

PERFORMANCE frenchcars

Official magazine of the UK Performance French Car, Tuning & Club Scene

CHARGER!

210BHP 13.8SEC QUARTER-MILE
RICKYP'S LATEST CREATION
TO ROLL OUT FROM THE
SUBURBS OF BARNISLEY



CLIO V6

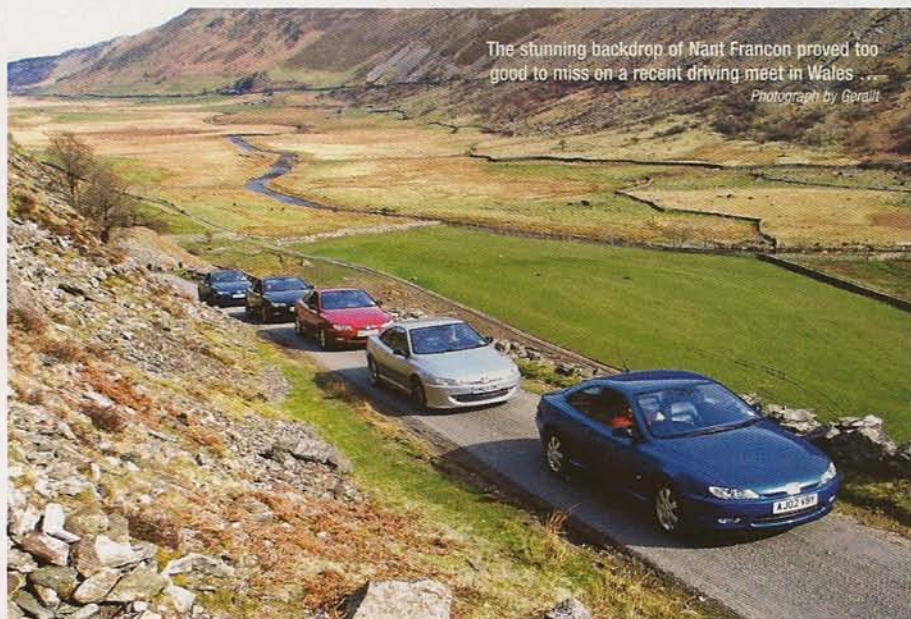
WE TAKE A LOOK
BACK AT THE
AWESOME CLIO
V6 PHASE 1 & 2



MEGANE 250

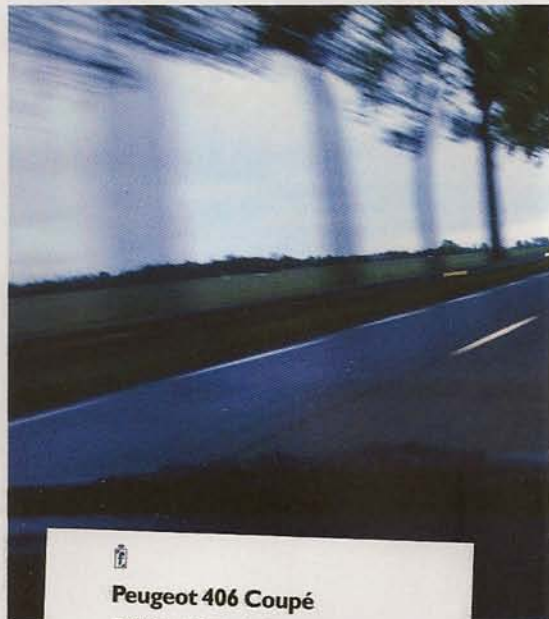
IT'S HERE!
THOUGHTS ON THE
LATEST EVOLUTION

TECHNICAL: CARBON FIBRE • RACE LOOMS • ECU'S • **CLUB CLASS:** 206 INFO PROFILE • EXTREME BHP
PHOTOSHOOT • 406 COUPE • RENAULTSPORT NATIONAL DAY • **COMPS:** WIN SPAX COILOVERS & MEGUIARS
ULTIMATE WASH & WAX • **TRADE PROFILES:** ADRIAN FLUX INSURANCE • RENAULT PARTS DIRECT



The stunning backdrop of Nant Francon proved too good to miss on a recent driving meet in Wales...

