here the first shots inside the garage of Palma & Morgado.

All the cars arrived from Lotus Components and it was painted white.



The cars have made a huge success at that times and it was published on several national news paper.



## Em Portugal os novos LOTUS MK. 47 GT

Encontram-se já em Portugal cinco dos novos Lotus MK 47 GT que se destinam a Luis Fernandes, Aquiles de Brito, Carlos Santos, Nogueira Pinto e José Lampreia. Os três primeiros pilotos deste «team Lotus» encontram-se já na posse das suas máquinas — autênticos carros de fórmula «vestidos» de polyester — e os outros dois esperam-nas por toda esta semana.

Tendo a carroçaria como único ponto comum com o modelo Europa (suspensão Triumph, motor Renault, etc.), o novo MK 47 GT está equipado com um Ford Cosworth de injeção muito potente. As jantes, de liga leve, têm o aspecto das projectadas para o Eagle de Dan Gurney e têm 10 polegadas...



# Lotus 47GT21 *Start Racing*

The car has proved his potential and competitiveness already on his first race at Vila Real-PT with two cars at 2° and 3° place.

## Race result:

1° Mike De Udy	Lola T-70 MKIII
2° Carlos Santos	Lotus 47
3° Mané Nogueira Pinto	Lotus 47 (GT21)



CARLOS GILBERT 67

Moments before the start line formation. The 47 is between the Lotus Elan from Jose Manuel Oliveira and the Sovam from Manuel Acacio Leite.

The start line with the Lotus 47 from Carlos Santos, the 47GT21 from M.N.Pinto And the Lola T-70 from Michael Grace de Udy.



Alexandre Pinto 1967

Here are both Lotus 47 with M.N.Pinto in front of Carlos Santos which will pass M.N.Pinto on the last laps. Both Lotus are given one lap on Manuel Acacio Leite with his Sovam.

# Lotus 47GT21 Racing

After the great start from all the Lotus 47, they still impress on other races as on Montes Claros - PT '67.

As we can see on the picture of the start line the Lotus 47 had a very good classification the unique car which gave a very enthusiastic battle it was the Porsche 906 from Nicha Cabral which at that time wins the race followed closed from the Lotus 47.

Start Line:

First row:

