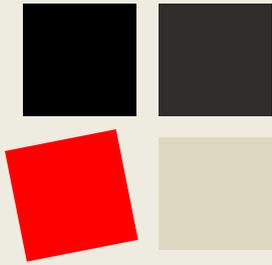


Bibliographie / Bibliography

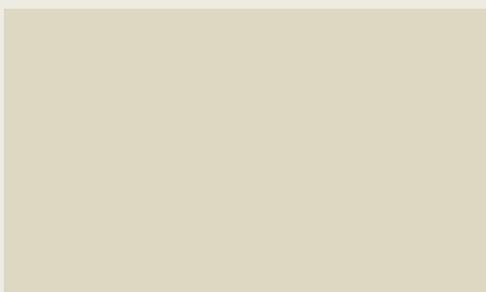
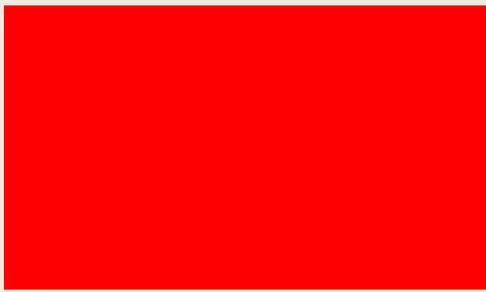


Historique en français

Historical background in English

**Rondeau
M379 CL
1981**

Revue de presse / Press review



25.05.2015

Bibliographie / Bibliography

A lire, à voir, et/ou à écouter :

Rondeau M379 CL 24 Heures du Mans 1981

Les 24 Heures du Mans 1981

C. Moity & JM Teissèdre
Ed. Publi-Inter
ISBN 2-903356-06-8

Les 24 Heures du Mans 1949-1973

Christian Moity l'année automobile

Les 24 Heures du Mans 1923-, Tome 2

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

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

En 1981, Rondeau aligne 5 voitures. Jamais Renault, ni même Matra n'avait aligné un tel effectif. Mais la victoire de 1980 et la remise en jeu du titre sans connaître les intentions de Porsche motivent les troupes sarthoises.

Entre 1979 et 1981 la généalogie de la lignée des M379 est difficile à établir puisque chacun des modèles M379 A, B ou C a toujours conservé un air de famille mais ce sont presque toujours des demi nouveautés puisque souvent plus que constitué qu'à 75% et parfois même beaucoup moins des pièces du modèle qui l'a précédé. En effet, on peut considérer Rondeau comme précurseur du recyclage en matière de construction et de renouvellement de son matériel.

Les modifications apportées aux voitures sont basées sur trois points : améliorations de la fiabilité générale une plus grande facilité et surtout rapidité de manutention dans toutes les opérations au stand et la recherche d'une vitesse de pointe toujours plus élevée. Au niveau de la carrosserie, cela se traduit par un nouveau capot arrière à aileron intégral remplaçant les deux « flaps » séparés de 1980.

La marque « Otis » engage les voitures n°24 et 7 pour promouvoir cette année-là un service 24 heures sur 24, 7 jours sur 7 de ses ascenseurs.

Malgré l'apport du Cosworth 3.3 litres et l'utilisation de pneus de qualif, ni l'équipage Pescarolo-Tambay sur la M379 C n°24, ni Rondeau-Jaussaud sur la n°26 n'ont pu empêcher Porsche de prendre les 3 premières places sur la ligne de départ. La dernière M379 C n°25 de Ragnotti-Lafosse occupe la 6^{ème} ligne quant aux M379 CL n°7 et 8, elles sont respectivement sur la 8^{ème} et 14^{ème} ligne au départ.

Dès le 9^{ème} tour soit une trentaine de minutes après le début de la course, la n°24 s'arrête au stand pour ne repartir qu'1h22 plus tard. Un court instant pourtant par le jeu des arrêts pour ravitaillement la n°26 passe en première position.

La 2^{ème} heure de course est marquée par l'accident tragique de Thierry Boutsen qui en réchappe indemne mais qui tue 1 commissaire et en blesse 2.

La 3^{ème} heure de course est aussi tragique. Jean-Louis Lafosse alors qu'il allait terminer son relais et qu'il pointe en 7^{ème} position au volant de la Rondeau n°25 part brutalement sur la droite de manière inexplicable, la voiture tape dans le rail et termine sa course au milieu de la piste après avoir rebondi sur la glissière de sécurité tuant son pilote sur le coup.

Dès la 4^{ème} heure, la Porsche n°11 de l'équipage Ickx-Bell prend la tête pour ne plus la quitter. Derrière l'écart avec la Rondeau M379 CL n°7 de Spice-Migault qui pointe alors en 2^{nde} position se chiffre déjà à un tour complet.

En début de nuit, après de nombreux arrêts pour tenter de remédier aux ennuis de pompe à essence affectant le nouveau Cosworth de la Rondeau n°24, Pescarolo est contraint à l'abandon.

Puis c'est au tour de la n°24, voiture vainqueur de 1980, de Rondeau-Jaussaud de renoncer alors qu'ils sont à 73 tours des leaders.

En revanche, les 2 GTP n°7 et 8 maintiennent leurs cadences durant la nuit. Si l'Otis oscille entre la 2^{ème} et 3^{ème} place, l'Automobile prend la 5^{ème} position et confirme la main mise des Rondeau sur le groupe et compense la débâcle du groupe 6.

A mi-course il ne reste plus que 34 voitures sur les 55 engagées. L'Automobile n°8 est remontée en 3^{ème} position depuis la 7^{ème} heure de course. Elle reprend ensuite parfois pour quelques tours la 2^{nde} place à l'Otis n°7 quand celle-ci doit régler quelques problèmes d'allumage. Les positions se figent durant la 16^{ème} heure de course. Les Rondeau deviennent intouchables malgré une crevaison et quelques inquiétudes du côté d'un roulement avant gauche dans la matinée pour la n°8 qui termine 2^{ème} devant la n°7, à cinq tours.

