

THE NINE LOTUS TYPE 49s CONSTRUCTED BY TEAM LOTUS

1. R1/R9 (written-off) 12 Grand Prix

Graham Hill's car at Zandvoort 1967 and four more GPs. Jim Clark raced her to victory at the Mexican GP. Hill's car for the 1968 Tasman Championship, followed by his famous Spanish GP win. Jackie Oliver's Monaco shunt led to rebuild and re-identification for 1969 as R9, for Jochen Rindt in the 1969 Tasman Championship. Written-off post Rindt's Spanish GP accident.

2. R2/R11 23 Grand Prix

Jim Clark's car at Zandvoort 1967 and seven more GPs, including wins at Silverstone and Watkins Glen, plus his famous drive at Monza. Clark's 1968 Tasman Championship winning car. Loaned to Rob Walker – in the wake of R4 destruction – for Jo Siffert, before update to B spec for Jackie Oliver. Re-identified as R11 and sold to Pete Lovely (raced by Mario Andretti in South Africa, before delivery) who raced it in six GPs as a privateer. Restored in 2010 to 1967 specification. Regularly raced by American owner Chris MacAllister.

3. R3 8 Grand Prix

Graham Hill for the second half of 1967, but victory eluded him. Sold to John Love for racing in South Africa. Subsequently restored to 1967 specification by Doug Nye and others, before acquisition by the Beaulieu National Motor Museum.

4. R4 (written-off) 1 Grand Prix

New in 1968 for Jim Clark, who raced her to win the South African GP, his last victory. Sold to Rob Walker for Siffert, but destroyed in a garage fire caused by welding, post Brands Hatch practice accident.

5. R5/R10 22 Grand Prix

Won first (GP) time out at Monaco 1968 with Graham Hill, who raced her at 6 GPs before Andretti put her on pole at Watkins Glen. Re-identified as R10, for Rindt in 1969 Tasman Series. Unique double Monaco winner; Hill 1969. Hill raced at Monaco yet again in 1970, for Rob Walker. Emerson Fittipaldi first three GPs. Retained by Works.

6. R6 20 Grand Prix

New for Jackie Oliver in 1968, who raced her twice before a massive accident in practice for the French GP. Repaired in time for Monza and for Graham Hill, who raced her to win the World Championship in Mexico. Eight GPs for Rindt in 1969, including first GP win at Watkins Glen. Four more GPs in 1970, including Rindt's dramatic last lap Monaco victory. Sold by Team Lotus in 1977, she is now in the collection of Richard Mille, as a runner.

7. R7 24 Grand Prix

Sold new to Rob Walker for Siffert in 1968, winning British GP on first outing (the last privateer GP win). For Siffert in 1969 then Graham Hill – for Rob Walker – in 1970. In 1999 Geoff Farmer acquired her from the Walker Family and has raced her occasionally, including a victory at the Goodwood Revival.

8. R8 4 Grand Prix

New for 1969, Graham Hill's Tasman Championship car, then Richard Attwood at Monaco and Graham Hill for the British GP. Sold to Jo Bonnier (2 GPs) who sold it on to Dave Charlton for racing in South Africa. Acquired by Australian collector the late Hon. John Dawson-Damer, who conducted a painstaking restoration. Acquired from the family by Adrian Newey who had her restored to 1969 specification then race prepped her for racing at the 2016 Monaco Historique.

9. R12

Constructed by Team Lotus for the Ford Motor Company, for use as an exhibition car, starting with the Racing Car Show, Olympia, January 1969. Donated to Donington Collection. Recently commissioned as a runner, she is now in the collection of Richard Mille.

The seven surviving 49s will gather at Autosport International The Racing Car Show 2017, for the first time ever.