

# RS 200 Club

Registrar, Graham Robson

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Dear RS200 Owner,

Even before the RS200 was put into production, the Ford Motor Co.Ltd decided to set up an informal 'Owners' Club' into which all buyers of RS200s, new or secondhand, would automatically be enrolled.

The RS200 Club is a factory-financed operation, and owners will not have to pay any Enrolment or Membership fees to become members. As someone who is regularly in contact with the Ford Motorsport Department, I have been asked to act as the Club's Registrar.

Incidentally, I am personally running an RS200 (Chassis No. 073) as daily transport.

#### Aims and Ambitions :

The aims and ambitions of the RS200 Club are simple, and straightforward. Because Ford believes that RS200 customers have bought an exclusive, and technically unique machine, and that these cars and their owners should be supported with even more care than usual, we plan to keep in touch with all known owners on a regular basis.

In future, it will be my job to provide all the latest news about deliveries, changes of ownership, parts, and on-going development. As and when new service and technical information becomes available, I will make sure that it is sent to every owner. On the other hand, if any RS200 owner has running experiences which may prove interesting or useful to other owners, I will be happy to receive, and circulate, this news.

As new parts, accessories, or tuning information becomes available - I will tell you.

If we learn of problems, which can be solved - I will tell you.

If our experience with 'works' owned cars produces valuable information on maintenance, running, and ownership in general - I will tell you.

If we make changes to the recommended specifications or settings, in the light of long-distance running - I will tell you.



If you tell us of your personal experiences, which may help others - I will circulate the information.

Incidentally, we like to identify these cars by their Chassis Numbers, which appear on an Identification Plate close to the right front wheel.

Except that I am Ford's nominated Registrar and will operate the organisation from my office here in Dorset, UK, the RS200 Club has no staff, no committee, no financial commitments and - at this time - no plans for regular gatherings, or annual occasions. In the fullness of time, however, the Club may develop into something rather different....

#### Membership :

By buying a Ford RS200, the customer automatically becomes a member of the RS200 Club. At this time there are no plans to expand the scope of the organisation. As Ford do not intend this to become a 'Fan Club', there are no immediate plans, for instance, to enrol 'Associate' members or 'Family' members.

Existing owners' names and addresses have been provided, to me, by the Ford Motor Co. Ltd. and as other RS200s are sold I will automatically be supplied with this information.

[Ford have also provided me with a list of people who have placed firm orders, or are likely to confirm their orders in the near future - a copy of this Newsletter is also being sent to them]

In due course it might be of value to publish a complete list of members in RS200 Club Newsletters, but if any individual Member objects to this, and wishes to remain anonymous, then I will respect this wish, and keep the information confidential.

Incidentally, although RS200s have been sold to customers of many nationalities, I am afraid that it is only practical to publish this, and future, Newsletters in the English language !

#### Second and third owners :

When an RS200 changes hands, we would still like to keep in contact with its new owner. Although I hope that first owners will be so happy with their RS200s that such sales will not begin for some time, when it does happen I hope that you will let me know about the transaction (if not the financial details).

In fact there is provision for a notification of ownership changes in the front of the RS200 Manual, and I would like to request that all of you help us in our desire to keep tabs on the cars.

#### How many RS200s exist ?

The RS200 project was conceived in 1983, and the very first prototype was completed in 1984. Before production commenced, a total of six prototypes were built.

The RS200 was designed to meet a requirement for a new competition car, and to meet FISA Group B regulations it was necessary to produce

a total of 200 vehicles. As six prototypes already existed, this meant that a further 194 'production cars' were produced.

During 1986, FISA cancelled the Group B category in motor sport. As a result of this, Ford arranged to dismantle a number of new, and unused cars, which enabled the stock of spare parts to be even larger than had originally been planned.

After this process was completed, the following RS200s existed as complete cars :

Prototypes (Chassis numbers 1 to 5)	6
Right-hand-drive cars, in 'Road' specification	48
Right-hand-drive cars, in 'Rally' specification	15
Left-hand-drive cars, in 'Road' specification	27
Left-hand-drive cars in 'Rally' specification	58

Total 154 cars

At the beginning of 1987, a total of six cars had already been written off, or scrapped, due to rallying accidents, which left the 'World's stock' at 148 cars.

The chassis number of each car, its specification (left-hand or right-hand drive, 'Road' or 'Rally' specification and - where appropriate - the name and address of its original owner, is known to me.

I also know which cars (by Chassis Number) no longer exist, and in due course this will make it easy to guard against any fake machines, or identity changes, that Supercars of this nature always seem to throw up.

