

RS 200 Club

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Second Newsletter : August 1987

Dear RS200 Owner,

Compared with the First Issue, which told you how, and why, the RS200 Club was being set up, this Issue concentrates on various technical matters.

RS200 Sales - New Cars

New RS200s are now being delivered steadily, as soon as they have been brought up to the latest technical specification by JQF Engineering.

Only 11 Left-Hand-Drive 'Road' specification cars, and fewer than 30 Right-Hand-Drive 'Road' specification cars, remain to be delivered; some have already been sold but not delivered. These figures are diminishing steadily. Those people who have not already confirmed their orders are recommended to do so immediately....

RS200 Sales - Used examples

Several owners have contacted me to ask when Ford will begin to sell their RS200 test and development cars. The answer is - now!

Bob Howe, of Ford Motor Co. Ltd., has just informed me that two cars are now ready to be sold (they have been replaced, on the Ford 'fleet', by brand-new examples), and details are as follows:

Chassis No. 034 (Registration Number C829 KWC) : This left-hand-drive RS200 has completed 35,000 km. It is an ex 'durability' example, and was fitted with a new engine 10,000 km ago. It is finished in the standard white colour.

The price will be £30,000.

Chassis No. 180 (Registration Number D443 PJN): This right-hand-drive RS200 has completed only 10,500 miles, and has been used as a demonstrator car, and has sometimes been loaned to the motoring press. It is white, but is also painted with the 'works team' diagonal blue stripe colour scheme.

The price will be £35,000



Both cars will be sold in completely up-dated mechanical condition.
For all further details please consult :

Bob Howe,
Competitions Department,
Ford Motor Co. Ltd.,
Boreham Airfield,
Boreham,
CHELMSFORD,
ESSEX CM3 3BG (Tel: 0245-469840)

The RS200 Owner's Manual

When an RS200 is delivered from the Ford Motor Co., a copy of the very detailed Owner's Manual is supplied to the new owner. A revised version of the Manual has now been produced, and a copy should now have been despatched to every owner.

If any owner has not received his copy of the Manual, he should contact :

Mr C.F.Mead,
Manager, Motorsport Parts Division,
Ford Motor Co. Ltd.,
Arisdale Avenue,
South Ockendon,
ESSEX RM15 5TJ

Engine Fault Finding

An RS200 Engine Fault Finding table has now been prepared, and a typewritten copy of this is attached to this Edition of the Newsletter.

Eventually this will also be issued as printed pages, suitable for insertion in the Owner's Manual.

Engine Valve Clearance Adjustment

A revised procedure for adjusting the engine valve clearances, with the engine remaining in the car, has now been developed. A typewritten copy of this new procedure is attached to this Edition of the Newsletter.

Eventually this will also be issued, as printed pages, suitable for insertion in the Owner's Manual.

A full range of shims and replacement parts is now available. Inlet and exhaust shims are now of the same 'bucket' design, which are more generally known by Ford engineers as 'deep' shims. These, if required, should be ordered through your Ford RS Dealer, to the Motorsport Parts Division.

Bucket retaining clips, as illustrated in the Owner's Manual, are available direct from Cosworth Engineering Ltd., St James' Mill Road, Northampton (Tel: 0604-52444).

Setting up the Suspension and Steering Geometry

Requests have been received, for advice on 'setting-up' the suspension and steering of the RS200.

A recommended procedure has been developed, and a typewritten copy is attached to this Newsletter. Please note that this is not part of the normal service adjustments.

RS200 Tyres

This is to confirm statements already made on previous occasions, by Ford technicians :

No alternative tyre to the Pirelli P700 was ever considered. The P700 tyre, in fact, was developed along with the RS200 itself, and Ford engineers have had excellent experience in all type of road and weather conditions.

There is no intention to assess or develop any alternative make or type of tyre for the foreseeable future.

Tyre Pressures

For use at the RS200's maximum speed, and at its maximum recommended Gross Vehicle Weight, the tyre pressures should be raised to :
2.25 Bar/32.5 pounds/sq.in.

(Normal pressures are 2.0 Bar/29 pounds/sq.in.)

The 300bhp (minimum) engine conversion kit

Minor specification changes have been made to this kit, and the revised specification is as follows :

<u>Component</u>	<u>Finis Code</u> (which means 'Ordering Number')
Complete kit	9092767

Comprising :

Turbo Housing	9090552
Fuel pressure regulator	9090532
Eprom (=Electronic 'Chip')	9092766
Exhaust silencer	9092752
- along with a Fitting Instruction kit.	

- the following items are optional for use in motor sport, and not in the 300bhp kit as such :

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

The recommended spark plug for use with the 300 bhp kit is :

For prolonged High Speed Usage	Motorcraft HG1 9092765
For normal usage	Motorcraft HG2 1558899 (this is a 'mainstream' part).

- please disregard, therefore, the details given on page 5 of the May 1987 Newsletter.

Oil hose - oil filter to Turbocharger

All new RS200 cars are being up-dated by the fitment of a new type of hose between the oil filter and the turbocharger housing. This is to make the component even more secure against excessive vibration, and the possibility of leaks developing at the end joints.

The new hose has a braided construction, and is identified by Finis Code 9092750. To fit the new hose, no other changes are required, and no special tools are needed to make the change.

