

Classic

CA16c

# Chaparral 2E

1st Governor's Trophy  
& Nassau Tourist Trophy 1966

#65 - Hap Sharp





# Chaparral 2E








In 1966 Chaparral introduced model 2E for the Can-Am series. With its high mounted wing, clever aerodynamics and rear mounted radiators, it was the car that changed racing, forever. Its best result was at Laguna Seca, where the 2E of Phil Hill won the race and Jim Hall finished second. The wing was mounted to the rear suspension uprights to put the downforce directly into the tires without compressing the suspensions. The wing position could be adjusted, with a foot pedal mechanism, from maximum downforce angle for cornering to minimum drag angle for straightaway. Of all the Chaparrals, this car was Jim Hall's favourite. This car featured an aluminium semi-monocoque chassis, and a small block Chevrolet 327 cubic-inch V8 engine. In 1966, at Riverside, in the Can-Am Los Angeles Times Grand Prix, Jim Hall came close to the victory, being slowed by low fuel pressure during the final laps, however he was able to end in second place.











Nel 1966 la Chaparral introdusse la 2E nelle gare della serie Can-Am. Con il suo alettone, un'aerodinamica intelligente ed i radiatori posteriori, la vettura anticipò i concetti che sono alla base delle auto da corsa contemporanee. Il miglior risultato ottenuto fu la doppietta a Laguna Seca, con i piloti Phil Hill e Jim Hall al primo e secondo posto. L'alettone era montato sui portamozzi posteriori, permettendo di applicare il carico aerodinamico direttamente sulle gomme, senza comprimere le sospensioni. L'incidenza dell'ala era regolabile tramite un pedale, per ottenere il massimo carico nelle curve e ridurre la resistenza all'avanzamento sui rettilinei. Di tutte le Chaparral, questa era la preferita di Jim Hall. L'auto era caratterizzata da un telaio semi-monoscocca in alluminio, e da un motore V8 Chevrolet 327 pollici cubici. A Riverside, nel 1966, nel Los Angeles Times Grand Prix valido per la serie Can-Am, Jim Hall sfiorò la vittoria, rimanendo attardato nel finale a causa di problemi di pressione del carburante, ma giunse comunque al secondo posto.





Firestone

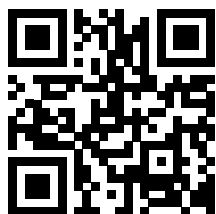
FIRST FROM COX  
**COX**  
FIRST FROM COX

SHELL  
RACING

**SUPER SHELL**

65

Firestone




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
**CA16c**

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
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#65 - Hap Sharp

 127 mm

 51 mm

 89,5 mm

 60 mm

 65 g

 SIDEWINDER

MOTOR: V12/4 23K

PINION/  
GEAR: 11/32

FRONT  
RIMS/  
TYRES: 15.8x8.2x2.5  
1121C1

REAR  
RIMS/  
TYRES: 15.8x8.2x1.5  
1120C1