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THIS CLIO BELONGS TO DANNY DYSIEWICZ AND IS ALMOST COMPLETELY HOME GROWN. BUILT WITH ONLY BASIC TOOLS, IT REALLY IS A GREAT TESTAMENT TO WHAT CAN BE ACHIEVED BY COMPETENT HOME MECHANICS IF THEY PUT THEIR MIND TO IT!

Danny owes most of what he knows about cars and engines to the head start he got by learning from his Dad. His dad has always been keen on fixing things, even lawnmowers and has rebuilt loads of his motorbikes and also built a fully working hovercraft which worked on both land and water which he was very proud of, so it was always in Danny's blood to be obsessed with speed and tinkering.

For 6 years Danny competitively raced BMX bikes around the world, racing for the Fox Racing team. He was British National Champion multiple years in a row and then he got to the age at which motorbikes started to interest him. This is when his Dad started to pass his knowledge onto him, helping him rebuilding the engines and gearboxes. Danny then started racing competitively for a couple years on a KTM 125, he rebuilt the engine multiple times

during that period and eventually got to the point he could happily fault find and fix them so he began to help his friends with fixing their mopeds or other bikes along the way.

Then he started driving and this is the point he started to lose interest in bikes for cars due to realising cars are much more fun in the rain due to not getting soaked!

He's had a few cars now, and says its only ever been the French ones he has really clicked with, starting with a Saxo VTR and then after a Corsa and an Ibiza he came back to a Saxo again, this time a VTS two tone edition which he says had a full manifold back exhaust, BMC CDA intake system, reprofiled cams, polybushed engine mounts, lowered 40mm all around, and after mapping for the cams etc it was producing a respectable 137bhp and he was very happy with it.

Then this Clio came up for sale from his brother, and Danny bought it, but it wasn't initially intended to replace his Saxo, he only bought it to hopefully sell on for a profit.

LEAN GREEN TRACKDAY MACHINE



Pic: AJ Walker

After a week using the car though everything changed and his Saxo and his old show car 1.2 corsa were both up for sale and the 200 wasn't going anywhere any more!

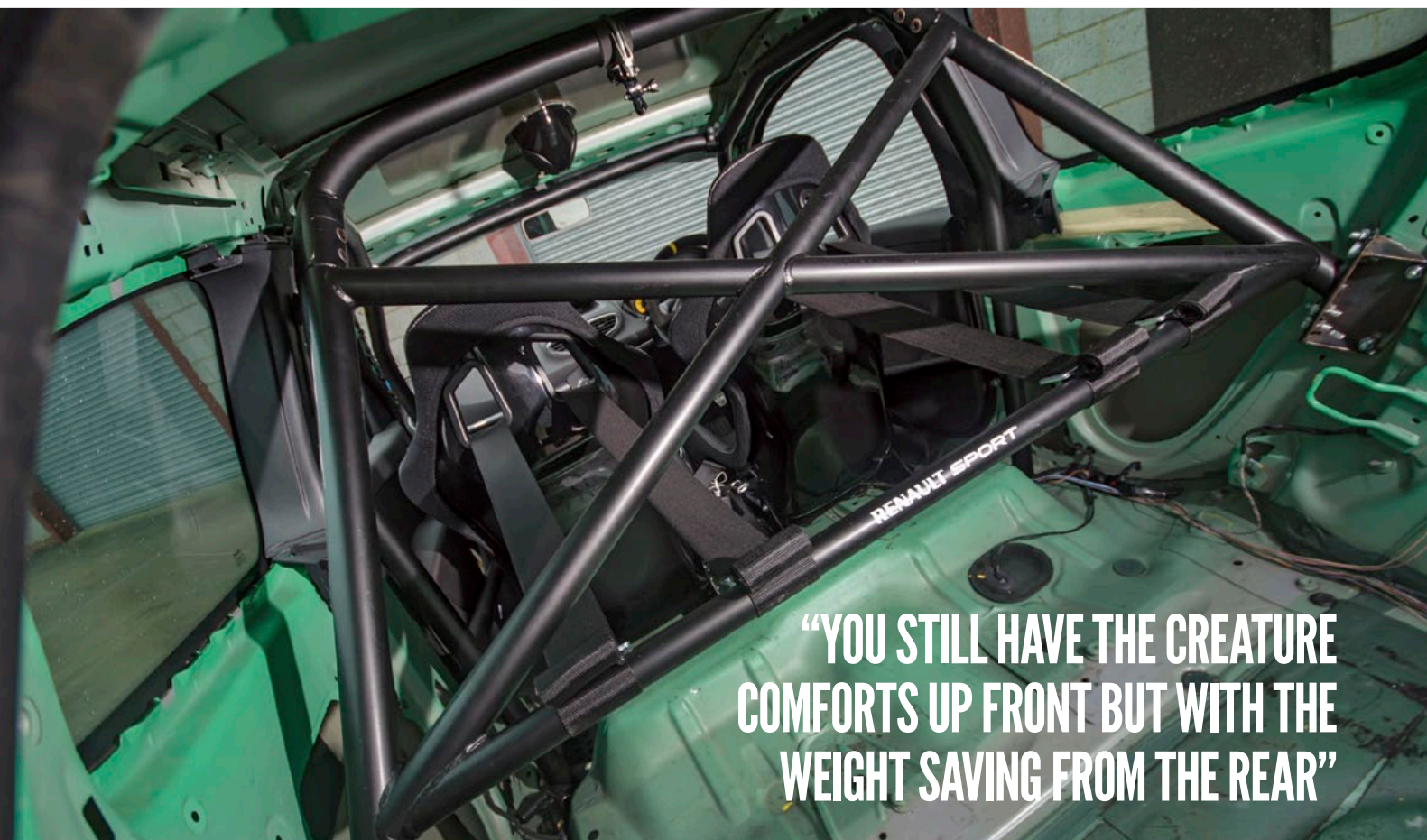
Even though Danny had decided to keep it, he definitely wasn't going to get carried away modifying it, "I don't plan to do a lot to this car, maybe an exhaust - nothing too loud, oh and an induction kit" he said to himself.