Avec une nouvelle victoire dans la catégorie, assortie d'une 2^{ème} place à la distance (le meilleur classement jamais obtenu par une GTP, la Rondeau n°8, née en 1979 et pour la troisième fois à l'arrivée, a une nouvelle fois fait preuve de sa fiabilité et de la qualité de sa réalisation.

Historical background in English

In 1981, Rondeau aligns 5 cars. Never Renault, nor Matra had aligned such a staff. The victory of 1980 and the throw-in of the title without knowing Porsche's intentions motivate the team.

Between 1979 and 1981 the genealogy of the lineage of M379 is difficult to establish because each model M379 A, B or C always kept a family resemblance. They are almost always half novelties as they are often made of 75% and sometimes even much fewer, of parts from a model which preceded it. Indeed we can consider Rondeau as precursor of the recycling regarding construction and renewal of its equipment.

The modification brought to cars are based on three points: improvement of the general reliability, a bigger ease and especially speed of handling in all the operations in the pit and the search for a higher top speed. This is translated by a new rear hood with complete wing replacing both separated "flaps" from 1980.

The brand "Otis" entered cars numbers 24 and 7 to promote this year a 24/24 hrs and 7/7 days service for lifts repairs.

Despite the engine Cosworth 3.3 litres and the use of qualifying tires, neither the Pescarolo-Tambay team in M379C car number 24, nor Rondeau-Jaussaud team in car number 26 were not able to prevent Porsche from taking the first three places on the starting grid. The last Rondeau M379C car number 25 driven by Ragnotti-Lafosse takes the 6th line. Regarding M379 VL car number 7 and 8, they are respectively on the 8th and 14th line at start.

From the 9th lap that is around 30 minutes after the start, car number 26 of Pescarolo stops into the pits and restarts only 82' later. A short time at once thanks to the refueling pit stop car number 24 takes the head of the race.

The 2nd hour racing is marked by the tragic accident of Thierry Boutsen in WM P81 car number 82 who comes through but that kills one Marshall and injures two.

The 3rd hour racing is also tragic. Jean-Louis Lafosse driven car number 25, while he was going to end his relay and while he points in 7th position, is brutally sent on the right, the car strikes the security rail and ends in the middle of the track after bounced on the crash barrier killing instantly the driver.

From the 4th hour, Porsche car number 11 of Ickx-Bell team takes the lead to leave it not more. The Rondeau M379CL car number 7 of Spice-Migault points in 2nd position, one complete lap behind.

In the beginning of night, after numerous stops to try to solve gas pump troubles affecting the new Cosworth of Rondeau car number 26, Pescarolo is forced to retire.

Then it's the turn of car number 24, winner car of 1980, of Rondeau-Jaussaud to give up while they are 73 laps behind the leaders.

On the other hand, 2 GTP car numbers 7 and 8 maintain the speed rhythm during the night. If "Otis" oscillates between the 2nd and the 3rd position, the Automobile takes the 5th position and confirms the ascendancy of Rondeau M379CL on the group and compensates for the disaster of the three sports versions.

At mid-race it remains only 34 cars on the 55 entered. The Automobile car number 8 reaches the 3rd position for the 7th hour racing. It sometimes takes back the 2nd place to replace Otis car number 7 when it stops to solve some ignition problems. The final positions already appear during the 16th hour racing. Rondeau cars become untouchable despite, in the morning, one puncture and some worries about the front left ball bearing for car number which ends the race 2nd in front of car number 7, five laps behind.

With a new victory in the category, matched with a second place in the distance (the best result never got by a GTP), the Rondeau, built in 1979 scored its third finish in three outings in the Sarthe, proof of its reliability and excellent build quality.

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 Belg 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'Automobile 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 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.



The 1980 cars have small winglets at the back, the Le Point car won the race



The 1981 cars had better aerodynamics with no wing other cars in the race had the wheel fairings removed

24 SLOT MAG - November/December 2014

Follow us on Facebook: [facebook.com/slotmagazineuk](#)

Follow us on Twitter: [@slotmagazineuk](#)

November/December 2014 - SLOT MAG 25

NEW CAR REVIEW

Rondeau M3798 plus a chassis upgrade



Closeup of the cockpit and window detail showing instrument panels.



Looking down into the cockpit, note windscreen clips and dashboard detail.



Super engine detail and etched body clips on the rear deck.



The standard resin chassis, the engine pod doesn't fit the upgrade chassis kit.



Washed exhaust and gearbox detail.



The steel brackets are much stiffer than they look. Note brake cooling pipes under the front.



Gear linkage, battery, fine bolts, plus finely detailed dashboard and to the complexity.



Engine detail neatly covers the motor.



Intake trumpets are clearly visible below the clear covers.

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 line 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



Selection of spares and the chassis kit for the LMM Rondeau.



The complete resin cockpit kit included with the aluminium chassis.



What you need to build the chassis, LMM parts on the left and Slot.it parts on the right.



Pinion on motor clipped in, and the Slot.it pod screwed into the chassis plate.



The screws with shallow heads that won't protrude below the motor pod.



The rear end ready to go, no axle spacers needed with the wide LMM wheels.



Setting up the front with the resin axle and guide mount.



The Slot.it guide chases the mounting screws, other guides may need extra fitting.



Just what you need before track testing.

26 SLOT MAG - November/December 2014

Follow us on Facebook: [facebook.com/slotmagazineuk](#)

Follow us on Twitter: [@slotmagazineuk](#)

November/December 2014 - SLOT MAG 27