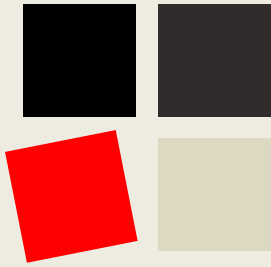


Bibliographie / Bibliography

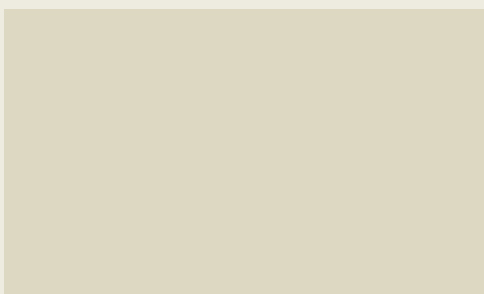


Historique en français

Historical background in English

**Rondeau
M379B
1980**

Revue de presse / Press review



25.05.2015

Bibliographie / Bibliography

A lire, à voir, et/ou à écouter :

Rondeau M379B 24 Heures du Mans 1980

Les 24 Heures du Mans 1980

C. Moity & JM Teissède
Ed. Publi-Inter
ISBN 2-903356-03-3

Les 24 Heures du Mans 1949-1973

Christian Moity l'année automobile

Les 24 Heures du Mans 1923-, Tome 2

Christian Moity, Jean-Marc Teissède & Alain Bienvenu
Ed. Le Mans Racing

Rondeau Victoire au Mans !

E.Bhat & Christian Courtel
Ed. SIPE,

Jean Rondeau - Le Mans 1978

Imprimerie Couilleaux Le Mans

Jean Rondeau, une histoire d'hommes 1946-1985

Michel Bonté
Ed. LE MANS Racing Collection
French only
ISBN : 978-2-9518737-6-6

Une association existe / an association exists :

Association Jean Rondeau, rétrospective 2000
133 Boulevard Jean Rostand
45800 Saint Jean de Braye

Historique en français

1980 C'EST L'ANNÉE RONDEAU !

Jean Rondeau engage 2 Rondeau 379 B, la n°15 de Ragnotti et Pescarolo est un châssis neuf et la n°16 pilotée par Jean Rondeau lui-même et Jean Pierre Jaussaud est l'ex châssis ITT de 1979 qui termina 10^{ème} (Beltoise/Pescarolo). Le capot arrière (aileron en 2 éléments) et les flux air et eau ont été modifiés, on a créé de nouveaux rapports de boîtes. Le vaillant Cosworth V8 DFV petites soupapes de 460cv a été préparé chez Mader.

Tout cela a été validé lors d'essais d'endurance de plus de 25 heures au printemps au Castelet, une première pour l'équipe Rondeau dont le budget est des plus serrés. L'équipe a également renforcé son organisation avec l'arrivée efficace de Jean Robin (ex-Matra) et avec l'installation de lève-vites à air comprimé pour les ravitaillements. Dès les essais, la n°15 avec Pescarolo s'empare de la pôle, et la n°16 se classe 5^{ème} grâce à Jaussaud.

En course, la n°15 roule longtemps aux avants postes menant plusieurs heures grâce à ses pilotes à l'aise sous les averses mais abandonnera à 22h56 sur rupture du joint de culasse, semant un vent de panique dans le stand. Sur la 16 c'est Jean Rondeau qui prend le volant du départ, et dès 17h19 la valse des capots commence. Elle atteint quand même la 2^{ème} place dans la 7^{ème} heure derrière la Porsche n°9 de Ickx / Joest qui reprendra cependant la tête jusqu'au lendemain matin. Contrainte de s'arrêter Rondeau et Jaussaud reprendront l'avantage avec 4 tours d'avance. A partir de midi la pluie se met à tomber JP Jaussaud se poste à l'entrée de la piste de décélération pour dissuader Rondeau de rentrer car il croit qu'il s'agit d'une averse passagère et à 13h15 Jean Rondeau part en glissade dans la courbe Dunlop en heurtant légèrement le rail pour se retrouver en travers. Arrive R. Joest sur la Porsche qui s'est embarqué dans la même glissade, il évitera de justesse la Rondeau n°16 encore immobilisée. Au stand, l'émotion est à son comble, on a préparé hâtivement un capot avant emprunté à la n°15 portant « Le Point ».