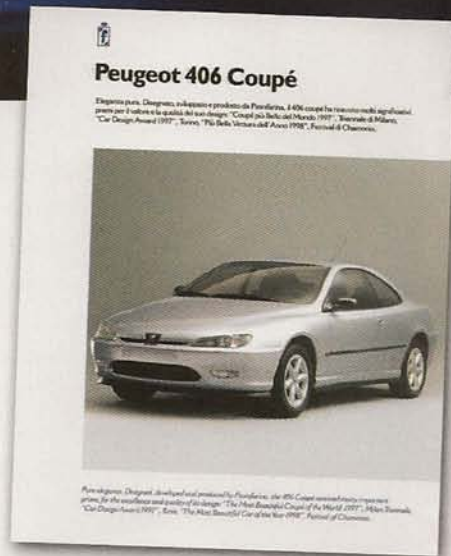
Photograph by Gerall



THE PEUGEOT 406 Coupé

FOLLOWING ON FROM THE LAST EDITION OF PFC TIM COLLINS TAKES US ON A TOUR THROUGH THE YEARS FROM THE CONCEPTION TO WHY 2010 IS SO IMPORTANT FOR THE 406 COUPÉ CLUB.

WORDS: TIM COLLINS AND GARY SUTTON IMAGES: 406 COUPE CLUB



THE PEUGEOT 406 COUPÉ

Launched in 1996 at the Paris Motor Show the Peugeot 406 Coupé is considered by many as one of the best looking cars money can buy. Pininfarina, the Italian styling house and manufacturers, were given a free hand to use all their artistic talent and create a Coupé for Peugeot; the only constraint was that the new model had to use the existing Peugeot 406 saloon running gear

and floor pan.

The Peugeot / Pininfarina relationship started in 1951 with the Peugeot 403 and includes the stylish 404 Coupé, the 504 Cabriolet and Coupé and, more recently, the 205 and 306 Cabriolets. It is also noteworthy that Pininfarina have a long and successful relationship with Ferrari and used many of the styling cues from Ferrari road cars to create the 406 Coupé. Many have said that if there is such a thing as a 'poor man's Ferrari' then the Peugeot 406 Coupé is it. The 406 Coupé shares some components with other models in the 406 range but is unique insofar as it was designed and built by Pininfarina in Italy and proudly displays the Pininfarina signature on the rear-quarters.

At launch, the consumer reaction was very positive, plus journalists and car 'experts' and the trade were impressed by the design. The

406 Coupé received many awards in 1997 and 1998, among them at Milan Triennale 'The most beautiful Coupe of the world 1997', the 'Car Design Award' at Turin and 'The most beautiful car of the year 1998' at the Festival of Chamonix.

At launch in 1997 two engines were available for the 406 Coupé, a 2.0 litre straight four engine developing 135-bhp and a 3.0 litre V6 engine developing 194-bhp. During production the 2.0 litre and 3.0 litre engines were upgraded to 137-bhp and 210-bhp. In 2001 the 406 Coupé was also made available with the award winning 2.2 litre HDi engine with the much praised direct injection 'common rail' turbo diesel engine also found in some Citroën and Peugeot saloons. In March 2002 the 2.0 litre petrol engine was replaced by the 2.2 litre.

"What are they saying about the new 406 Coupé?"



THE 406 COUPE CLUB

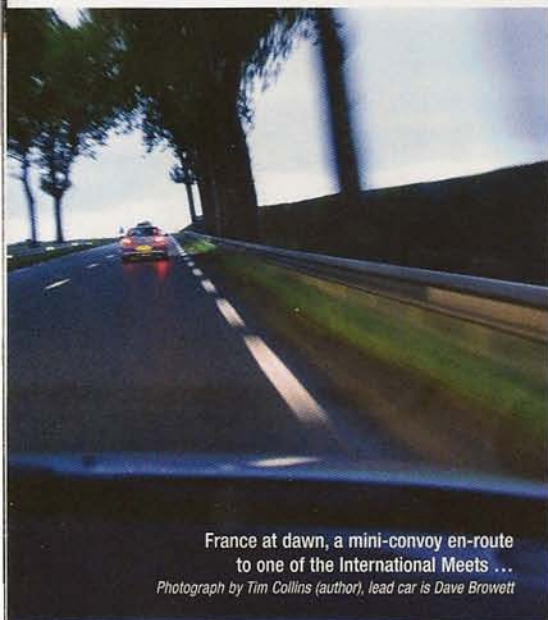
History

The 406 Coupe Club was born partly out of enthusiasm for the model and partly out of necessity. It was, and still is very easy to be enthusiastic about the looks and the appeal of the 406 Coupe, but finding technical information about the car or finding out how to fix, replace, improve or enhance the

components that make up the car can be much more difficult.

