

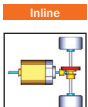
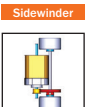
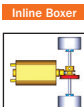


# Matra-Simca MS

## Matra-Simca MS 670 B

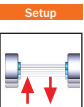


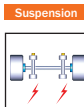
#9 - 3rd 24h Le Mans 1974



 J.-P. Jabouille - F. Migault



Scale	<b>CA27b</b>		Release Date August 2015		
<b>1:32</b>	↔ 136mm	↓ 35mm	↔ 80mm	↔ 62mm	♣ 64gr
					
Motor mount	X	● [1]	X	X	X

[1] box stock standard: offset 0,5 mm

Motor	Pinion/Gear	Front Rims/Tyres	Rear Rims/Tyres
V12/3 21.500 rpm	11/32	14,3x8 PT1088C1 (ex PT20)	15,8x8,2 PT1228C1 (ex PT35)
			
●	●	○	○

Digital	Chassis	Cockpit
	○	X
	○	X
Carrera D132	X	X

● Standard  
○ Compatible  
X Not Compatible

# Matra-Simca MS 670B



The Matra-Simca MS 670 was a Prototype race car that won the Le Mans 24 Hours 3 times in a row (from 1972 to 1974) as well as the World Manufacturers Championship twice (1973 and 1974).

The car was designed by Bernard Boyer and Jean-Louis Caussin.

The long tail version, designed in '74 for Le Mans, was still called '670 B', 'B' being the distinctive letter of all Matras that were fitted with the Porsche 5-speeds gearbox. The chassis was an aluminium monocoque, with fiberglass body.

The engine was a 3-litres V12 at 60°, with aluminium block and head; bore was 79.7 mm and stroke 50.0 mm. Its sound was extremely loud.

The version used in '74 for Le Mans was the 'MS 73', with a maximum torque of 320 Nm at 8400 rpm, reaching a maximum power of 450 HP at 10500 rpm.

On the Mulsanne straight the car could top 320 kph.

Brakes had Girling ventilated discs, all-round; in 1974, the rear brakes were moved inboard.

Rims dimensions were 13" x 11" at front and 15" x 15" at rear. The car weighted 693 kg.

There were three '670 B's racing in Le Mans in 1974. Number 9 was driven by Jean-Pierre Jabouille and François Migault.

