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Dear RS200 Enthusiast,

As Ford, yourselves, and the Registrar continue to build up more running experience with their RS200s, we learn more and more about the cars.

The Registrar's car (Chassis No. 073) has now completed 50,000 km/31,000 miles, and has recently figured in major magazine features in the British publications **FAST FORD** (October 1987), and **AUTOCAR** (28 October 1987).

Does your Dealer's technician know about the RS200 Club ?

Although we know that several RS200s are being treated to routine servicing by a Ford dealer, or a specialist concern, does the technician who works on the car know of the existence of the Club, and does he receive these Bulletins ? If not, would they be valuable to him ? If you think he should be added to my mailing list, please let me have details.

Ordering replacement parts for your RS200

All the specially-designed replacement parts for the RS200 are held by the Motorsport Parts Division. Here are the ordering procedures which every owner should follow :

An RS200 owner resident in the UK should order parts through his nearest Ford RS Dealer, who will order them from the Motorsport Parts Division. The Motorsport Parts Division is not authorised to do business with the rest of the UK dealer network.

There is no RS dealer network overseas. An RS200 owner resident overseas should order through his normal Ford dealer channels, and advise that dealer to order parts from the Motorsport Parts Division, on Telex No :

897007 (the answerback is FORD RSG)

A full Parts List/Price List is now being prepared, and will be published early in 1988.

Owners' Registration Forms

Some RS200 Owners have not yet completed the Owners' Registration Forms which were sent to you with the First Bulletin (which was dated May 1987), and which are also included at the front of the Owner's Manual supplied with every new car.

Please complete this form, and return it to me, as soon as possible.



They will be valuable in the future, for they will help us to keep in contact with you in the months and years to come.

RS200 Sales - New Cars

The latest report from Ford is that less than 50 RS200s remain to be sold. If this Newsletter is being sent to someone who has not yet confirmed his order, my advice is not to delay any longer !

Servicing RS200s in Mainland Europe

Several RS2(X) owners who live in Europe have asked about facilities available for the routine servicing and maintenance of their cars.

Although as Registrar I have no direct experience of the company, I understand that :

Roth Rally Sport,
Gobelslebenstrasse 3,
D-8700 WURZBURG,
WEST GERMANY

- has already carried out maintenance schedules on RS200s. They have told us that they are willing to look after any other RS200 cars which can be sent to them in West Germany.

Alternative seats for larger passengers

Development of a wider version of the standard fixed-rake 'bucket' seat for larger framed owners (like the Registrar !) is now proceeding. Compared to standard items, these seats also have an increased backrest rake.

Subject to satisfactory proving trials, we expect that supplies of these seats will be available at the beginning of 1988.

Driving methods after Cold Starts

Ford was recently notified of a major engine failure, which is now thought to have been due to an engine being driven too hard when the engine oil was still too cold and too thick.

The following technical and practical information and advice has now become available from the factory :

Because the RS200's BDT engine is of all-aluminium construction it dissipates heat very quickly once switched off at the end of a run. As a result of this the oil quickly returns to a more viscous state; if the engine is then fired up again after an interval of no more than about 30 minutes, higher-than-normal oil pressures will be developed if the engine is run once again.

Unless the engine is once again warmed up gently, until

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the oil pressure and water temperature return to normal, there is a risk of damage being done.

Analysis of the engine which recently failed leads us to conclude that this was due to too-hard driving with inadequate circulation of oil, with consequent partial seizure of the No.3 piston in its cylinder bore.

Owners are therefore strongly recommended to check oil pressures and water temperatures on every occasion before they begin to drive the car hard. In the case of the oil pressure reading, the needle should be within the 'green' sector on the gauge. This applies especially if the car has been standing, with its engine switched off, for 30 minutes or more.

As Ford has now discovered, with its own development and durability test cars, there may be another consequence of using too many engine revs immediately after a cold start :

If the engine is revved too highly when the engine oil is still cold, and thick, the main drive belt may 'jump' a tooth on the oil pump pulley, which also drives the distributor. This has occurred twice only, on cars which had been left outside overnight, in low ambient temperatures.