Porsche 906 - Nicha Cabral

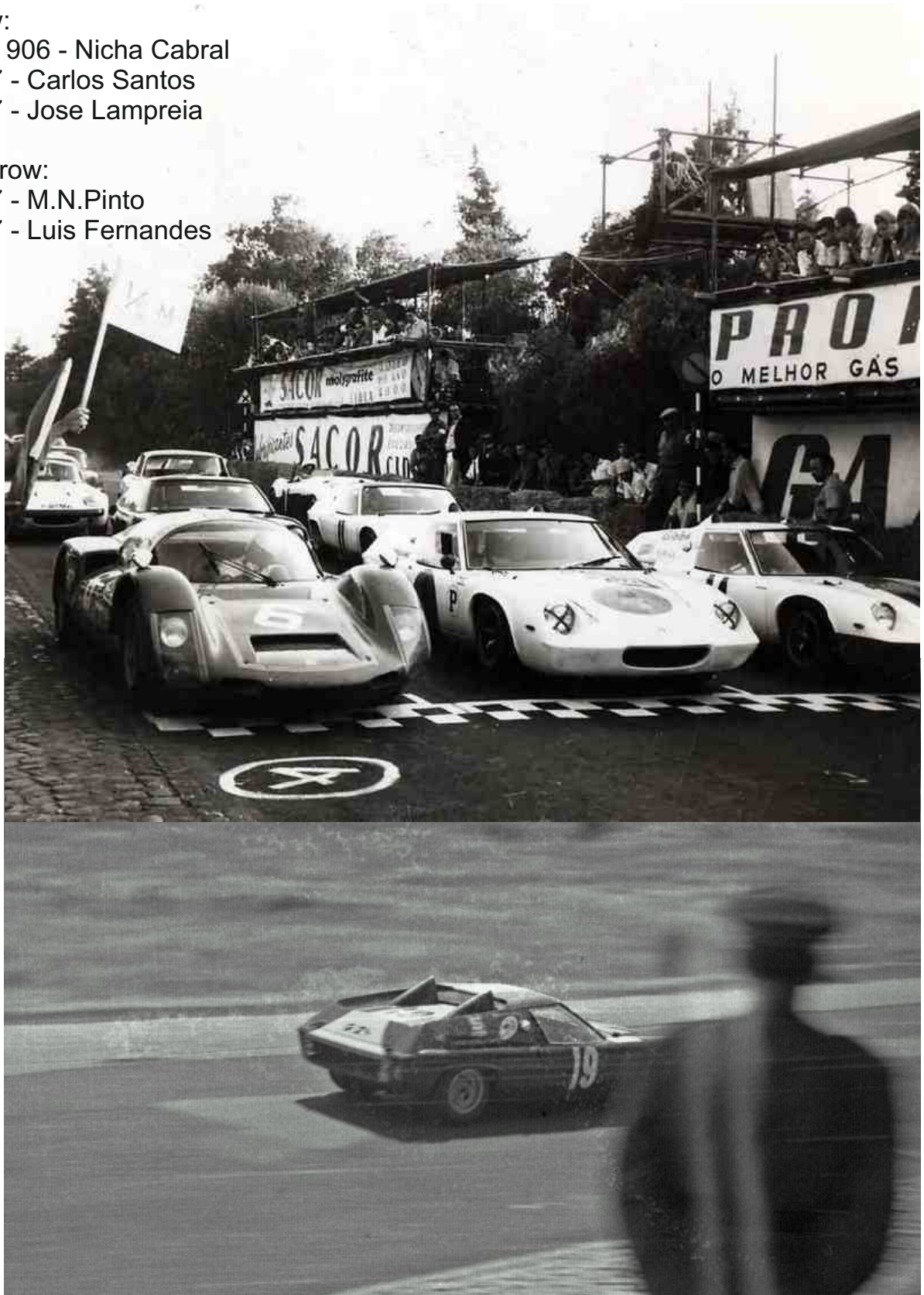
Lotus 47 - Carlos Santos

Lotus 47 - Jose Lampreia

Second row:

Lotus 47 - M.N.Pinto

Lotus 47 - Luis Fernandes





# Lotus 47GT21 Racing

Palma & Morgado received an invitation to take part on the biggest endurance race in Brazil called «Mil Milhas» on December '67. They made the «Team Palma»

The Team consisting on:

Lotus 47 - M.N.Pinto / Andrade Vilar

Lotus 47 - Carlos Santos / Luis Fernandes

Lotus Cortina - Augusto Palma / Antonio Peixinho

Porsche 911 - To rent to Carlos Pace / A.Campos

After the practice session M.N.Pinto and Andrade Vilar decided to doesn't race with the Lotus 47 because the track it was not in good conditions for such a car. So they decided to doesn't rent any more the Porsche 911 to Carlos pace and A.Campos.



Here is the car on the practice session the day before the race



All the Team Palma when they arrived at Sao Paulo. Here is the court of a college near the race track (Interlagos)