Within a few months he'd gone a bit louder than intended with the exhaust, buying an Akrapovic full exhaust system, and he'd also introduced some Bilstein B14 coilovers as well, but overall it was still broadly speaking still standard(ish) and so he put it into Renault for it's first big service (normally him and his dad do the servicing themselves but they wanted the stamp in the book to maintain the value on quite a new car). Sadly things didn't go to plan on this front as 5000 miles later the aux belt failed and went under the cambelt, skipping the timing and bending the valves. The dealer (under the service warranty) took the head

off and replaced the valves, and then it failed again even more dramatically shortly after. This time they replaced the rods, bearings, new head, and a host of other components so Danny was feeling very hopeful that this time it would have no problems, but sadly before he had even used half a tank of fuel it had failed again! At this stage the Dealer said they couldn't fix it, and the only option was a brand new crate engine, but that because it was 5K in parts alone it meant the car was beyond economical repair and instead they refunded him the money for the service and gave him some compensation which didn't feel a lot to Danny considering the damage caused and the fact it had been off the road for a total of over 170 days and was now coming home minus an engine.

Initially Danny considered just getting another N/A Clio engine and him and his Dad fitting it, he knew that deep down his dad missed having unreliable cars about the place to work on so would be up for helping out. Then he started to think a bit more about

it and considering they were going to be doing an engine swap anyway and Danny had always fancied doing a turbo conversion it seemed like the perfect time to go a step further and take on the challenge of fitting a Megane engine instead! He decided to keep the Clio gearbox rather than go down the route of fitting the Megane box as well, the reason for this was mainly that he wanted to keep that very buzzy feel that the close ratio box has, as the Megane box is certainly a lot lazier to drive. Luckily his box was also in particularly good condition to begin with having been replaced with a rebuilt one just 10K miles ago as well (Clio 3 boxes can be a bit fragile) and Danny says that reliability wise so far it has been fine, especially as he drives with a bit of mechanical sympathy anyway. Marrying the engine up to the box is very straight forward, it is just a case of using all Clio parts to do so, ie the Clio flywheel goes onto the Megane engine and are used with a clutch designed to fit the Clio flywheel and box. In this instance Danny ►►



“YOU STILL HAVE THE CREATURE COMFORTS UP FRONT BUT WITH THE WEIGHT SAVING FROM THE REAR”

went for a Helix 4 paddle clutch and a Helix cover which is comfortably up to the job.

Danny and his Dad did the entire conversion at home in their garage, the only part of it that they didn't do was sort out the immobiliser in the Megane ECU to marry it up with the Clio key as that required specialist knowledge and equipment so they sent it off to Chris at EFI Parts. Danny says that although people refer to the conversion as a “bolt in” one there were actually quite a few little niggles to sort out along the way, and he found himself staying up all hours to hit his original target of getting it done in a few weekends!

For the intercooler Danny used a Megane aftermarket kit with a larger cooler and a set of hardpipes, he was warned when purchasing it that it was only designed for the Megane but he worked out a planned route in the bay for it and it does a nice job of filling out the engine bay to make it look better now its all finished.

The biggest job of the conversion was the wiring loom, initially when him and his Dad laid the two looms out alongside each other their reaction was “how hard can it be?”, so they popped online to dig out the details of what to swap over, only to come up with nothing, they were expecting to easily find

a diagram but it wasn't the case at all, so they had to crack out the multimeter and work it all out for themselves instead. They methodically worked through both looms labelling each wire and then they stripped out things like the air con wiring and some other bits and pieces they didn't need, and then to end up with a factory look to the finished loom it was all felt wrapped.

