

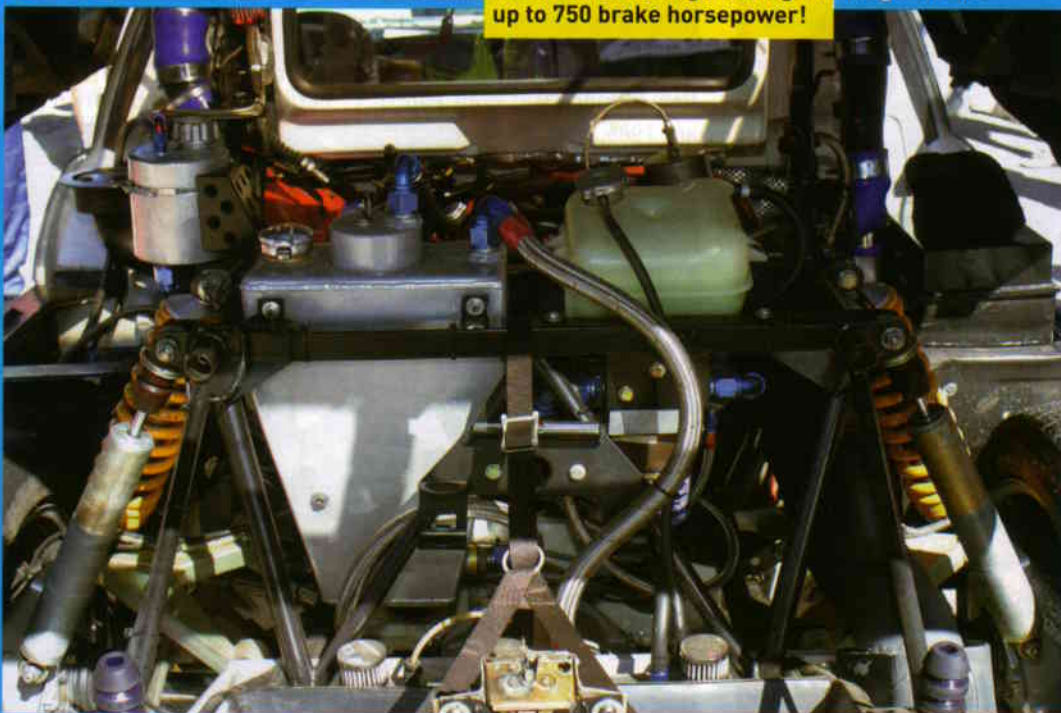
RS200 that was developing a staggering 825 horsepower. That car was prepared by Jeff Page, who worked on the original Evolution engine development with Brian Hart.

Sherrard's car, which was brought into Australia in 2003 and had never previously been entered in serious competition, develops around 600 horsepower, but according to mechanic Aaron Kelly, is suited more to

“He was recording a 2.1 second 0-100km/h time on treaded tyres.”



● Huge turbo (above) produces massive amounts of boost, while the BDTE engine can give up to 750 brake horsepower!



short sprint events. Problems at both the Mt Buller Sprint and at Rally Tasmania saw driver Wayne Park retire from both events, but the car showed tremendous speed and could well have won both events.

Turbo boost and overheating trouble slowed the car at Buller, and an engine problem (thought to be valve gear) forced an early end in Tasmania.

Despite these setbacks, Sherrard has worked diligently to get his own RS200 up to maximum performance.

“I had Julian Godfrey out from the UK about 12 months ago doing some development work on the car. With the electronic monitoring equipment he was recording a 2.1 second 0-100km/h time on treaded tyres.

“Julian is renowned for his work on the RS200, having managed a number of successful RS200s that won the European Rallycross Championships, German Hillclimb Championships and numerous other events in the last 15 years.”

However results probably matter little to Rob Sherrard. With his collection also including a Ford GT40 and a 427 Cobra, he's a lover of the Blue Oval's fastest cars and takes great pride in their presentation and care.

Win, lose or draw, having the Ford RS200 on the entry list of any tarmac rally in the country makes the trip worthwhile for any rally spectator. Here's hoping we see a lot more of the car in coming tarmac events.

RS200 - a sparkling history. Page 48-49