# Lotus 47GT21 Racing

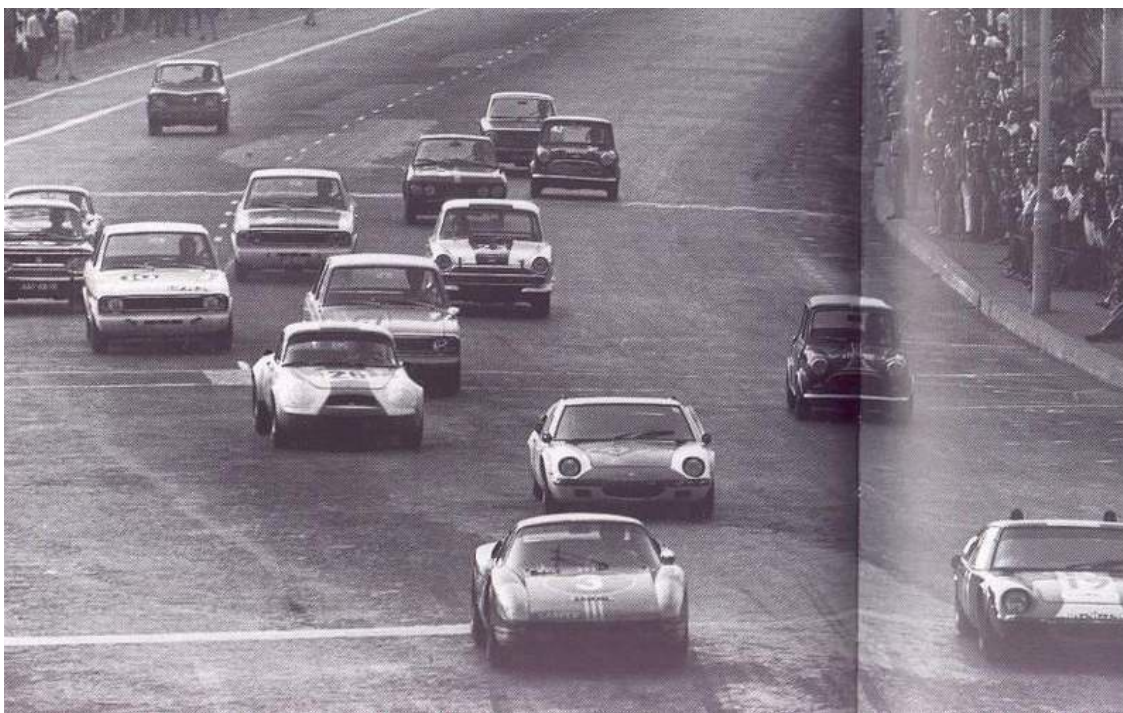
After the «Mil Milhas» the car come back to Portugal and in '68 it was sold to Jorge Fausto de Figueiredo. Which he is doing the military service at Luanda - Angola. Figueiredo decided to take the car at Luanda - Angola to start to use the new acquisition.

Jorge Fausto Figueiredo it will take part on the 1° Troféu Palanca Negra. At the end of the race he will finished on 2° place, just behind the other Lotus 47 from Carlos Santos.



**1° Troféu Palanca Negra - 1968**

The start line the 47GT21 with the number 19 and the other Lotus 47 from Carlos Santos with the number 15.



After a good start the car is in first position for the most part of the race.

