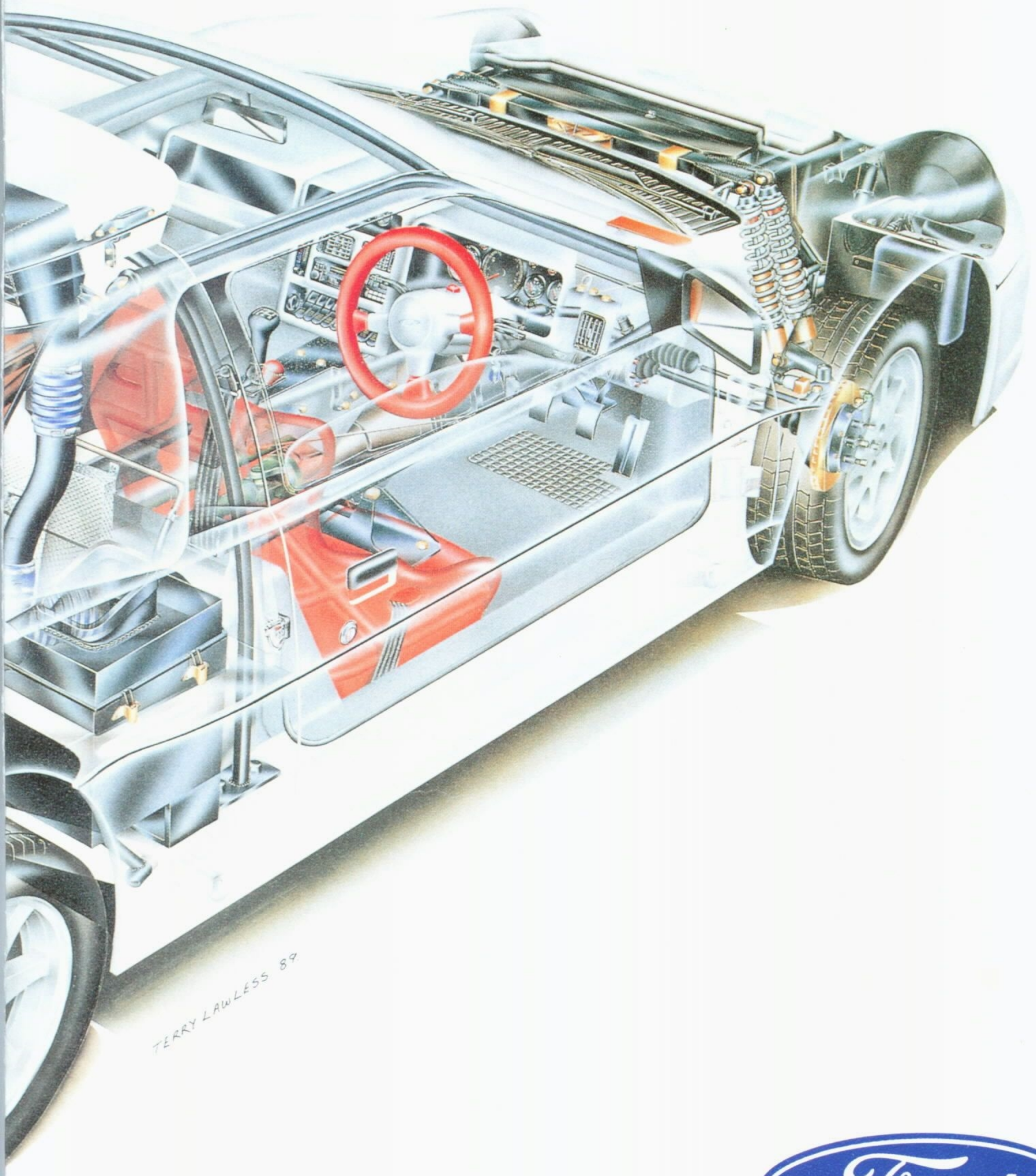
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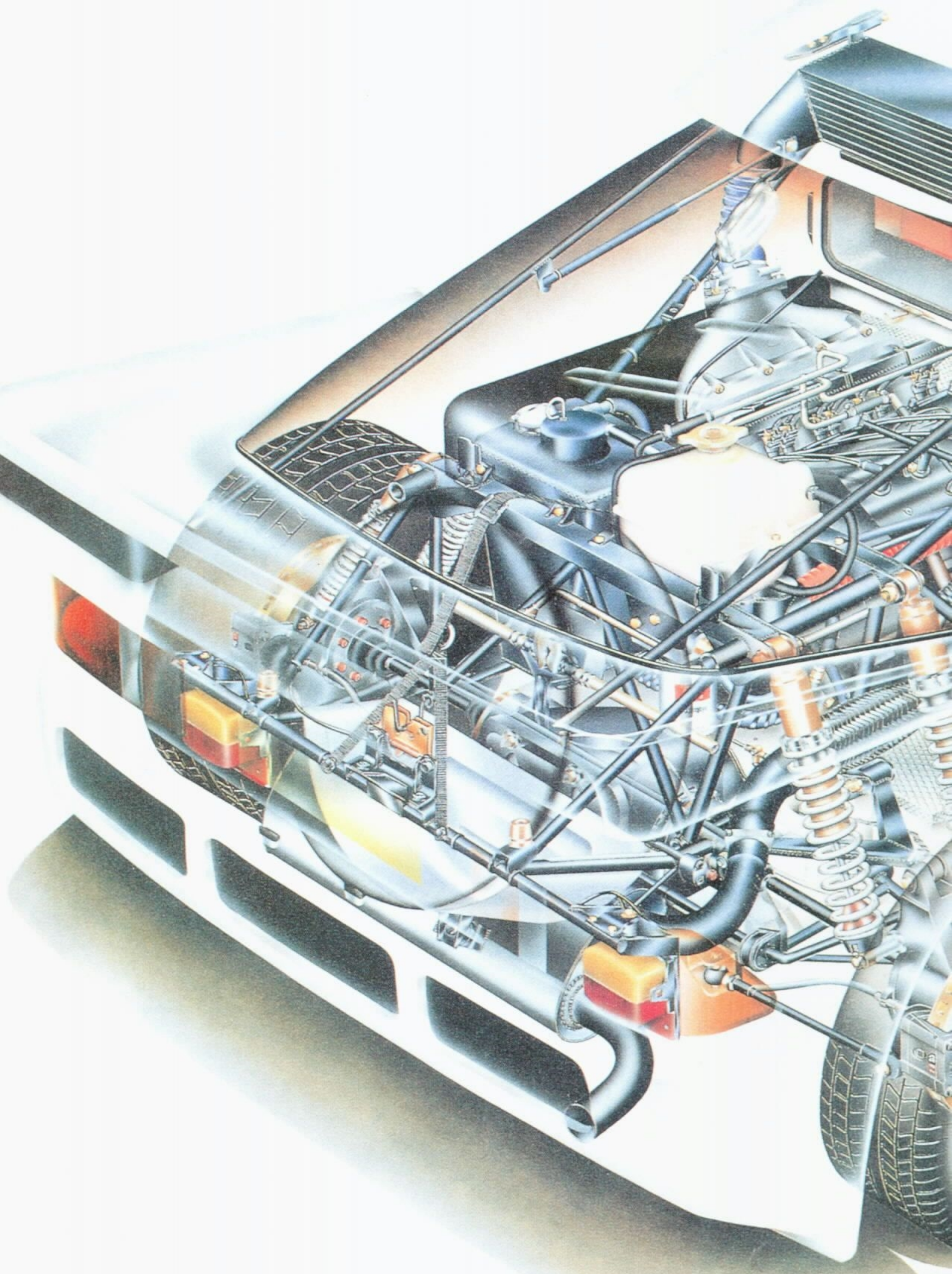
Owners Club

