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Sixth Newsletter : March 1989

Dear RS200 Enthusiast,

You may already have seen the news, in the motoring press, that every surviving RS200 has now been sold. The final deliveries (mainly of 2.1-litre engined cars, fitted with many options) will take place in the next few months.

RS200 Sales - a summary

As I wrote in the First Bulletin (which was issued in May 1987), a total of 200 RS200s were originally built; this figure included the six prototypes. Many cars were later dismantled to enable the stock of spare parts to be even larger, and six complete cars were scrapped following motorsport accidents. In addition, twenty cars have been built as 'Evolution' models, with 2.1-litre engines. In the end, the final 'world's stock' of RS200s was 148 cars.

Ford have now supplied me with the following complete list of delivery destinations :

Great Britain	52 cars
USA	27
Canada	20
Japan	14
Sweden	7
West Germany	6
Norway	4
Spain	4
Finland	2
Indonesia	2
Switzerland	2
France	1
Italy	1
Luxembourg	1
Monaco	1
Portugal	1

- this totals 145 cars.

Three other cars remain in Ford Motor Co. service:

One is Car No. 187, a 350bhp example used by Bob Howe, who has been in charge of the selling operation through.

One is Car No. 192, a 250bhp example used by myself, the Registrar.

One is Car No. 200, which is to be retained by Ford.



This brings the total up to 148 cars - which means that every surviving car is now accounted for.

The Registrar now has a complete list - Car Number by Car Number, linked to deliveries (and, as far as is known, to current owners) - and also has a list of those Car Numbers which are no longer applicable to cars.

(Incidentally, in official terms, each car is identified by its 'VIN' Number - its Vehicle Identification Number - though in all the preceding Newsletters, and in this one, I have usually used the familiar title of 'Car Number'.)

These are the currently existing VIN (Car) Numbers, and the types of RS200 to which they have been applied. I only quote the final three numbers of the 'VIN' number:

Prototypes

<u>LHD Road</u>	<u>RHD Road</u>	<u>LHD Rally</u>	<u>RHD Rally</u>
002	006	001	-
003	-	005	-
004	-		

- as with other prototypes built by the company, it is Ford policy that none of these cars has been sold. All have now been retired from use.

Cars delivered, or soon to be delivered

<u>Car No</u> <u>(VIN No)</u>	<u>Left Hand</u> <u>Steering</u>	<u>Right Hand</u> <u>Steering</u>	<u>Road or</u> <u>Rally Spec</u>
008		x	Road
010	x		Road
014	x		Rally
015	x		Rally
034		x	Road
053		x	Road
061	x		Rally
064	x		Rally
065	x		Rally
066	x		Rally
067	x		Rally
068		x	Rally
069	x		Rally
072	x		Rally
073	x		Road
074	x		Road

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<u>Car No</u> <u>(VIN No)</u>	<u>Left Hand</u> <u>Steering</u>	<u>Right Hand</u> <u>Steering</u>	<u>Road or</u> <u>Rally Spec</u>
075	x		Rally
077	x		Rally
079	x		Rally
080	x		Rally
082		x	Rally
085	x		Rally
088		x	Rally
089		x	Rally
090		x	Rally
091	x		Road
092	x		Road
093	x		Road
094	x		Road
095	x		Rally
100		x	Road
102	x		Road
103		x	Rally
104	x		Road
107	x		Rally
108		x	Road
109	x		Road
110		x	Road
111	x		Road
112		x	Road
113	x		Road
114		x	Road
115		x	Road
116	x		Road
117		x	Road
118		x	Road
119		x	Road
120	x		Road
121	x		Road
122		x	Road
123		x	Road
124		x	Road
125	x		Road
126	x		Road
127		x	Road
128	x		Road
129	x		Road
130	x		Road
131	x		Road
132	x		Road
133	x		Road
134	x		Road
135	x		Road

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<u>Car No.</u> <u>(VIN No)</u>	<u>Left Hand</u> <u>Steering</u>	<u>Right Hand</u> <u>Steering</u>	<u>Road or</u> <u>Rally Spec</u>
136	x		Road
137		x	Road
138	x		Road
139		x	Road
141	x		Road
142		x	Road
143		x	Road
144		x	Road
147	x		Rally
148	x		Road
149	x		Rally
150	x		Road
151	x		Rally
152	x		Road
154	x		Road
155		x	Rally
156		x	Rally
157		x	Road
158		x	Road
159	x		Road
160		x	Rally
161		x	Rally
162		x	Rally
163		x	Rally
164	x		Road
165	x		Road
166	x		Road
167	x		Road
169	x		Road
170	x		Road
171	x		Road
172	x		Rally
173	x		Road
175	x		Road
176	x		Rally
177	x		Road
178	x		Road
179	x		Road
180		x	Road
181		x	Road
182		x	Road
183		x	Road
184		x	Road
185		x	Road
186		x	Road
187		x	Road
188		x	Road