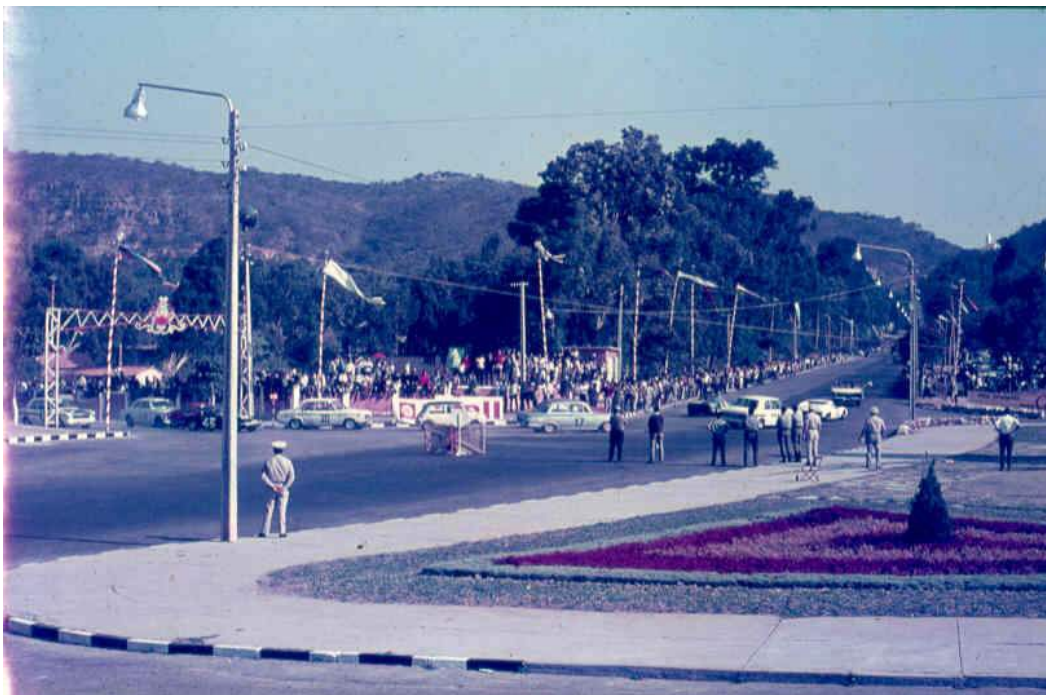


# Lotus 47GT21 Racing

Jorge Fausto Figueiredo after had a good qualification on the 1° Trofeu Palanca Negra, was the time of another important race, the Trofeu Casper - Luanda - Angola. At this time Jorge Fausto Figueiredo had his first winning with the car in front of the Porsche 904.



Moments before the start of the race the pilots are ready to get into the cars.



Figueiredo here is leading the race after a little accident and it was called the «safety car».

# **Lotus 47GT21** *For Sale*

Jorge Fausto Figueiredo decided to sell the car on the beginning of '69. He will return to Portugal and did not want and had possibilitys to take the car with him.

Here is the car at the stand at Luanda. The car still with the number 19 which had take part with Figueiredo on the 1st race (Trofeu Palanca Negra)





# Lotus 47GT21 *Back in Europe*

The car it will be sold after some months to Waldemar Silva. Now we do not have more Pictures from the car, but we know for sure that Waldemar Silva that it will participate in the '70 at two race. The first it will be a race organized by the Tuku-Tuku Club at Benguela - Angola he will finished on 12° place.

The other race it will be at Cabina - Angola and at this time he will finish in 3rd place.

In the early '70s the car it will be set aside for a few years. Because at that years the situation in Portugal it was very difficult and delicate with lots of tention.

These tensions and turbulent events anti-government will be the responsible for the «Revolução dos Cravos» on 25/04/1974. Which will be the responsible for the takeover of the country by the military.

At this point we can say that everything which had a significant value vanished

Many of the race cars that were either in Angola and Portugal were taken away, and one of those cars it was the Lotus 47GT21.

The car was found in the early 80's in Italy and it was bought by Massimo Pedrazzi (my father) from a guy named Alberto at Milano. he kepted the car near the track / park at Monza.

The car it was not in good conditions, it was really an abandoned car for so many years. It was there it came on the scene, my father (Massimo Pedrazzi) who had a very important role on the scenery of the Brazilian racing history, as he started to race with some school friends like, Wilsom Fittipaldi, Carlos Pace, Emerson Fittipaldi, etc...

From those years Massimo had a great successes on the race track. And later as a constructor, on the early '70s he start to build the famous Formula V and Super V the legendary Kaimann, which with his cars, it born some legendary champions as Niky Lauda, Nelson Piquet, ecc...

As a driver he had the opportunity to race on every international race in Brazil, with the «Portuguese Team» and they cars as the Lotus 47 and other important cars they used to come racing in Brazil.

That it was one of the reasons that he didn't left this Lotus 47 which he knew very well in the past, be destroyed by the time!

Now the car is in our collection with another car from the «Portuguese friend» M.N.Pinto the Porsche 911R, but this is all another history...!

So now the car still waiting his turn to be full restored as he deserve and start again to race at that time on the European Historic championship!

....*To Be Continue!!*