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MAISON DE VENTES AUX ENCHÈRES

RONDEAU M482-002 - FORD COSWORTH DFL 3955cc

EX-LE MANS 1983 - HENRI PESCAROLO / THIERRY BOUTSEN

THE FINAL VERSION OF THE CARS DESIGNED BY JEAN RONDEAU SOLD BY AGUTTES!

380 000 € INCLUDING TAXES



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In 1980, for the first time in the history of the 24 Hours of Le Mans, a driver won the race at the wheel of a prototype bearing his own name. This incredible achievement by Jean Rondeau, a local driver who had been a passionate fan of the 24 Hours since his early childhood, remains unique to this day. The driver-cum-car builder devoted his entire life, with its share of joy and sacrifices, to this legendary race, in order to claim this Holy Grail. Dying suddenly aged just 39 in December 1985, the driver from the Sarthe lived an exceptional life and marked forever the history of motorsport. He took part in the 24 Hours of Le Mans 13 times, six of them driving a Rondeau designed and built in his workshops. Altogether, Jean Rondeau produced 19 cars, of which 17 remain in existence today.

The first cars built by Rondeau raced at the 24 Hours of Le Mans in 1976 and 1977 under the name of Inaltera, which was the team's main sponsor at the time. After Inaltera withdrew, the Rondeau M378s followed in 1978, and then the M379s in 1979, 1980 and 1981. It was during these last two seasons that the Sarthe-based constructor achieved its best results. And no mean results they

were, as Jean Rondeau himself, driving with Jean-Pierre Jaussaud, fulfilled his dream and won the 48th edition of the race at Le Mans. A victory followed the next year by the second and third-place finishes of Jacky Haran/Jean-Louis Schlesser/Philippe Streiff and Gordon Spice/François Migault.

When Group C was introduced in 1982, Rondeau developed the M379C to become the M382 and narrowly lost the manufacturer's title in the World Endurance Championship to Porsche. That same year, Rondeau set about designing an entirely new prototype, the M482: its aerodynamic design, entrusted to Max Sardou, had to produce the greatest possible ground effect. Three cars, powered by the 3955cc Ford Cosworth DFL V8 engine, which developed more than 500bhp, made their appearance at the 24 Hours of Le Mans in 1983, under the banner of Ford France.

Car number 002, which was recently consigned to Aguttes, was driven by Henri Pescarolo, Thierry Boutsen and Michel Ferté, and delivered the best performance before having to retire 13 hours into the race. Stowed