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<u>Car No.</u> <u>(VIN No)</u>	<u>Left Hand</u> <u>Steering</u>	<u>Right Hand</u> <u>Steering</u>	<u>Road or</u> <u>Rally Spec</u>
189		x	Road
190		x	Road
191		x	Road
192		x	Road
193		x	Road
194		x	Road
195		x	Road
196	x		Road
197	x		Road
198	x		Road
199	x		Road
200	x		Road

A car with Left Hand Steering has an 'x' in that column, a car with Right Hand Steering has an 'x' in that column.

'Evolution' cars with 2.1-litre BDT-E engines

Twenty cars have been sold, with 500bhp/2.1-litre BDT-E engines, and a variety of options. The following lists their identities. All are to 'Rally' spec, and all but one have Left Hand Steering:

<u>Car No (VIN no)</u>	<u>Left Hand</u> <u>Steering</u>	<u>Right Hand</u> <u>Steering</u>
201	x	
202	x	
203	x	
204	x	
205	x	
206	x	
207	x	
208	x	
209	x	
210	x	
211	x	
212	x	
213	x	
214	x	
215	x	
216	x	
217	x	
218	x	
219	x	
220		x

VIN No (Car No) 220 is Right-Hand-Drive. All the other 2.1-litre

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cars are Left Hand Drive.

 In addition, one incomplete car has been assembled from parts by the Ford Technician Training School at Dagenham, but there are no plans to make this car a complete 'runner', and it carries no VIN (Car) Number.

 Once all deliveries have been completed, I hope to be able to publish a complete list of destinations, by VIN Number.

No more new RS200s will ever be built by Ford - so if anyone tells you that they have 'discovered' previously unsold examples, treat that claim with great caution !

For your interest, the following cars carried 'works' registration numbers when they were originally put on the road:

<u>Car (VIN) No</u>	<u>Registration Number</u>
008	B200 COO
010	D493 PJN
014	B200 YEV
015	B200 YOO
034	C829 KWC
061	C200 JJN
064	B200 XVX
065	B200 AYD
067	C200 HVW
069	C200 NNO
073	C142 JJN
117	D630 XNO
119	E58 EVW
122	C829 FHK
127	E946 BNO
158	D632 XNO
179	F565 LHJ
180	D443 PJN
183	E994 BNO
187	E30 EVW
192	F938 MJN

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RS200 Gatherings at Boreham and in the South of France - a discouraging response

In the Fifth Newsletter (dated December 1988), I asked all of you if you would be interested in attending two RS200 Club Gatherings - one provisionally to be held in the South of France, one to be held at Ford's Motorsport Centre at Boreham, in the UK.

I attached Answer Forms to every copy of that Newsletter. Unfortunately, I have to report that response was very poor :

Only 13 RS200 Owners said they would like to go to a Gathering in the South of France.

Only 15 RS200 Owners said that they were interested in attending a Gathering at Boreham, in the UK.

Almost all responses were from RS200 owners who live in the UK. We do not, therefore, feel that there is enough demand for either occasion, and accordingly the idea is being abandoned.

Although this is disappointing, it confirms what happens in other one-make/one-model clubs when the cars are still new, or relatively new. Perhaps 'community spirit' will grow in later years, when the cars are growing older, and when owners may need to get together to swap restoration or maintenance expertise.

The Registrar's Car - Car No. 192

This example, which was first put on the road in December 1988, has now completed more than 7,000 miles.

One recent addition to the specification of this Right-Hand-Drive road car is that a Cellular telephone has been fitted; this features a hands-free feature. The hands-free feature, frankly, is not very effective when the car is being used at normal speeds on the open road - the cabin noise levels are too high to hear the incoming conversation clearly. It was installed by Securicor Communications, in London.

The outside aerial has been mounted on the front of the roof panel, immediately above the location of the clock/rear view mirror. There is a metal insert in the GRP roof at this point, which provides a suitable earthing point. The aerial wire was run down the left-side windscreen pillar, alongside the roll cage - it is hidden behind the easily-removable trim panel at that point in the cabin.

Electrical power was taken by tapping into a spare fuse on the Fuse Box (which is, of course, positioned behind the stowage container ahead of the passenger set). The telephone assembly was mounted to the side of the centre console, on a small bracket. This slightly reduces

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passenger leg space, but is otherwise perfectly acceptable.

