

Cars in Competition

The following list of surviving RS 200's were used, and some still are, in Motorsport all of which will be featured in future issues of the magazine.

VIN

- 010 - Luxembourg circuit and hillclimbs (issue No. 2)
- 012 - European 1986 Rally Car - Schanches' chariot (this issue)
- 014 - Blomqvist & Lovell 1986 Rally Car - Thor Holm Rally X (this issue)
- 015 - Grundel 1986 Rally Car - Dan Anderson Rally X (this issue)
- 016 - Marc Polo IMSA Car (issue No. 2)
- 020 - Stig Blomqvist Rally X (this issue)
- 061 - Andervang 1986 Rally Car - Bengt Wikland Rally X
- 064 - Grundel 1986 Rally Car - Rolf Nilsson Rally X
- 065 - Stig Blomqvist 1986 Rally Car
- 066 - Ford Spain Rally Car
- 067 - Droogman 1986 Rally Car
- 068 - Mark Rennison Rally X
- 069 - Droogmans 1986 Rally Car, Oddbjorn Ottozen Rally X
- 072 - Santos 1986 Rally Car
- 075 - Ford Spain Rally Car
- 077 - Tore Bratlie Rally X Car
- 080 - Jan Iverson Rally X
- 081 - Ford Spain Rally Car
- 086 - Gary Baker Rally X
- 089 - Sue Collins Vecta Fast Ford Race Series
- 098 - Pekka Rantanen Rally X
- 105 - Mikael Nordstrom Rally X
- 131 - Masahiro Uemura West Japan Touring Car
- 146 - Malcolm Wilson Pikes Peak 87
- 160 - J. Sugiarto Indonesia Rally Car
- 162 - J. Sugiarto Indonesia Rally Car
- 174 - Trevor Hopkins Rally X Car

Do you know of any more?

CHASSIS 012

Car 012 started life as a European works rally car being driven by Droogmans on the Boucles de Spa retiring with brake trouble, by Zanini in the Costa Brava rally where it retired with fuel tank trouble, then used by Droogmans for testing being written off and returned to Boreham in pieces. After a major rebuild, including a new chassis, the car was then used by Stig Blomqvist on the Welsh retiring with suspension trouble and again on the South Swedish where Stig won. After this the Car was built up as the first prototype evolution car fitted with the Brian Hart 2137 cc BTD 'E' engine. The car did, in fact, see rally life, before the Group B ban, in this form when Martin Schanche drove it to 6th place in the Bettiga Memorial in December, 1986.

It was purchased by Mr. Rally Cross, Martin Schanche, in late 1986 and has since been his main rally cross car. One of the original twenty evolution cars which would have carried VIN 201, the engine, in its latest modified state of 2212 cc, produces 700 plus BHP and runs torque slit 46 front, 54 rear. The whole of the suspension, drive shafts, prop shafts, gear box, differentials, cooling system, turbo and engine are extensively modified to give Martin the edge over his competitors which has helped give him the following successes in rally cross.

British Rally X G. P.	1986	4th overall
	1987	Crashed
	1988	3rd overall
	1989	3rd overall
	1990	1st overall

European Rally X Championship

Division 2	1987	6th overall
Division 2 Round 1	1987 Austria	Retired
Division 2 Round 3	1987 Finland	Retired
Division 2 Round 4	1987 Spain	Retired
Division 2 Round 5	1987 France	12th overall
Division 2 Round 7	1987 Belgium	1st overall
Division 2 Round 8	1987 Holland	1st overall
Division 2 Round 9	1987 Norway	22nd overall
Division 2 Round 10	1987 Britain	1st overall
Division 2 Round 11	1987 Germany	4th overall

N.B. Did not compete in round 2

European Rally X Championship

Division 2	1988	2nd overall
Division 2 Round 1	1988 Spain	5th overall
Division 2 Round 2	1988 Austria	2nd overall
Division 2 Round 3	1988 Sweden	Excluded
Division 2 Round 4	1988 Finland	7th overall
Division 2 Round 5	1988 Ireland	2nd overall
Division 2 Round 6	1988 France	6th overall
Division 2 Round 7	1988 Belgium	1st overall
Division 2 Round 8	1988 Holland	10th overall
Division 2 Round 9	1988 Norway	6th overall
Division 2 Round 10	1988 Britain	1st overall
Division 2 Round 11	1988 Germany	5th overall



ERC
Martin Schanche (N)
1978, 1979, 1981, 1984