Ford intends to update all RS200s already sold, and strongly recommends that the hose should be fitted to all cars. The company will provide the new hose, free of charge, to any owner who contacts Mr C.F.Mead at the Motorsport Parts Division.

Engine Oil Consumption

Experience on factory-owned RS200s has shown that normal engine oil consumption should be of the order of 800 miles/litre, or 1,300 km/litre. I have now been running Chassis No. 073 for more than six months, and more than 10,000 miles, and can confirm that my car achieves this figure.

If the car is used for repeated high-speed runs - for instance, on West German autobahns - or with the 300bhp engine kit fitted, the engine oil consumption will increase significantly.

From personal experience, I have two additional comments :

i) Because this is an engine with a competitions heritage, and is fitted with a high pressure dry sump system, it is difficult to make it completely oil tight. I make regular checks, looking for small but persistent leaks.

ii) It is important that you do **NOT** use high engine revs when the engine is cold, and the oil is thick, as it is very easy to develop excessive oil pressure at this time, with the risk of consequent damage to gaskets and seals. When starting up the engine, keep a careful eye on the oil pressure gauge, and do not let the pressure reading exceed 6 Bar.

After a few minutes, with the engine warmed through, the pressure at 1) engine revs will drop to between 4 Bar and 5 Bar. This is normal. The pressure at idle, with a hot engine, is between 0.5 Bar and 1.0

Bar, when the oil pressure warning light will be illuminated. This is also normal.

Brake usage

Ford engineers recommend that the brakes should not be used hard, nor often, from cold, as this tends to cause disc warping, and high spots. The same general advice applies as for the engine and transmission - warm them up gently before beginning to drive really hard.

In the near future alternative disc pads - Ferodo DS11 material instead of the standard Ferodo I/D 346 material - will be made available for those intending to use their cars 'hard and often'.

Electric door mirror operation kit

This is now available, on request, from JQF Engineering, at extra cost.

Radio-cassette installation, with roof aerial

This is now available, on request, from JQF Engineering, at extra cost.

Alternator Bracket-to-Cylinder Block studs breakage

Occasional breakages of this stud have been noted after the car has been subject to continuous hard usage. If you hear alternator drive belt slippage, check the stud and retaining nuts for security.

The recommendation is to keep a regular check on the drive belt tightness, and the rigid attachment of the bracket to the block.

Turbocharger 'crane' mounting and bracketry

Excessive vibration may cause this tubular assembly to crack at its joints. The link should be taut, but not excessively so. Keep a visual check on its condition.

Clutch life

There is no advantage in using 7,000 rpm for standing starts, for this puts excessively high loads on the clutch, as there is so much traction between wheels and road that wheelspin is not possible, and the clutch has to take up all the slippage.

My personal experience is that it is best to feed in the clutch at 2,000-2,500 rpm. I have noted, incidentally, that the clutch begins to judder as it gets hot from repeated use in heavy traffic, start/stop conditions, but that this judder disappears again as the clutch cools down.

Fuel pumps

In common with many other fuel-injected cars, it is recommended that the fuel system should NOT be allowed to run completely dry, as this can immediately cause the high-pressure fuel pump to fail. This has actually happened on one Ford-owned RS200.

High-mileage RS200s

Can anyone out there beat this ? The car which I am running, Chassis No. 073, has now completed 42,000km/26,000 miles, in proving, development, and latterly in normal road use.

No prizes for a higher mileage example, but it would be nice to know that some cars are being used so often - and, by the way, so successfully....

Competition Activities

News just in :

Stig Blomqvist has used an RS200 to win the Swedish Hillclimb Championship - he also finished second in that Championship in 1986.

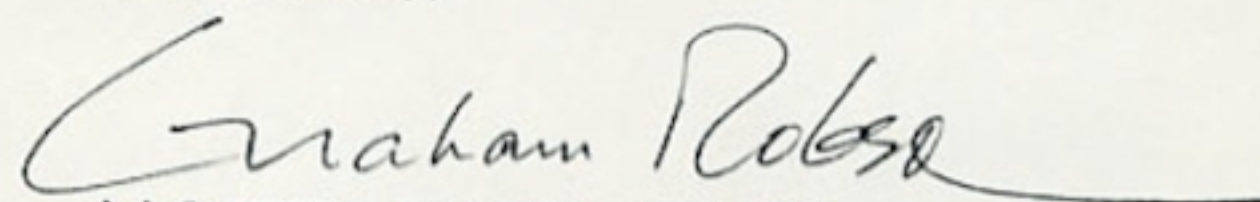
Mark Rennison also leads the British Rallycross Championship by a wide margin, with only one event in the series to go. Mark's car has been consistently successfully over the last two seasons, and now features the latest 2.1-litre 'Evolution' engine.

Malcolm Wilson drove a privately-owned RS200, with a 600bhp 'Evolution' engine, into fifth place in the Pike's Peak hillclimb in Colorado, USA.

Keeping in Touch

Some of you have not yet completed, and returned, the Registration Forms which were attached to the May 1987 Newsletter. Please take the trouble to do this - it will make my job, as Registrar, so much easier in the months (and, maybe, years) to come.

Yours Sincerely,



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

