

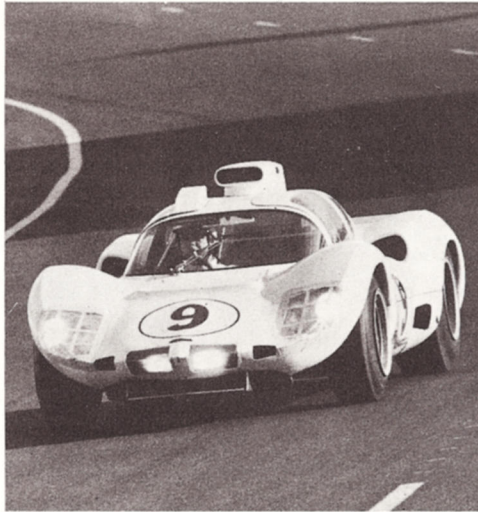
winter it was revised into the 2F, a spectacular car with exciting aerodynamic features, and a 7-litre engine. This conversion was done one-at-a-time; in early 1967 a 2D ran at Daytona fitted with a 7-litre and retired with its transmission gone after 12 hours. It was driven by Bob Johnson/Bruce Jennings, who had qualified 8th there. At Sebring they started from 4th spot and held their own during the early stages, but retired before half distance, apparently with more gearbox trouble.

### Planning the 2F

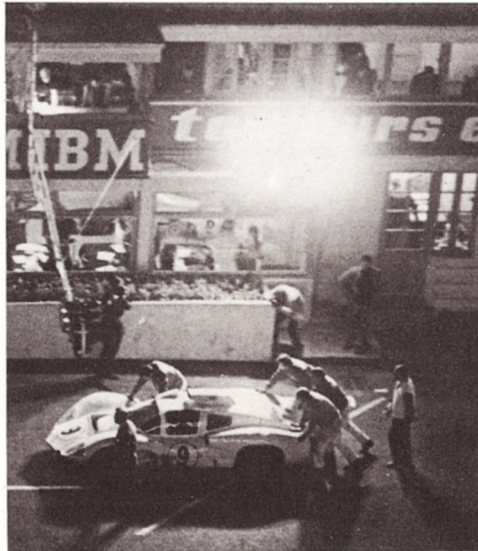
In planning the 1967 endurance season, the Chaparral engineers didn't adopt the 7-litre engine simply to copy Ford, they made quite an interesting study of their options first. They had two choices: a 5-litre car weighing 700 Kg (1540 lb), based on the current aluminium CanAm chassis, or a glassfibre 750 Kg (1650 lb) car with the bigger power plant. The smaller engine was no problem, as the regular 5.4-litre unit could be destroyed, or one of Chevrolet's experimental engines could be chosen – these included a six-cylinder based on the Corvair, a flat-eight ("boxer") based on the 5.4, and a 5.4 with 3-valve heads. Likewise a 7-litre engine was available, the modern, and efficient, staggered-valve ("porcupine") which was soon to go into series production; this was available, cast in aluminium, for such special GM friends as the boys in Midland. The big one offered just over 100 more bhp at a weight penalty of about 85 lbs.

By the use of aerial photographs and a topographical survey of the Daytona Speedway, plus what was already known about 2D performance, a computer was programmed to compare the various options of engine and weight. An electronic abstraction, the hypothetical race car scurried round and round inside, and the answers came out: the bigger, slightly heavier car should be about 1½ seconds faster.

So the glassfibre chassis were pressed into their fifth season of service. But the transformations they went through were extensive and



*Promise unfulfilled: Phil Hill and Jo Bonnier came from the Eifel to the 1966 Le Mans 24-hours race as winners, but the Sarthe was less kind. Hill sweeps through the dusk toward nightfall and electrical trouble. (Michael Cooper & Geoffrey Goddard)*



*The 1966 Nürburgring Chaparral 2D, showing the flow of cooling air to engine, brakes and driver, from the small high-pressure area ahead of the nose. (Autocar)*