La n°16 emportera pourtant la course dans une clameur et une ferveur indescriptibles, aux couleurs ITT avec le n°16 redessiné à la main. Aucun pilote constructeur n'a jamais réussi pareille performance. En GTP, la 3^{ème} Rondeau 379 B n°17 engagée par les frères Martini et Gordon Spice aux couleurs Belga complètera ce triomphe à la 3^{ème} marche du podium.

Historical background in English

1980 IS THE YEAR RONDEAU !

Jean Rondeau entered 2 Rondeau 379 M's. Car number 15, driven by Ragnotti and Pescarolo, was a new chassis; and the number 16, driven by Rondeau himself and Jaussaud, was the previous year's chassis "ITT" that had finished in the 10th place (driven by Beltoise / Pescarolo). The rear hood (with its wing in two parts) and the air and water flows were modified and new gear created. The Cosworth V8 DFV was a 460 horsepower engine and was prepared by Mader.

Although the budget was tight, the team was able to have checked during endurance practices in the spring in the Castelet. The team had been reinforced with Jean Robin's arrival (from Matra) and the fittings of fast winders with compressed air for the pit stops further aided their performance. In the practices session, the car number 15 of Pescarolo was in first place; the car number 16 came in 5th place, thanks to Jaussaud.

After starting of the race in 3rd place, car number 15 led for a few hours, mainly due to its drivers being at ease in the rain. But a cylinder head gasket breaking at 22.56 p.m. sent a wave of panic into the pit. Rondeau started the race at the wheel of car number 16, and from 17.19 p.m. the "waltz of hoods" has begun. He reached second place in the 7th hour behind the Porsche number 9 of Ickx/Joest who kept the lead until the following morning. When #9 was forced to stop Rondeau and Jaussaud took the advantage with 4 laps earlier. From 12 o'clock, when the rain started JP Jaussaud took position at the entry of the deceleration track to dissuade Rondeau not to stop - he thought it was a shower of rain. At 13.15 p.m. Jean Rondeau slid in the Dunlop curve and lightly hit the rails. R. Joest, who slid to avoid the Rondeau number 16, also stopped. In the pits, emotion was at its peak.

The front body of the car number 15 with "Le Point" sponsor markings was hastily prepared for car number 16 with the "ITT" colours and the number 16 handmade. They continued to maintain their lead and finished the race with indescribable fervour and excitement. No other driver and car manufacturer had ever succeeded in such a performance. A 3rd Rondeau 379 B, car number 17, entered by the Martini brothers and Gordon Spice in the GTS category, completed this triumph by finishing in 3rd place.

NEW CAR REVIEW

Rondeau M3798 plus a chassis upgrade



THE FRENCH CONNECTION

THE LATEST CARS FROM FRANCE

RONDEAU M3798 BY LE MANS MINIMATIVES

A French car won Le Mans and has been released by a French manufacturer with an eye for detail. It is also the first to be produced with alternative chassis tuning parts to improve the performance of the resin model.

RONDEAU M3798 AND M3798CL

After many years of trying, French manufacturer Rondeau finally won Le Mans in 1980 with their M3798, one of a team of cars that had Le Point and Belgis sponsorship. The sleek cars had fairings over the rear wheels and small winglets inside the vertical rear fins on the bodywork. The team returned in 1981 with similar cars but revised bodywork

for better aerodynamics, they had a lower single plane rear wing and the fairings were dispensed with on newly built cars. Le Mans Minimatives have released the 1980 cars plus two of the 1981 cars, these having Otis and L'Automoblie liveries. Two further 1981 cars without wheel fairings had Cadenson and Oceanic - La Fignac sponsorship and may be available in the future.

THE NEW CARS FROM LMM

Although LMM had previously done a version of the Rondeau M3798 the new models are much more detailed, having a fully installed replica engine and lots of cockpit detail. All four cars share the same resin chassis and mechanical components, using their own

side-woofer motor mount instead of the Slot.it parts used in many of their other cars. There are two basic body styles as described above, all four cars have a high glass finish and exquisite detail such as all the rivets that secure the windows in place on the prototypes. The full cockpits include hand-painted detail to a high level, and there is even attention given to the underside as the brake cooling hoses are in place under the front of the bodywork. Etched metal wipers, crystal lamp lenses, and gearbox detail complete the picture.

