



MATRA 620



Range of handbuilt models in scale 1/18 cast with polyurethane and polyester resin. For accuracy reasons some parts are also injected in ABS or soft ABS like tires, rims, front track suspension and axle and then chromed plated. Each LMM's miniature is supplied with a driver in a realistic position mainly based on original documents.

The models manufactured under Pantheon range do not include figurine.



24 Heures du Mans 1966



Thirty-fourth edition of the 24 Hours of Le Mans, the 1966 edition became famous in the 21st century thanks to the 7th art with a fictionalized version of the duel between Ferrari and Ford and the film entitled Le Mans 66 featuring Christian Bale and Matt Damon.

After 6 consecutive victories, Ferrari is confronted with the Ford GT40 MKII developed by Carroll Shelby who achieve a hat-trick at the finish. Faced with these behemoths coming from the other side of the Atlantic and from Italy, some "small" French brands hope to get away with it: Alpine, CD and a new competitor Matra. If Alpine and CD would be happy to aim for the victories of the indices, Matra intends to play the disruptors by facing directly the Porsche and Ferrari in the 2l category. At the end of 1965, the French brand tackled all aspects of the Rally, F2 and F3, and a car had to be built for the 24 Hours of Le Mans.

Jean-Luc Lagardère has free hands to develop the automotive branch. He created a competition department in the heart of the old aviation workshops of Bréguet near the aerodrome of Villacoublay. Small names from other competitors come to build a team and become big names recognized for their expertise in endurance (Hébert, Boyer, Ducarouge...). He also decides for the English F1 BRM 2-liter V8 engine, which will require many mechanical concessions. The choice of the aluminum body is attributed to Jean Hébert, that of the multitubular chassis to Bernard Boyer. He also requires that the shape of the racing car reminds the one of the future road version. For marketing reasons, the MS620 thus displays a family resemblance with the road-going Matra 530 with its rather angular shapes. With its wide cockpit and left-hand cockpit, the first MS620 is a prototype in the spirit of Le Mans.



320 mm

165 mm



Very soon, it is planned to adapt larger wheels and shift the driving position to the right. The tests of Le Mans on 2 and 3 April show the first version of the 620 flanked by the number 38 in a sad gray finish. But the results are encouraging. It sets the best time on the laps. They are however not confirmed neither at Monza nor at Spa where Matra suffers from the law of Porsche and Dino-Ferrari, penalized by its high weight (820 kg), insufficient braking and an overheated cockpit by the pipes.

Three new cars arrive at Le Mans. The most obvious change concerns the lengthening of the rear hood in its upper part, which significantly refines its profile. New air intakes appear in front of the windshield and on both sides of the rear hood. Closed at the front with leather straps as required by the regulations, the engine hood opens towards the rear and includes the air ducts of the V8 BRM.

118010/43M



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118010/42M



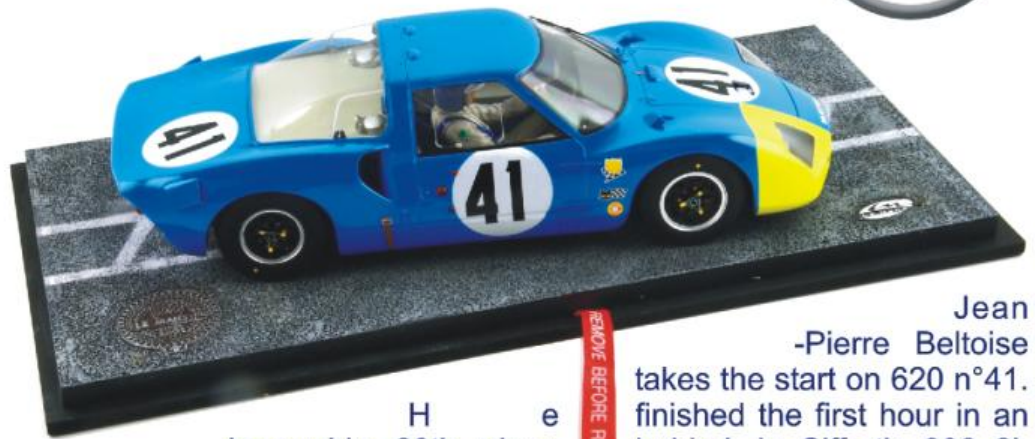
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118010/41M



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Jean-Pierre Beltoise



He takes an honorable 20th place in the Porsche n°30 and Udo Schnütz's Matra with the yellow eye oscillates between 22nd and 24th place, but gradually loses contact due to exhaust gases that fill the cockpit due to a broken pipe. The problems then add up to give up after 112 laps.

Jean-Pierre Beltoise takes the start on 620 n°41. He finished the first hour in an behind Jo Siffert's 906 2L n°32. Until midnight, the between 22nd and 24th The driving is disturbed by exhaust gases that fill the cockpit due to a broken pipe. The problems then add up to give up after 112 laps.

Jo Schlesser



Jo Schlesser, into car number 42 with a red right eye, is the most experienced of the French drivers and places position 19th after the first lap. But his progress is quickly slowed down by the warning light of the alternator which turned on and shock absorber problems that put him in 47th position after the first hour of racing. At midnight, trouble is behind the Franco-British team, which has climbed to 30th position. But when the CD-Peugeot spins around to let him go, Schlesser hits it without gravity and starts again, but he is hit in turn by Scarfiotti's Ferrari P3. The rear of the car is completely destroyed and has to give up.



Henri Pescarolo

18



Only car No. 43 retained the left-hand drive. Its front right headlight is green, as Pescarolo's helmet. With his first victories in F3, Henri Pescarolo, who took part for the first time in the 24 Hours of Le Mans, replaced Jacky Ickx, who also made his debut at Le Mans in the Ford GT40 No. 60. He is associated with Jean-Pierre Jaussaud who takes the start. Struggling with an ignition problem, he is forced to pit stop after only 9 laps. Endless stops followed and after only 38 laps in 8 hours of racing, the team gave up.

The 620 finished their career the same year after 1000 km of Paris without glory. We do not know yet but Matra has inaugurated its LeMans saga and the end of 1966 really marks the beginning of the adventure since all the key characters are now in place.



Available in Pantheon range without figurine

Ref. 118PANT029 - 118PANT030 - 118PANT031

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