If any other owner requires further information, I can provide it, as well as putting him in touch with the London-based Securicor Communications depot which installed the telephone. Installation took less than a day.

Operating hints, from experience with Ford-owned RS200s

Both Bob Howe and I continue to use our RS200s regularly, and build up day-to-day experience. In recent months, the following advice, plus incidents and minor problems which have occurred, both to the cars we use, and to those out 'in the field', have arisen:

Sticking throttle

On the Registrar's car (Car No. 192), the operation of the throttle cable gradually became stiffer, and on several occasions the throttle was reluctant to close when the pedal was released.

Investigation showed that this was not due to the cable being kinked, or otherwise being defective, but to the 'Banana Cam' (Finis Code 9091287) tending to seize on its pivot, the Shoulder Bolt (9091288).

[See page 89 in the RS200 Service Parts List, sent to you all last year].

Stripping out the Bolt, and the Banana Cam, was very simple, and the problem was cured by fitting new items. Inspection of the Bolt showed that its shaft had a slight taper, and that this was tending to 'pick-up' in the pivot of the Banana Cam.

As far as is known, this problem has never occurred on any other RS200. It certainly did not occur on any of the high-mileage cars used on Ford company service in the last two years.

Turbo Oil Feed Hose Connector

This double-threaded connector is situated on the upper face of the Turbocharger Centre Housing. It should regularly be checked for cracks or leaks. A stronger steel connector will shortly be made available, to replace the original aluminium type.

All unions and gland nuts in the lubrication system should regularly be checked and tightened if necessary, particularly where there are considerable temperature fluctuations and some vibration to be considered. If cracks develop, there is risk of oil leakage, and consequently of fire.

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350bhp Performance Kit - Boost Limits

A number of cars have now been equipped with the 350bhp engine conversion kit. The maximum, never-to-be-exceeded boost is 1.3 Bar. Ford has fitted a Boost Control to this kit, to enable owners to reduce boost for 'normal' running, but to enable them to use 1.3 Bar for the occasional high-speed 'blast' where circumstances permit.

It is recommended that for normal use, most of the time, the boost should be set down to 1.0 Bar. This still provides very exciting performance !

RUNNING AT A BOOST FIGURE HIGHER THAN 1.3 BAR WILL RESULT IN EXPENSIVE DAMAGE TO THE ENGINE. THIS LEAVES QUITE CLEAR EVIDENCE OF MISUSE, AND THE WARRANTY IS INVALIDATED

Note : On the 250bhp (standard) engine tune, Boost should not exceed 0.8 Bar.

On the 300bhp performance-kit engine, the Boost should not exceed 1.1 Bar.

Engine revs - advice on limits

[This advice applies to all standard 1.8-litre types]

Experience with many of the cars suggests the following :

Peak power is developed at 6,800rpm

The electronic ignition cut-out is nominally set at 7,400rpm

We advise that you should never knowingly exceed 7,000rpm.

Over-revving the engine, whether knowingly or inadvertently, may eventually lead to valve gear damage. Boreham-based demonstrator cars which have been abused have sometimes suffered : valve bucket tappets lose contact with the valve stem, which has resulted in the shims jumping out from inside the valve tappet buckets; this may jam open a valve, and cause extensive damage to the pistons and the rest of the valve gear.

When changing gear, don't change down from anything approaching peak revs in any gear, as you will automatically over-rev the next lower gear when the clutch is re-engaged.

Crankshaft Pulley Retaining Bolt

It is recommended that the crankshaft pulley retaining bolt should be re-newed at every 12,000 mile service. The bolt specification is 7/16in. UNC, Unbrako, U-grade.

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The tightening torque for this bolt is 55lb.ft., and the bolt should be secured using Loctite, or a similar retaining compound.

Tailgate/rear body section

This is a reminder - please do not slam down this big panel heavily after - perhaps - you have been filling up with fuel, or checking the engine oil level.

Pull the body section down to within a few inches of the retaining latch, then press it down firmly on to latch. Make sure that the latch (Finis Code: 6100B13 - see page 15 of the Service Parts booklet) is correctly adjusted, so that excessive force is not necessary.

The regular use of excessive slamming force might distort the bracket on which the latch is mounted, or might damage the engine cover moulding itself.

Drooping rear body cover gas struts

Two gas struts are provided to help support the rear body cover, when it is raised. Our experience is that in cold or wet weather, and when the car has been stationary for a long period, these are not totally effective. They are much more effective (though not quite capable of holding up the rear cover on their own) after the car has been run for a time, and internal engine compartment temperatures have risen significantly.

If you need to lift up the rear cover before the start of a run, always be sure to prop the O/S strut, so that the cover does not tend to crash down on your head !

