



Details of this Matra-Sports Jet 6 SS – written by the current owner

Colour: Jaune Soleil (Sun Yellow), this is the original colour.

Built in 1967, purchased 1968

Total production volume Jet 6: 222.

Only a couple were the SS version

The Matra Jet 6 SS was originally sold to an American military man stationed in Germany, who took it home with him later. From 1972 onwards all owners are known. The original warranty certificate is included in the documentation that comes with the car. In 1999 the Jet 6 was sold to the Netherlands and restored from the ground up.

French motorsport hero and Le Mans winner Henri Pescarolo came 2nd in the 1967 Critérium des Cévennes, the best rallye result ever by Matra. His car sported widened fenders, and these subsequently became known as “ailes Pescarolo”. This example has the rare “ailes Pescarolo” (literally in French : Pescarolo fenders) ex works. Front and rear fenders are widened and the car sits on 13” Cosmic alloy wheels. Standard Jet 6 cars had narrow fenders and 15” steel wheels.





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Engine:

1255 Gordini, special aluminium cross-flow head, 2x Weber DCOE40, 4-into-1 exhaust with a single muffler, lightened flywheel. The original inefficient oil-to-air cooler has been replaced by an oil-to-water cooler. A new radiator was fitted during restoration. A somewhat hotter cam was fitted as well as an electronic breaker-less ignition system. The mechanical fuel pump was removed to prevent vapour lock and replaced by a low pressure Pierburg gear-type pump

The engine has been fully built up from scratch;

- new pistons and liners
- new crank- main- and camshaft bearings
- new valves
- et cetera

Gearbox:

Renault Estafette 4 forward gears, with bespoke shorter gear ratios for the Jet 6. 2nd and 3rd gear syncros have been replaced.



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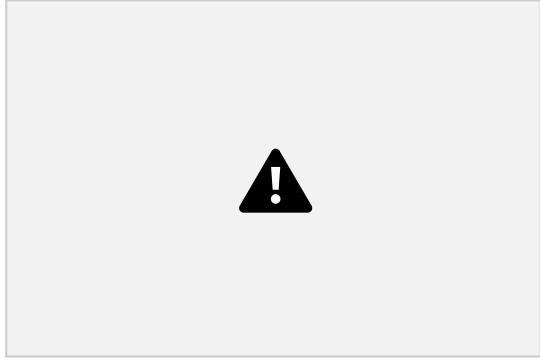
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Summary

Rene Bonnet constructed the world's first mid-engined production car, the Djet, in 1962. In 1964 and 198 Djets later, Matra took over his company and modified the Bonnet into the Djet 5. 1273 were built. Subsequently, the Jet (without the "D") 6 was conceived, receiving among other things larger front brakes, improved rear suspension geometry, improved gear ratios and a quick steering rack. Of these only 222 were built. Only a few of them got the wide arches.

General layout: mid-engined with 4 speed transaxle, disc brakes on all 4 corners. Front independent suspension is as per Renault 8, front brakes are from Renault 16. Rear suspension is Matra specific, with upper and lower A-arms, controlled by 2 springs and shock absorbers per side. The car rides on 6 (!) made-to-measure KONI Sport shock absorbers.

The glass fibre body was built using hand-laid cloth and resin. After all these years the resulting quality is still remarkable. The overall attention to detail in the design is amazing: doors hung from bespoke cast aluminium hinges, a cast and polished aluminium vent grille aft of the radiator, stamped aluminium vent grilles in the B-pillars (carrying the Matra logo), the list goes on and on. All in all, it is a beautifully made French artisan sports car.



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