

TH TOUR DE CORSE HISTORIQUE DU 05 AU 12 OCTOBRE 2024

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FRENCH CRAFTSMANSHIP IN THE SPOTLIGHT

The stunning Ligier JS2, expected at the start of the Tour de Corse Historique (October 5-12), has been rebuilt identically to the two cars entered in 1972, when the Vichy-based manufacturer participated in the Tour de Corse for the first and last time in its history. Also on the entry list are creations from CG, Jidé, and Bonnet, three brilliant French artisan manufacturers.

A skilled driver, Guy Ligier began manufacturing his own race car in 1969, the JS1, which notably competed in the 1970 24 Hours of Le Mans in the Prototype category. To compete in the Grand Touring class, which was more accessible for the young manufacturer, the Ligier JS2 was designed and produced in a limited series.

Beneath its polyester body, designed by Frua, lies a chassis built around a central beam using steel panels, with a lightweight Maserati V6 engine producing 195 hp (270 hp in the 1972 race version) and weighing just 140 kg, thanks to its aluminum construction.

A Single Appearance in Corsica

Two race versions were entered in the 1972 Tour de Corse, facing the formidable Alpine A110s. But the adventure went awry. On the way to the start of the first stage, Jean-François Piot lost control of his JS2 on a gravel patch and hit a rock from behind. Injured in the back by the car jack, he collapsed onto the steering wheel. Worse still, his co-driver, Michel Vial, who was not wearing a seatbelt, was ejected



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from the car and landed unconscious in a bush several meters below. Fortunately, both men emerged without lasting injuries. Meanwhile, Jean Ragnotti and Jacques Jaubert had climbed to sixth place in the rally before their run ended when they crashed into a parapet due to brake failure. Ligier's team would never return to Corsica.

JS2, the Return!

Fifty-two years later, the Tour de Corse Historique welcomes an exceptional Ligier JS2, identical to the two cars entered in 1972. This masterpiece is the result of an incredible three-year reconstruction effort by Daunat Classique, in collaboration with the car's designer, Michel Têtu, based on an authentic chassis from that era. After several months of fine-tuning, the car now appears ready to conquer the «rally of 10,000 turns» this time... Stay tuned!

No. 213 Billaut-Barbet (Ligier JS2)



FRENCH MAKES THAT HAVE DISAPPEARED

While Ligier continues to shine in endurance racing, particularly at the 24 Hours of Le Mans, this is not the case for artisan manufacturers CG, Jidé, and Bonnet, all of which disappeared after making a name for themselves in rallies during the 1960s and 1970s.

CG 1200

After building their reputation by designing the Talbot that won the 1950 24 Hours of Le Mans and the first Alpine A106 in 1955, the Chappe and Gessalin families created their own brand, CG, in 1966 and began producing small sports coupes powered by Simca engines. Unfortunately, the first oil crisis and the introduction of speed limits led to CG's bankruptcy in 1974.

No. 445 Rigondet-Souillard (CG 1200)

Jidé 1600

In an attempt to rival the Alpine, Jacques Durand, the creator of Jidé, designed an ultra-compact, low coupe—standing just one meter high—powered by the same Renault engine as the Berlinette, but placed in a mid-rear position (rather than overhung like in the A110). From 1972 to 1974, the 1600 S made its mark in competition under the hands of renowned drivers like Jean Ragnotti, Henri Rimaudière, and Michel Robini.

No. 72 Allagnon-Bouquillon (Jidé 1600)

Matra Bonnet Djet 5S

René Bonnet is the «B» in DB (Deutsch-Bonnet). In 1962, he split from his partner to create the Société des Automobiles René Bonnet and manufacture sports cars. Thus, the Djet was born, a tiny coupe designed by engineer Marcel Hubert around a mid-rear engine-gearbox setup. Produced by Matra, which acquired René Bonnet's company after its bankruptcy, the Djet was only produced from 1962 to 1967.

No. 416 Caller-Caller (Matra Bonnet Djet 5S)

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