Who you should contact about your RS200

**Graham Robson** : I am the Registrar of the RS200 Club. By profession I am a motoring writer, historian, and marketing consultant. I have been connected with the Motorsport and Marketing divisions of Ford for about ten years, running rally championships, organising motor club promotions, and writing leaflets and booklets for the Motorsport Parts Division.

I was involved in the birth of the RS200 in 1983/1984, and wrote the original version of the RS200 Owner's Manual, of which you should all have a copy.

My RS200 is a left-hand-drive 'Road' example (Chassis Number 073), originally used to set the performance homologation figures at the Nardo proving grounds in 1986. I took it over early in 1987, when it had completed 22,000 km, and am using it for everyday business transport. At the time of writing this Newsletter it has already completed 36,000 km.

I can be reached, at any time, at the (UK) telephone number printed at the top of this Newsletter. At this moment I do not have Telex or Fax facilities, but I hope to instal one such machine in the future.

**Bob Howe** : Bob has worked at Ford for 36 years, and now carries the

title of 'Consultant - Customer Sales and Service Liaison'. In the past Bob has been closely involved in Rallye Sport programmes, and he took charge of the complex legislative and legal homologation programme which was needed to make the new RS200 'Road Legal' between 1984 and 1986. He also established the servicing and maintenance requirements for the car, and is responsible for updating the Manual, and other written information about the car.

Incidentally, Bob tells me that a fully detailed parts list for the RS200 will eventually be supplied, Free of Charge, to every RS200 owner. This will identify special new parts, and will also identify 'carry over' parts which have already been used on earlier Ford models. Note that Ford cannot directly supply retail customers. All parts must be ordered through an appropriate Ford dealer outlet :

Unique Motorsport parts (those carrying '909....' Finis Codes) should be ordered, by your dealer, from the Motorsport Parts Division.

'Mainstream' parts (those carrying other Finis Codes) should be ordered, by your dealer, through the (British) Daventry, or (European) Merkenich Parts Divisions, as appropriate.

In recent months Bob has also carried out the individual demonstration of RS200 road cars to prospective customers, and is your immediate contact at Ford if you need any detailed technical advice on service matters. Bob's UK telephone number is :

0245-469840

Bob is running a right-hand-drive 'Road' RS200 (Chassis Number 122) as his regular, day-to-day, transport.

**John Taylor** : Ex-European Rallycross Champion, and noted rally driver of Escort RS models in the 1970s, John is now co-ordinating the sale, development, and support, of the RS200 cars built for competition purposes. This, of course, includes the 2.1-litre 'Evolution' model RS200 cars, some of which develop up to 600 bhp for rallycross purposes.

John is using a left-hand-drive 'Road' RS200 (Chassis Number 034) for many of his business journeys. This car, and the other two cars (073 and 122, already mentioned) are all being used to build up long-term experience of the cars as their distance covered increases.

In all matters relating to competition use of the RS200, contact John Taylor at the Motorsport Parts Division, on (UK Telephone number) 0708-858181.

#### Collection of new RS200s

All new RS200s are prepared for sale, and modified to the latest specification, by JQF Engineering Ltd, of Easton Neston, near Towcester. Many customers arrange to collect their new cars direct from this location. Incidentally, in a very detailed 'shake-down' process, all new cars receive a test drive of at least 100 miles/160 km, before they are ready for hand-over.

JQF are also carrying out development, and regular maintenance, work

on the Ford-owned RS200s, and are spending more and more of their time servicing and maintaining customers' cars.

Contact Graham Cooling, at JQF, on (UK Telephone number) 0327-51062.

#### RS200 road cars - latest specification

As a result of the decision to sell a greater proportion of RS200s for normal road use, and to make the cars even more civilised for this purpose, a great deal of refinement, and development work has been carried out the design in recent months.

Compared with the original specification (and, indeed, that of cars loaned for test to the motoring press), all new RS200 road cars have now been fitted with the following :

- i) A modified steering rack giving a much tighter (approximately 33ft/10m diameter) turning circle.
- ii) A heavy-inertia clutch ring, allowing smoother engagement, at lower engine revs, from rest.
- iii) A more sturdy fixing for the luggage box, to help its long-term durability.

