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**Fourth Newsletter : February 1988**

At the beginning of 1988, the selling price of new RS200s was raised, the specification of 1988-model cars was finalised, Aston Martin Tickford Ltd. took over from JQF Engineering in preparing new cars for sale, and more new advice on servicing and maintaining the cars became available. Stocks of new RS200s continued to fall steadily.

**RS200 - the Specification of 1988 models - and a Price increase**

For 1988, all new RS200s will be delivered with electrically operated and heated rear-view (door) mirrors. To reflect this change, and to reflect the extra attention being given to the up-dating and preparation of new cars, prices have been raised, as follows, to :

Ex-works, without taxes	£42,040
UK Retail Price, including Special Car Tax and VAT	£52,950

**Fault Finding - and points to look for when servicing the cars**

Continuing experience with factory-controlled cars has produced new advice on the following potential problems :

**Brake Caliper Mountings - Front and Rear**

During the scheduled checks on Brake Pad wear, carry out the following checks (see also Sections 07-72 and 07-75 of the RS200 Owner's Manual) :

- 1) Remove each hydraulic brake caliper, as detailed in Section 07-75.
- 2) Clean the caliper mounting bosses, using a proprietary degreasing fluid, luid.
- 3) Examine the bosses and threaded inserts for any signs of corrosion due to salt attack, and for any radial cracks.

If any deterioration is noticed, the upright should be changed.





4) After re-assembly, the upright and the suspension areas should be cleaned and treated with 'Tectyl', 'Waxoyl' or a similar proprietary protection, to reduce the effects of winter road salt. Be careful not to contaminate the brake discs or the brake pads.

Replacement parts, if necessary, are :

Front suspension upright	9091758
Rear suspension upright	9091679

#### Fuel system leaks

If a smell of fuel is noticed, the fuel system should carefully be checked for leaks, as follows :

- 1) Check that fuel has not overflowed from the filler neck during a re-fuelling operation.
- 2) With the engine running (therefore with the fuel system pressurised), check all unions at the fuel pumps, fuel filter and fuel regulator joints, to see that they are secure and dry.
- 3) Check that the engine supply fuel rail is securely bolted down on the inlet manifold.
- 4) With the vehicle on a ramp, or up on axle stands, remove the two fuel tank lower covers, and examine the underside of the fuel tanks for any signs of leakage. This is normally visible as wetting of the tank bases, and covers, and in the dissolving of the adhesive which secures the anti-squeak pads.
- 5) If any such leak is discovered, normal fuel handling safety precautions should be observed, regarding adequate ventilation and fire prevention. Partly-filled tanks may be drained by syphoning off the fuel, or by disconnecting one end of the lower cross-over/balance pipe.
- 6) Removal of a fuel tank from the car can only be carried out after the engine and propeller shafts have also been removed. Do not attempt to carry out a repair using heat, especially on a tank which has not thoroughly been steam cleaned.

In both cases, these checks should be carried out at a normal 6,000 mile/10,000 km service interval.

#### Additional Servicing facilities for RS200s

In addition to those locations already listed, RS200 owners are advised that it is now possible to have their cars serviced, maintained, and repaired at the following locations :

#### DISCLAIMER

Some Ford Motorsport Parts, installations and recommended changes, in this Bulletin, may not meet National Type Approval laws in certain countries. At all times, it is the responsibility of the customer to ensure compliance in a particular country; the eligibility of any part for use in motorsport must be determined, by the customer, by reference to the relevant up-to-date Homologation Form and (where applicable) Championship Regulations. Ford cannot accept responsibility for any problems arising from failure to comply with these recommendations.







#### The Registrar has a new car....

The original RS200 (Chassis Number...073) used by the Registrar during 1987 - and the subject of major feature articles in British motoring magazines - has been sold. Its new owner, Mr Adrian Bone, automatically becomes a member of the RS200 Club.

The Registrar has now taken over a new RS200 (Chassis Number...127, and registered E946 BNO). This has right-hand-drive, and is fitted with the optional leather-trimmed Recaro-type seats. It also has a radio, and has just be fitted with the electrically adjusted and heated door mirrors which are standard equipment on 1988-model RS200s.

#### RS200 Optional Parts List

I have pleasure in sending you a copy of the current list of optional parts, or kits, which can be supplied by Ford, for fitment to RS200s.

Any owner of an RS200, or anyone about to finalise the specification of his new car, who requires further details and prices, should contact Bob Howe of the Ford Motor Co. Ltd., at Boreham.

#### Recent successes by RS200s in motor sport and 1988 prospects

In December 1987, the British Rallycross Grand Prix, held at Brands Hatch, was dominated by RS200s. Outright victory went to Mikael Nordstrom's car, with Mark Rennison's car third, Thor Holm's car fifth, and Pekka Rantanen's car sixth. All were using the 2.1-litre, 600bhp 'Evolution' version of the engine.

Exciting plans are being laid in the USA, for much-modified RS200s (not only with 2.1-litre Evolution engines, but with different body shapes) to be used in the IMSA road racing series. This project is in the hands of Dan Ripley, and his Pleasurable Developments concern. I will provide more details when the season begins.



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

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RS200 Optional Parts List

This list comprises optional parts or kits which can be fitted to a standard RS200. Further details on request.

1. Kit - Engine Tuning 9092767  
Raising engine output from 250 BHP to approx 300 BHP at 1 bar boost. Straightforward retro-fit, improving power above 4000 RPM. Some increase in noise, fuel and oil consumption will be experienced.
2. HGI Sparkplugs 9092765  
For use with engine tuning kit or for prolonged high speed driving. (Not suitable for prolonged traffic driving.)
3. Electric Mirrors Installation  
Standard fitment on 1988 spec. cars, electric mirrors can be retro-fitted to both L.H.D. and R.H.D. cars. Price and details on application.
4. Radio Installation  
The Ford E.C.U.2 stereo radio cassette unit can be fitted, with twin speakers in the footwells. Price and details on application.
5. Recaro Seats (leather or cloth)  
Although not available direct from Ford, interested customers can be put in touch directly with a supplier. The seats offered have adjustable-rake squabs.
6. 2/4 Shift Lever Installation  
Fitted as standard on the 'Rally' specification, this option is available at no extra cost on a road car, or can be purchased for retro-fit. The lever allows selection of 37/63 torque split (standard), 50/50 (with locked centre diff.) for mud and deep snow (low speeds only) or rear wheel drive. There is a penalty of extra cockpit noise from the lever and it must be stressed that the handling characteristics change dramatically in rear wheel drive mode particularly in wet weather.
7. DS 11 Brake Pads 9092868  
Suitable for arduous use. Not recommended for extensive town driving. Slight increase in pedal effort needed to match retardation of standard pads.
8. Blue Rally Stripes  
Optional at no extra cost on 'Rally' spec.cars. Identical to Works team cars.

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9. Rally Driving Lamp Pod

Standard on Rally spec. cars, providing two driving lights plus 2 spot lights. Easily removable. Optional at extra cost for road cars.

10. Competition Parts

A limited number of competition parts such as springs, dampers, power steering (LHD only). Heavy duty suspension parts and racing wheels are still available for serious competition. For further advice/availability contact J. Taylor 0708 858181 telex 897007 FORDRS G

11. Heated Screen 9090589

Designed for improved defrosting in cold climates. Requires additional wiring to install, it is recommended that a delay timer relay is incorporated to avoid unnecessary current drain.

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