Optional transfer gear ratio now available

The 'transfer gear' box is fitted immediately in front of the clutch, not only off-setting the drive, to feed power into the main gearbox, but slightly reducing the overall gearing.

The standard transfer gearbox has a pairing of gears with 23 and 24 teeth respectively - a drop-down ratio of 1.043:1.

An optional set of transfer gears is now available from stock. These have 19 and 22 teeth respectively - giving a drop-down ratio of 1.158:1. The effect is to give the RS200 approximately 11 per cent lower overall gearing, to provide greater acceleration, but this also lowers the available top speed by approximately 10mph.

The optional gears, alone, cost £376 (plus VAT), which means that the owner must then arrange to have his transfer gear box assembly re-bolt.

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Alternatively, a complete transfer gearbox, complete with these optional ratios, costs £850 (plus VAT).

Alternative plug spanner - for NGK spark plugs

When the engines for the RS200s were originally built, they were equipped with Motorcraft HG2 (250bhp road-car) or HG1 (300 or 350bhp, for motorsport use) sparking plugs. The tool kit supplied with the cars included a plug spanner suitable for removing and re-fitting those plugs.

Those Motorcraft plugs are no longer available. In their place, Ford is fitting NGK plugs of the type D8EA for 250bhp road cars, or D9EA for 300 or 350bhp, or motorsport use.

NGK plugs require a different size of plug spanner. A suitable spanner has now been sourced, and one will shortly be supplied, Free of Charge, to every owner of an RS200 known to the Registrar. These will be sent out to each of you in the next few days.

A Helpful Tip : If you insert a small length of suitable rubber hose (garden hose of the correct outside diameter is ideal) into the plug spanner, it helps to grip the sparking plug, so that it does not drop out of the spanner after it has been unscrewed from the cylinder head.

Engine Crankshaft Front Oil Seal replacement

If it is necessary to re-new the Front Oil Seal, it is **Essential** that the sump pan should first of all be removed. Failure to do this may mean that the new Oil Seal is damaged, and it may not function correctly.

Don't run RS200s on 'Rolling Roads'

A case has been reported from the USA, of apparent Centre Differential/Differential Selector failure, after an RS200 has been run with its rear wheels on a 'Rolling Road' (Chassis Dynamometer), but with its front wheels raised off the ground, and after selecting or de-selecting rear wheel drive.

Until Ford knows more about this occurrence, it is recommended that RS200s should **NOT** be run on a 'Rolling Road'.

Improved specification Front Suspension Uprights

In recent months, Motorsport has developed an improved type of Front Suspension Upright. In particular, the new part is stronger and more corrosion proof.

Ford recommends that the improved part should be used by all RS200 owners, and is prepared to give full financial credit for all

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original-specification arms which are returned to the company.

Please note the following procedure for obtaining the new type of Uprights :

a) Please order, on an Urgent Basis, the new Upright (Finis Code: 9093306 - two off), making sure that your dealer marks the order for the attention of :

Geoff Loughhead,
Motorsport Parts Division,
Ford Motor Co. Ltd.,
Arisdale Avenue,
South Ockendon,
ESSEX RM15 5TJ
UK

- making sure that you order exactly as many Uprights as you will eventually be returning to South Ockendon.

At this point, you will have to pay for the new parts, but you will receive full credit for the old ones....

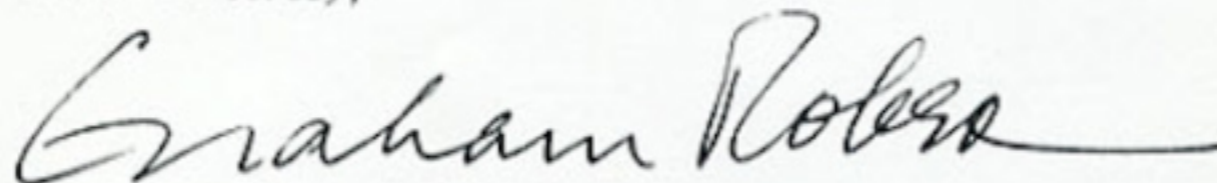
b) When you have received your new supplies, please return all your existing Uprights to South Ockendon.

At this point you will then receive full financial credit for the returned items.

The new Uprights are completely interchangeable with the original-specification items.

There should be no delay in supplying the new Uprights, as these are now available, from stock, from the Motorsport Parts Division.

Yours Sincerely,



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

PS: Now that every RS200 has been sold, the demand for secondhand examples has already increased considerably. As a consequence, 'classic' values have begun to rise. We have recently heard of a standard-specification, 250bhp, RS200, with 400 recorded miles on the speedometer, being sold here, in the UK, for £85,000.

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