Mechanically things are a little more crude, the resin chassis has no adjustment for the axles or motor pod, and although the alloy rear hubs and the precision gears are fixed with grub screws the tyres fitted are just like plastic

with no suggestion of grip. A set of spare tyres in a much softer rubber is included in the box, and it is essential to fit these if you want to go racing. On the plus side the soft-pickup brains are about the best steel examples available, and the SP motor can easily be changed for something a bit more powerful. If you want to get some extra performance from the Rondeau there is an answer. Le Mans Minimatives have an upgrade kit that includes parts to improve the car on track.

THE LMM RONDEAU M3798 CHASSIS UPGRADE KIT

An upgrade chassis kit is available as an aluminium chassis plus interior and engine detail, or as separate items with the chassis

plate, motor, wheel hubs, and tyres all available individually. The pack including the interior will let you build up a faster and more tunable chassis for the Rondeau, the separate parts could be used in other cars as well.

The main chassis plate is 1.5mm aluminium, shaped to fit the Rondeau but with a space for a Slot.it motor pod. The standard LMM motor pod will not transfer into the aluminium chassis plate, so extra parts to complete the chassis must be obtained separately. The chassis does come with a couple of resin front axle and guide mounts which are screwed onto the chassis. This leaves the axle and guide in the same position as the original chassis but can allow some front axle vertical movement, and there are holes for grub screw adjustment if needed.

Parts you need to buy separately include a Slot.it motor pod with bearings, but you can use the motor, gears, axle, guide and brains, and wheels and tyres from the Rondeau car or its spare parts from LMM or Slot.it. We decided to leave the original Rondeau chassis untouched and build up a running chassis conversion using LMM parts and Slot.it motor pod and parts. First check that you have everything you need to assemble the chassis, including some small screws to hold it together.

BUILDING UP

Start by fitting the pinion to the motor with a pinion press to make sure it goes on straight, then clip the motor into the Slot.it mounting.

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NEW CAR REVIEW

Rondeau M3798 plus a chassis upgrade

























Push the brass bearings supplied with the motor pod into place, then fit the assembly into the chassis and secure it with four screws from below. Use self-tapping screws with shallow heads so they don't protrude below the level of the motor pod. Now you can fit the axle, spur gear, and rear wheels. You don't need any spacers to fit the Rondeau as the rear wheels are exactly the right width for the car.

Tidy up the resin front axle mounting by carefully trimming or filing off any excess resin flash, and attach it to the chassis with two screws from below. Make sure you get the front axle exactly parallel to the back axle, we had to make a couple of adjustments before tightening everything up. The front axle will be the right height for the Rondeau if you use the LMM wheels and tyres, but there is a bit of room for manoeuvre if you gently file out the axle hoses and cut off the 'pips' at the ends of the axle slots to fit adjustment grub screws if required, or simply use them to keep the axle aligned.

Now you can fit the guide, we used the Slot.it CH07 pickup as the chassis will be used on wooden tracks with a deep slot, but you can fit a guide appropriate to your track. The Slot.it guide will clear the screws that hold the front axle mount in place, check to see if you need spacers if you use different size front wheels or a different guide (see the Workshop article about Guides and Brains in this issue for more information). The last thing we had to do was shorten the back axle so that the resin wheel inserts would go into the very deeply dished

alloy wheels. Now it just needs wiring up and it is ready for a track test.

If you are fitting the chassis into the LMM Rondeau bodyshell make sure you use the resin spacers provided with the kit. The thicker ones go at the back, just ahead of the rear wheels, and the thinner ones at the front. If you look at the original resin chassis that you look out of the car, you will see where it has thicker mounting points that tie up with the mounting posts in the bodyshell. You can keep the spacers in place with a dab of glue while you attach the chassis, but make sure you don't put too much on and glue everything together.

WHAT IS THE RESULT?

To be honest, not much in the way of

performance. The LMM aluminium chassis is still a rigid assembly with no adjustment to tune the handling. Modern performance chassis from manufacturers such as NSR, Avant-Slot, Scaleauto, and Slot.it themselves have a range of flexibility and adjustment, which is essential for serious racing because you can set the car up to suit any track, motor, or driving style. What the LMM chassis does do is give you the opportunity to use a range of established tuning parts to alter the motor, gear ratio, wheels and tyres, and has greater strength to take some knocks. Because of the shape of the aluminium chassis plate it won't really fit into anything other than the Rondeau without some modifications to the outline shape, so it will be interesting to see if LMM repeat the experiment for other cars.

We do applaud the excellent resin interior detail supplied with the chassis kit, LMM are among the very best in slot racing when it comes to accuracy and fine detail, and this alone could justify buying this kit if you want to build a concours racer.

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