In addition :

iv) On all new cars yet to be delivered, and available as a Free-of-Charge retrofit modification on existing road cars, is a modified engine cam cover, with water-proofed spark plug cavities, and water-proof rubber 'Boots' for the plug leads. If your car does not have this cover, contact Bob Howe for more details.

v) A radio/cassette installation has now been developed by JQF Engineering, utilising the receiver position which has been provided in the centre console, a roof-mounted aerial, and two speakers in the footwells, close to the door pillars. JQF will be happy to supply and fit such installations - one is already installed in my own car. Although no-one claims that the RS200 is as quiet - say - as a Scorpio, I find that reception is good enough to enjoy good music at normal motorway cruising speeds.

vi) A 300 bhp (minimum) engine conversion kit is available for fitment after the cars have been delivered. this comprises :

<u>Component</u>	<u>Finis Code</u> (which means 'Part Number')
Turbo housing	9090552
Fuel pressure regulator	9090532
Eprom (= Electronic 'Chip')	9090531
Exhaust silencer	9090579

- and the following optional items -

Boost control kit (up to 1 Bar maximum)	9090648
High-pressure fuel pump	9090535

- contact JQF for details of price, and fitting arrangements.

In addition :

vii) A kit for the remote control actuation of door mirrors, by electricity, is being developed. When this is finalised (some Sierra components are included in this kit) it will be offered for sale.

#### Parts Supply

Ford Motor Co. Ltd. has asked me to emphasise that RS200 parts, large or small, will remain available as long as is necessary. The fact that the RS200 is a limited-production machine, of which assembly is now complete, does not mean that the factory intends to abandon it to its fate. Suppliers, too, have guaranteed to retain existing tooling, and moulds, so that new supplies can be provided when existing spare parts stocks run down.

#### Competition activities

Because of the change in FISA regulations, the RS200 Group B car could only be used in rallying for one season - 1986 - during which four major European Championships, and 19 International rally victories, were won.

In 1987, RS200 models will figure strongly in rallycross events across Europe, and in a future Newsletter I hope to provide more detail about individual cars, programmes, and successes.

In the UK, Mark Rennison's car has already won the Shell Oils Winter Series and now, with a 2.1-litre 'Evolution' engine, is going better than ever in 1987.

In the second round of the European Rallycross Championship, held at Ronelilla, in Sweden, millions of TV viewers saw a Peugeot 205 T16 win narrowly from Rolf Nilson's non-evolution RS200, with a Lancia Delta S4 third, and Mikael Nordstrom's 'Evolution' RS200 fourth.

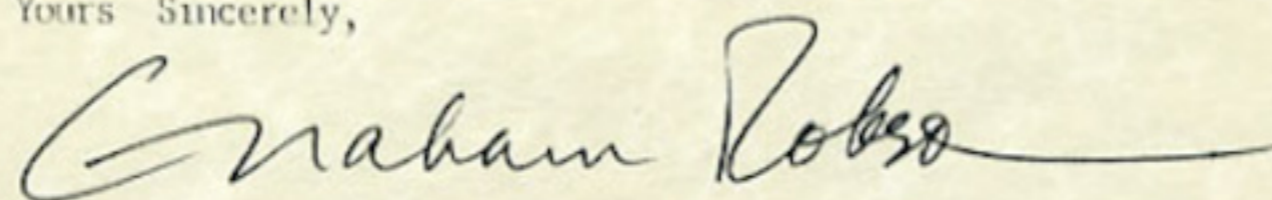
#### Keeping in Touch

I hope that the RS200 Club will become more and more useful to owners, but for that to happen I need to be able to keep in touch with all of you.

With this Newsletter, I have included copies of the Registration forms included in the Owner's Manual, and would be very grateful if you could find the time to complete it, and let me have it back, as soon as possible.

In the meantime, if you need to know any more about the cars, about the personalities involved, and about the way we can help you, please get in touch with me.

Yours Sincerely,



A.A.G. ROBSON : REGISTRAR, RS200 CLUB

**FORD RS200 : OWNER'S REGISTRATION**

First Owner

Vehicle Chassis No. : .....

Vehicle Engine No. : .....

Left Hand Drive/Right Hand Drive ? (Please delete inapplicable description)

Date Car Purchased : .....

Owner's Name : .....

Owner's Address : .....

Owner's Telephone No: (Home)..... (Business) .....

Owner's Telex Number, if any .....

Mechanic's/Specialist Dealer's Phone number .....

Mechanic's/Specialist Dealer's Telex number .....

Mechanic's/Specialist Dealer's Address .....

Thank you for helping us to keep in contact with this car. Please return this Registration form to:

**Ford Motor Company Limited,  
Motorsport Parts Division,  
Arisdale Avenue,  
South Ockendon,  
Essex,  
England. RM15 5TJ**