Because the 406 Coupe was made in such relatively small numbers (only just over 10,000 reached the UK market) there were insufficient for the likes of Haynes to produce one of their well known workshop manuals specifically for 406 Coupés. Whilst it is true that some of the engines used in the Coupés were covered within other manuals because they were

common between the 406 Coupe and the more mass produced 406 saloon, there was little uniformity between the coupe and the saloon in most other respects, so unless you are prepared to make frequent visits to your local garage, or pay out even more for visits to your local Peugeot dealership, who better to provide help, advice or guidance on the nuances and running of a Coupe than a fellow Coupe owner. This is where the 406 Coupe



France at dawn, a mini-convoy en-route to one of the International Meets ...

Photograph by Tim Collins (author), lead car is Dave Browett



The Flux babes understand the appeal of the 406 Coupe at FCS09 ...

Photograph by CHAPPERS, the featured car belongs to Garo

Club and its members come in.

What is now the 406 Coupe Club started life as nothing more than a group on the Yahoo website. From these humble beginnings, a couple of the members decided to have a try at setting up a website specifically for fellow Coupe Owners. A web address was obtained and on 1st February 2005 a new forum was created. Content was understandably a little sparse at the beginning, but as more Coupe Owners began to find the site, the information base started to grow and the site has been expanding ever since.

By 2006 the number of registered members had grown hugely and it was agreed that there were more than enough active members to form a club in our own right rather than just an internet forum. A short while later the 406 Coupe Club was formed and although still intrinsically linked to the original internet forum, the web address was changed to www.406coupeclub.com

In 2009 a decision was taken to revamp the site, the upgrade was remarkably smooth and further updates will continue as we build a 5000+ user base and membership that is truly global.

There is no charge to access the 406 Coupe Club at www.406coupeclub.com so to be part of the fun, especially if you are a 406 Coupé owner, please visit us now.

■ Aims

The aims of the club are quite simple, and are to provide help, information, advice and guidance to current Coupe owners, potential owners and those who simply have an interest in the model.

■ Activities

We hold local and Club meetings at various locations throughout the country. We also attend the International Meets hosted by our French colleagues for those that like an adventure and meet fellow Coupé owners from France, Belgium, Germany, Luxembourg, Switzerland, Italy and the Netherlands. Regular UK venues have been 'The French Car Show', originally held at Bruntingthorpe and now at Rockingham. We have also visited amongst other places The National Motor Museum at Beaulieu, Holker Hall Motor Museum and The Heritage Motor museum at Gaydon.

Our Club meetings are generally held in the spring and summer months, but throughout the year members hold smaller local meetings. Everyone is welcome to attend both the full club and the local meetings.

The Club Meets calendar for 2010 –

Three Club meets are proposed, the first will be at Beaulieu and at the time of writing is due to be attended by over 80 Coupés from

the UK, France and the Netherlands. The second will be at FCS2010 with the third, in September, at Gaydon.

Local meets take place throughout the year and range from a simple pub lunch to a driving meet through Snowdonia, the Lake District or Scotland. 2010 is a special year for the forum as this year is the 200-th birthday of the Peugeot brand, it is also the 80-th birthday of Pininfarina and the 5-th birthday of the 406 Coupé Club. To celebrate the joint birthdays the first Club Meet of 2010 has been flagged as the "Anniversary Meet" and a report of the event will hopefully appear in a future edition of this magazine. ■



Once you start Coupé spotting it can become addictive, here is one spotted in deepest China on the 8,500-mile Amsterdam to Beijing rally ...

Photograph by Tim Collins (author), the car was driven by team 'Ling Ba' and successfully completed the rally raising money for charity



Coupés, and more Coupés, in a 61 Coupé car park, plus a crazy Frenchman (Gilles) ...

Photograph by Tim Collins (author)



A typical image of two Coupés cheekily parked at a Chateau in France ...

Photograph by Tim Collins (author), with Dave Browett on the left and author on the right