
1972 Ligier JS2

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|---------------------|--------------------------------|-----------------|----------|
| Lot sold | USD 0 EUR 0 (listed) | Drive | LHD |
| Year of manufacture | 1972 | Condition | Restored |
| Lot number | 161 | Location | |
| | | Exterior colour | Other |
| | | Car type | Coupé |

Description

French title

Chassis # 24887203

- A perfect replica of the 1973 Competition Model
- Participated at Le Mans Classic
- Car complies with FIA standards
- No reserve

After being a racing driver of note, Guy Ligier decided to convert to sports car manufacturing. After the short lived JS1, the JS2 appeared in 1971 (the name JS being used in memory of his friend Jo Schlesser, who died at the Formula 1 Grand Prix de France in 1968). On the base of a backbone chassis, a polyester body designed by Pietro Frua was grafted on to the chassis. The car was powered by a V6 Ford from the Capri 2600 RS initially, but was soon replaced by the Maserati V6, mated to a Citroën SM's gearbox. Soon enough, Ligier wanted to go back to competing and so, two racing cars were prepared and entered into the 24 Hours of Le Mans and the Tour de Corse from 1972, under the BP colors.

In 1973, with Citroën supports', Guy Ligier focused on a strong sports program. Still in BP colors, the JS2, even more advanced, were subjected to considerable aerodynamic work that focused on the front apron spoiler and the wheel arches. At the 24 Hours of Le Mans, the cars were driven by Ligier-Laffite, Paoli-Couderc and Laurent-Marche-Delalande. The first team finished at 16th, ahead of Porsche Carrera RSs, before they were stupidly disqualified for unauthorized refueling! In the Tour de France, Guy Chasseuil came very close to victory after winning 14 of the 17 stages the cars were

very competitive, there was no doubt!

To participate in the Tour Auto and Le Mans Classic, the car need to be configured as per Le Mans 1973 specifications. The one we are presenting was the first one built: it is therefore a road car that has been transformed under the supervision of Michel Tetu, the engineer and the designer of the car at that time. The frame has been reconditioned and lightened and a roll bar integrated. The front and rear panels and the wings have been modified. The suspensions have been lowered, rose joints added and adjustable Koni shock absorbers put, a stabilizer bar has been added, brakes are AP Racing ventilated discs with 4-piston calipers, amongst other changes made. Of course, the fuel tank, the electrical wiring and the cooling systems have all been remade.

The Maserati V6 engine is aspirated by three Weber 48 carburetors and develops 250bhp. The special cylinder heads (from a competition engine), lightweight pistons, steel connecting rods and camshafts are also part of the changes. The oil pan has been partitioned, a custom-made stainless steel exhaust system added, and double clutch disc was obtained from AP racing. Finally, the transmission was lightened, with special cooling and a coolant pump.

A short description of the extensive work done on this car, shows the determination of the owner to remain scrupulously faithful to period configuration. So, do you want to participate in one of the great historical events at the wheel of a distinctive, efficient, and easy sports car to drive? Then, here is the opportunity

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