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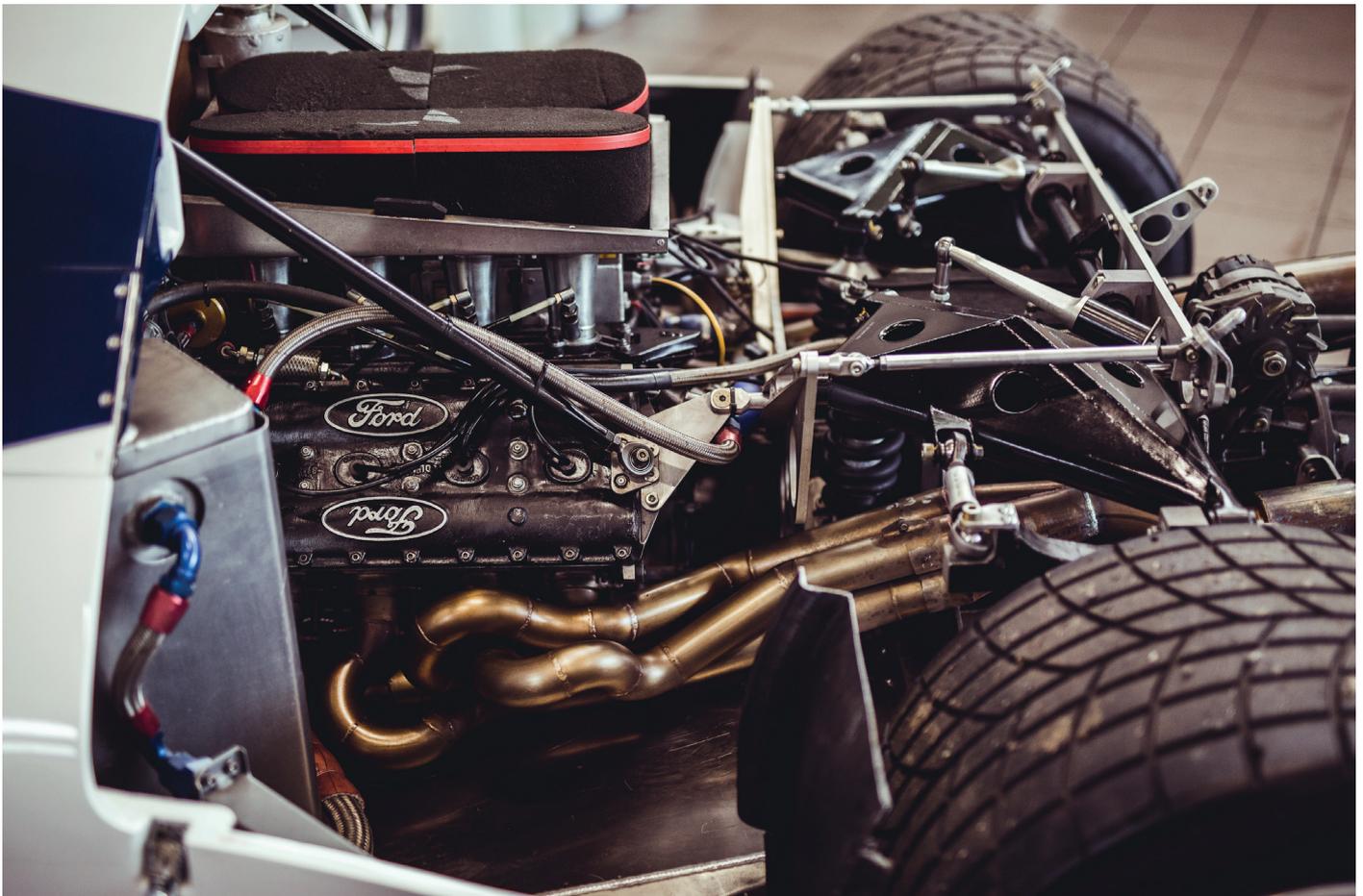
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away in Rondeau's workshops, at the end of the race its chassis was in the best condition of the three M482s. It was therefore the natural choice to receive the Porsche powertrain which Jean Rondeau had succeeded in obtaining. Unfortunately, the financial problems affecting his company put an end to this ambitious project.

Our car remained for a long time in Rondeau's workshops, until a former team member purchased it some 20 years ago and decided to carry out a complete and meticulous restoration with a view to taking part in the 2018 Le Mans Classic and several Group C races. The chassis and body panels, the 3955cc Cosworth DFL V8 engine,

the gearbox, exhausts and manifolds, the body cell, wiring loom, running gear, shock absorbers, brakes and wheels ... after 2 years' restoration work and many test sessions, the car at last received its FIA Historic Technical Passport and is now ready to take to the Hunaudières once more. Supplied with a spare Cosworth DFL V8 engine to be overhauled and a substantial stock of spare parts, this historic Rondeau, the final version of the prototypes conceived by the gifted designer from the Sarthe, was sold by Aguttes for 380,000 euros (including taxes) to a French collector who will very soon take to the track with it in historic motorsport events.



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Enjoying steady growth since its establishment in Neuilly-sur-Seine more than twenty years ago, while also holding auctions at Drouot in Paris and in Lyon, AGUTTES was ranked as the fourth largest auction house in the French market in 2017, and the leading independent French auction house (without external shareholders). Headed by Claude Aguttes since 1974, six associates, including his daughters Philippine Dupré la Tour and Charlotte Reynier-Aguttes, help manage the company today. The company holds 110 auctions per year with a team of 40, including four authorized auctioneers.

AGUTTES is also a major and most dynamic actor at Drouot in Paris, where it achieved the highest bids in 2015 and in 2017.

Due to its professionalism, the auction house was recently chosen by the French Commercial Court to orchestrate the auctions of Aristophil's tremendous collection of old manuscripts. The year 2017 was marked by the development of off-site sales, such as the one during "Les Grandes Heures Automobiles" at the Linas-Montlhéry motor circuit, or those held in the Arturo López private mansion in Neuilly-sur-Seine. Furthermore, in Lyon, significant renovations of the auction saleroom in the former train station of Brotteaux have just been completed which will allow new events to be created.