A few other parts were slipped in at this stage too such as custom plates to raise the radiator, RamAir filter, Samco silicon turbo inlet pipe, ASH Radiator hoses, DEI heatshield, a K-Tec downpipe that goes to a Milltek link pipe (both





wrapped to keep the heat in) which then joined to a new Pure MotorSport exhaust system via a custom joining sleeve.

The mounts were also replaced with Powerflex ones, and the header tank was swapped to a 182 one that allowed Danny to relocate it to the opposite side of the filter to give the filter more room and less heat.

Sure enough, despite the extra work that had been involved above what they were initially expecting, it was back on four wheels with the new engine in ahead of Danny's birthday as planned much to his Dad's amazement!

Danny excitedly pushed it out of the garage and got ready to fire it up, he inserted the key into the holder and pressed the start button with a worried but hopeful look on his face and.... nothing, it just said "card not detected".

Danny started trying to think what could possibly be wrong, but then decided to go back to basics and rule out the simplest thing first, so he went and got the spare key and tried that. Success! A few seconds later it was running!

The car was MOT'd and then the race was on to get the cage fitted and the new seats and the harnesses in to make sure that it was trackday ready before it went for mapping. Danny describes the interior as "part stripped" and it really is a nice choice of how to do a trackday car, you still have the creature comforts up front but with the ►►



Engine looks so at home in the bay.



weight saving from the rear and also the fantastic looks that the cage and stripped rear gives it. Seats wise he went for Cobra Suzuka Kevlar bucket seats, he did like the option of Recaros but wanted more support on track, and after sitting in a friends set of these Cobras he decided that it had to be them and not some of the other lower budget options he considered which looked good but didn't match the support/comfort of these.

Him and his Dad were chuffed to bits that all their hard work had paid off, and the car was booked in for mapping on Danny's birthday (286bhp at RS Tuning made for a nice present!) and

within a week of being finished he'd already done his first two trackdays.

"That sure was a busy week but the car was faultless and it has done more trackdays and many road miles since then with far more to come!" says Danny.

With the engine side of things sorted and the car working so well it was time to turn to looking at the rest of the car and how to make it even better on track than it already was.

Handling wise if you want the absolute ultimate for the Mk3 Clio on a track, Renault Sport have pretty much already solved the problem for you, the Cup Racer Clios were

only a small step down from BTCC cars in terms of their cornering potential which is why so many Touring car drivers came up through the Clio Cup Racer ranks. Fate was going to play a part here and what happened was that without looking for Cup Racer suspension, Danny ended up with it.

He'd been pleased with the B14 coilovers (they are a GREAT fast road setup by any standards!) but he wanted something a bit more hardcore for the track, and he managed to lay his hands on some of the Bilstein R3 spec Rally suspension which in Tarmac form is a pretty sensible way to go for a track car. He took this to suspension



Scoop was fitted after a hot August trackday!



Pic: MSV Photography



Pic: MSV Photography



expert Sean from Jade Developments to have it all installed and setup (Danny is very hands on but setting up suspension properly requires experience specific to the car that he didn't have) and by sheer fluke at exactly that time Sean had another customer with a Cup Racer setup that he wanted to put onto the R3 rally suspension as it was to be used for rallying. So he offered a swap to Danny of the Bilstein Cup Racer setup against the R3 setup Danny had.

So Danny decided that Cup Racer suspension on a road legal Clio Turbo was the way he was now going to go. If you have ever driven a Clio Cup Racer you will no doubt understand just quite how heroic/committed /stupid* (delete as appropriate)

that actually is on a road car, "firm" just doesn't even come close to describing the ride quality (or lack there of) on this setup but the handling on track makes it SO worth it!

Jade Developments did the installation and also setup the Geo. Sean also suggested a set of Compbrake adjustable topmounts to allow him to alter the settings more and these are then fitted with a bolt in mount kit to sit the car lower without having to use the weld in kit (not that this car is ever likely to be going back to standard anyway!). Sean also sorted out new brake lines while he was there.

In terms of the brake setup itself, the standard calipers on these cars are fantastic anyway so Danny just runs

them with Brembo HC Discs and Ferodo Ds1.11 pads after getting some advice from Kevin Self from KAMRacing on which setup to move to when he found the DS2500s he was previously running weren't really up to the job now that the car was becoming more hardcore.

