

# Chaparral 2E



**Chaparral 2E**  
n.65, 2nd Can-Am Mosport 1966  
Phil Hill

CA16a  
 ↳ 127mm    ⬆ 51,5mm    ⬅ 77mm    ⬅ 59,5mm    ⬆ 62gr

1:32



	Inline reverse	Inline	Sidewinder	Inline Boxer	Anglewinder	Setup	ND Magnet	Race Magnet	Suspension	Light	Digital
<b>Motor mount</b>											
STANDARD	X	X	○	X	○	●	●	○	○	○	○
OFFSET	X	X	● 0,5mm	X	○						

● Standard  
 ○ Compatible  
 X Not compatible

# Chaparral 2E



In 1966 Chaparral introduced the 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. It's best result was a one-two finish at Laguna Seca with Phil Hill and Jim Hall driving.

The wing was mounted to the rear suspension uprights to put the down force directly into the tires without compressing the suspension. It also was adjustable with a foot pedal from the maximum down force angle for cornering to a minimum drag angle for the straightaway. Of all the Chaparrals this car was Jim Hall's favorite.

The car featured an aluminium semi-monocoque chassis, and a small block Chevrolet 327 cubic-inch V8 engine.

In 1966, car n.65 driven by Phil Hill ended up 2nd at the Can-Am race in Mosport.

It was time to get the wing off the car and onto the suspension. No one seemed to agree with me at the time but I guess we changed a few minds.

- Jim Hall, discussing the Chaparral 2E

Source: Petroleum Museum, Chaparral Cars

