

166 DINO F2

SMALL BUT TERRIFIC

THE STORY OF THESE VALUABLE GEMS
AS TOLD BY ONE WHO HAS STUDIED ALL THE FACETS –
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INTRODUCTION...

From the beginning of its history, the Scuderia Ferrari has always participated in Formula Two races whenever they were run, and it obtained many successes there.

In 1967, because of favorable conditions, the opportunity was again presented to Ferrari to participate once more.

The rules of the Formula Two European Championship had been changed, and now the engines could have up to six cylinders, and a displacement comprised of between 1.3 and 1.6 liters. Ferrari already possessed this type of engine, seen for the first time in the 1965 sport berlinetta 166 P. Then it was adapted in a version for the Dino 206 GT, redesigned by the engineer Franco Rocchi. At this point, Enzo Ferrari convinced Fiat to produce a modest sports car. Fiat accepted, and the Fiat Dino was equipped with this engine. Thus, the V-6 unit would be able to obtain

homologation, complying with the rule that an engine must be derived from a unit used in a series production car, of which not less than 500 had been built during a period of twelve months. From that point, all the parameters were fulfilled, and the construction of the small but terrific Formula Two car could begin.

The new car benefited from the philosophy inherent in the 1964 1500 cc Formula One car, and was thus endowed with a "mixed" chassis, *tipo* 602, with tube frame covered up by aluminum panels. At the rear was attached a semi-load bearing tubular steel structure which held the engine. The remaining bodywork was in polyester and the wheelbase was a relatively short 2200 mm. Weight was quoted as 425 kg (937.13 lb).

This new engine, *tipo* 233, was a 65° V-6, displacing 1596.3 cc, and producing 200 bhp at 10,000 rpm. This engine was especially characterized by

its distribution of three valves per cylinder (two inlet and one exhaust), activated by twin overhead camshafts. The bore was 86 mm and the stroke 45.8 mm, with an 11.0 to 1 compression ratio. The fuel system was handled by Lucas fuel injection, and there was Magnetti Marelli transistorized twin plug ignition. The new gearbox, *tipo* 602, of which the control crossed through the V of the engine, possessed five speeds, and was derived from that of the sport prototype 206 SP. The suspension was independent, with upper rocker arms and wide lower wishbones in front, and top links, lower reversed wishbones and radius rods at the rear. The front shock absorbers were nestled inside the body, using to a technique inaugurated at Ferrari on the 158 in 1964. Girling disc brakes were used on all four wheels, and at the rear they were inboard near the differential. The wheels were Campagnolo five spoke cast magne-



Brian K. Joscelyne Image

THE 166 DINO F2, S/N 0002

The first chassis built, s/n 0002, was unveiled during a racing car show, the *Mostra delle Vetture da Competizione*, in Torino from February 25 until March 5, 1967, held at the Biscaretti Museum. After development tests, and a withdrawal at the Reims Grand Prix, it took the start at its first race, on July 9 at the Rouen Grand Prix. Some mechanical evolutions had already taken place from the presentation version, including a new positioning of the exhaust pipes, new fuel injection lines and new cylinder heads. At the hands of Jonathan Williams, who was proficient in Formula Three and had been hired in late 1966 with the aim of driving the car, it retired soon on the seventh lap from engine trouble.

This race, so much anticipated by

Ferrari, had shown, among other things, the superiority of the Cosworth powered opposition. From that time onward, s/n 0002 did a great deal of important development work on the Modena circuit, and did not reappear in a race until almost one year later. During its period as a mule, it tested in August of 1967 a new V-6 of 24 valves, in which the bore had been reduced from 86 to 79.5 mm, while the stroke had been lengthened from 45.8 to 53.5 mm, the unitary displacement passing then to 1593.6 cc. The maximum power output was now 225 bhp at 10,600 rpm. The capacity of the fuel tank had been increased as well, from 100 to 120 liters.

Thus equipped, and after some tests again at Vallelunga and Modena, it

made two races in 1968. The first was at the Grand Prix delle Lotteria, in which it was entered by the Automobile Club di Milano and driven by Giancarlo Baghetti. Unfortunately, he was involved in the terrifying pile-up which occurred on lap twenty two, causing the retirement of seven competitors, in particular three F2 Dinosaurs. Then it was entered under the Brescia Corse colors, and raced at the Mediterraneo Grand Prix by Mario Casoni, who was held up by a fuel leak and finished only sixteenth.

Subsequently, s/n 0002 was regrettably destroyed.

166 Dino F2, s/n 0002, at the Autodromo di Modena on May 24, 1967, during a test session with Jonathan Williams. A few months after, this car will do its first outing in competition at Rouen. At the back of the car is Enzo Ferrari himself.

RACE RESULTS FOR S/N 0002...

June 25, 1967	GP Reims – Reims	30	J. Williams	DNA
July 9, 1967	GP Rouen – Rouen Les Essarts	26	J. Williams	DNF engine
July 23, 1967	GP Madrid – Jarama	27	J. Williams	DNA
June 23, 1968	GP della Lotteria – Monza	2	G. Baghetti	DNF accident
August 25, 1968	GP del Mediterraneo – Enna Pergusa	20	M. Casoni	16th



Peter Coltrin Image; The Klemantaski Collection