If this happens, the symptoms will be obvious. Although no physical damage has occurred, either the engine will refuse to rev up (because the ignition timing has become deranged), or it may refuse to start and/or to run completely. A complete re-timing exercise will be needed to restore the engine to health.

To reduce excessive engine oil pressure occurring when the engine is cold (and to reduce high 'drag' on the oil pump), and where the ambient temperature does not exceed 15 deg C/59 deg F, Ford recommends the use of an SAE 10/40 or 15/50 grade of engine oil. At high ambient temperatures, a 20/50 grade of oil is recommended.

Clutch

At each routine service, take off the clutch cover bottom plate (6 bolts), depress the clutch pedal to free the plates, and use a pressure air hose to blow out any dust which may have accumulated. This procedure minimises clutch judder which is caused by the gradual build up of dust inside the assembly.

While carrying out this operation, it is essential that the operator wears goggles, and a safety mask over his mouth.

Camshaft Drive Belt Tension

At any routine service interval, or where tappet adjustment is taking place, the condition and tension of the camshaft drive belt should be carefully checked. If the tension of the belt is less than its nominal rating, this may result in the valve/camshaft timing

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becoming deranged, and engine damage may then occur.

If it has ever been removed from the engine, never re-fit a used drive belt. Always fit a new belt at this juncture. At the same time as a drive belt is being changed, check the belt tensioner pulley for play in its bearing, and that its lubrication is still satisfactory. Grease if necessary.

The procedure for checking the Drive Belt tension is detailed in the Owner's Manual, Section 07-8.

As Winter approaches....

Before the weather turns nasty, with slippery and perhaps icy conditions becoming normal, I recommend that you make checks on tyre wear and condition. The Pirelli P700s on my car were changed at 32,000 km/20,000 miles, by which time they were all well worn. The second set are perhaps half-worn after 16,000 km/10,000 miles of use, and are still performing well.

On the first set, however, there was a noticeable falling off in grip and steering precision when the tread was well worn. Ford recommend that the tyres should be changed when the tread depth reaches a minimum of 2mm/0.08 inches. Ford do not recommend that the tyres should be used until they have worn down to the minimum legal tread depth in certain countries.

Recent successes by RS200s in motor sport

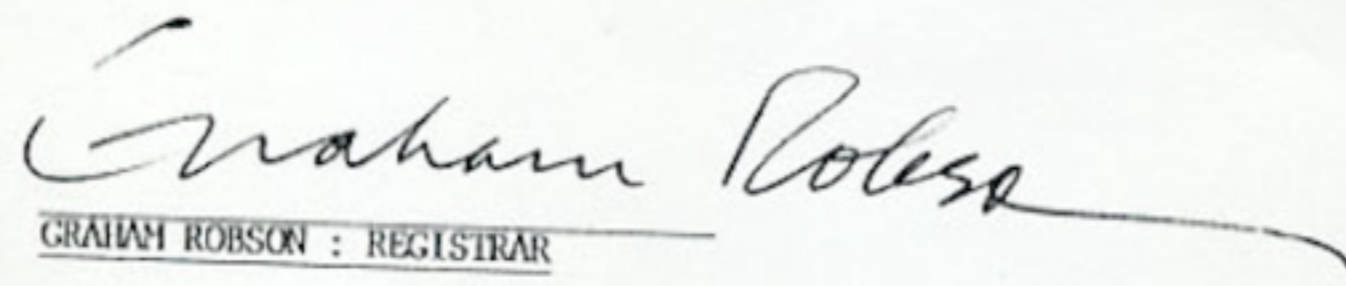
In the latter half of the rallycross season, Group B RS200s fitted with 2.1-litre BDTE engines (developing, they say, more than 600 bhp), some of them fitted with modified transmissions incorporating special internal ratios and other parts produced by Mike Endean's Xtrac concern, have recorded several important wins :

Mark Rennison's car has won the British Rallycross Championship outright. It has also won the BRDA National Championship.

Martin Schanche's car has won three European Rallycross Championship events outright.

The Registrar would be happy to receive news of any significant successes, and record them in these newsletters.

Yours Sincerely,


GRAHAM ROBSON : REGISTRAR

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