With the car now having the Cup Racer suspension and with Danny being a massive fan of the Cup cars in general he decided to edge his spec even closer to them by buying some of their 8J Speedline wheels, specifically this set belonged to well known racer Luke Pinder. They came already in yellow and Danny decided that as it was a bit special having a sort "famous" set of wheels with them being from Luke it would be nice to ►►



“WITHIN A WEEK OF BEING FINISHED HE’D ALREADY DONE HIS FIRST TWO TRACKDAYS”

keep the colour and also he felt it would add to the Crazy colour scheme he had planned (he works for a vinyl firm so the car was always going to end up in full livery anyway, so it was partly a case of “cause I can”).

What he has come up with looks fantastic and is certainly a one off, his family joked that with the yellow wheels on the green car he should have gone for John Deere livery and he says he actually was tempted briefly to do so, but instead the 7up Livery he has gone for was inspired by the Jordan F1 car tictac/7up livery that he always loved the look of. He started to play around on Photoshop first of all to see what it would look like. The reason he didn’t want to do a full wrap was it seemed a shame to cover up the Alien Green paintwork which was one of the first

things he fell in love with about the car.

At the moment he runs on Ad08R tyres as an all rounder setup that works ok on track and road, but these are obviously letting the side down in terms of ultimate grip on track and he will be using slicks on track in the future. To space the wheels out to complete the cup racer look he has fitted them with 16mm spacers, he didn’t want to go any wider than this and start effecting the scrub radius badly so this was a good place to be in the compromise between looks and handling. To allow the wheels to be changed quickly he runs a 90mm stud conversion instead of the original wheel bolts.

As well as the headline grabbing mods like the engine conversion / Cup Racer suspension / cage /seats, the car has

a host of other mods as well to really complete it. The steering wheel has been retrimmed in Alcantara, the exhaust although it is a PMS one features Akrapovic trims, he’s used C3 washer jets to get a better spray to clear the screen.

There are some other fairly dramatic styling changes too, the rear spoiler has been swapped from the “sprint” spoiler the car had when he first got it to a Cup spoiler which he thinks better compliments the race orientated looks, especially since he fitted the Roof scoop after a hot August trackday made the car feel more like a greenhouse than a green Clio and he decided he needed some more airflow into the cabin to stay comfortable. He’s made some blanks up for it to block it off if its cold or raining etc too, so that he isn’t stuck with always having to be exposed to the elements.

He’s also made some more subtle visual tweaks like the colour of the badges to match the livery and smoothing out the door bullets and wrapping them and the lower bumper and boot lip in black which add nicely to the slightly moody feel that the factory option privacy glass gives it although he does say that lightweight plastic windows might be on the cards at some point. And finally he swapped to a custom rear sticker to show off the fact it was now an “RS280” not an “RS200” when he de-badged the car.

When asked what he is most proud of about the car, the reply is that it is almost the custom livery with just how well it looks and how much it makes the car stand out with the yellow wheels etc which are certainly a brave choice, but ultimately it just has to be the sense of achievement of what him and his dad have managed to achieve, with almost the whole car being their work. Of the things that he did get help with though he’s asked us to thank Sean from Jade for his help on the suspension, Chris from BeanieSport for conversion tips and general advice on getting it back on the road, Kevin from KAMRacing for advice on the Brakes side of things and Chris at EFI for the immobiliser work to get the Megane ECU to run in the car. ■

TECH SPEC

ENGINE

Megane f1 230 engine, Megane f1 230 ecu, Clio 200 gearbox, Helix 4 paddle clutch + Helix cover, RS Tuning remap (286bhp), Large intercooler, Large uprated hardpipe kit, Forge brake/vacuum clamps, RamAir filter, Samco silicone turbo inlet pipe, Blue ASH Radiator hoses, Hybrid Engine Loom, Full Powerflex uprated engine/gearbox mounts, K-Tec decat downpipe, Milltek link pipe wrapped, Pure Motorsports exhaust

SUSPENSION

Bilstein Clio Cupracer Coilovers, Bolt in mount

kit, Compbrake adjustable topmounts

WHEELS AND BRAKES

Clio Cupracer 8J Speedline Wheels, Yokohama Ad08r Tyres, 16mm Spacers front, 90mm stud conversion, Brembo HC Discs, Ferodo Ds1.11 pads

BODY

CL10 DMD private plate (21st birthday present!), Renaultsport cup spoiler, Gloss black wrapped boot lip, CM Composites roof scoop wrapped red, Alien Green factory paint, Red Renault badge, Reflective yellow

rear badge, Akrapovic Carbon exhaust trims, C3 washer jets, Custom rear RS280 sticker, Custom 7up livery, Rear privacy glass, Black gloss wrapped lower front bumper, Yokohama sunstrips front and rear, Smoothed door bullets wrapped black

INTERIOR

Cobra Suzuka Kevlar bucket seats, Renaultsport cupracer sidemounts, Sabelt 4 point harnesses, Safety devices full roll cage, Full Alcantara steering wheel with yellow stitching, Alcantara gear shifter with yellow stitching, Part stripped interior

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