www.rs200.org



Ford

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RS200

Owners Club

Ford

www.rs200.org

Dear RS200 Owner

Within the next few months Ford Great Britain will close down the update information service currently operated by Graham Robson. With this in mind, I have, with Fords approval, decided to form the Official RS200 Owners Club, with the following objectives:

1. To initially limit membership by subscription to owners of RS200 cars, and to those people involved with the build and development programme.

2. To run the Club on a non-profit making basis, with copy yearly accounts being sent to every member.

3. To produce, initially on a quarterly basis, a Club magazine to include a continuance of the update information service, a members letter section, together with sections on trouble shooting, memorabilia, regalia and articles from many individuals involved in the development and competition of the RS200.

4. To organise on a yearly basis, a gathering of RS200 owners and cars at one of Britain's race circuits, which could also apply in America, with the help of American owners.

The RS200 deserves, without question, the formation of this Owners Club, but like all good clubs it can only give out what it receives by way of the owners involvement.

Ford Great Britain have already confirmed their support, now it is up to you to make this club great.

Please take the time to write to me, as soon as possible, with your views and experiences with the car, confirming your chassis no, date purchased, total mileage etc, and if possible, a photograph of you and your car for eventual inclusion into the magazine.

Even if you bought your car purely as an investment, I would still urge you to reply as future owners will find it virtually impossible to obtain back issues of the magazine due to the limited printing runs.

Lastly, what will it cost to subscribe? This I can only answer by saying it depends on the number of subscribers, but I would anticipate a charge of between £100 – £200 per annum. I accept that this will probably be the most expensive car club in existance, but it will most certainly be the most exclusive.

To enable you to judge the quality of the magazine, and to assist you in making your decision, included on the following pages are reproductions of the official RS200 Homologation sheet together with various original Ford press releases.

Yours faithfully

ALAN FENWICK

Please reply to: The RS200 Owners Club
Little Parks
Woodlands Lane
Cobham
SURREY
KT11 3QD

THE ORIGINAL FAXIMILIE COPY OF THE RS200 HOMOLOGATION

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FOR THE ATTENTION OF MR CADRINGHER F.I.S.A. PARIS
C.C. MR MOURAY

SECOND INSPECTION FOR RS200

THE INSPECTION WAS MADE 30/1/86 AT SHENSTONE THE PLACE OF PRODUCTION WITH THE PARTICIPATION OF MR HINTERTHAN B.P.I.C.A., MR PETER ASHCROFT, MR JOHN BRIFFITHS, MR MIKE MORETON, AND MR ROBERT HOWE.
WE REGISTERED 137 CARS - 119 FINISHED AND 18 CARS IN THE FINISHING LINE, FINISH DATE 31/1/86.
3 CARS ARE DELIVERED TO TUNING COMPANIES. I CAN CONFIRM ORDERS AND DOCUMENTATION / CHASSIS NUMBERS.
I CAN CERTIFY 140 PLUS 60 = TOTAL 200 CARS.
HOMOLOGATION 1 FEBRUARY 1986 IS O.K.
DETAILED REPORT FOLLOWS NEXT WEEK.

PLEASE SEND CONFIRMATION OF RECOGNITION FROM THE 1ST FEBRUARY AND HOMOLOGATION RECOGNITION NUMBER TO:

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Press Office, Ford Motor Company Limited, BRENTWOOD, Essex. CM13 8BW. England
Telephone: Brentwood 253000

News Release

84/160

For immediate release

THE FORD RS200 ROAD-GOING SPORTS CAR
Unique Prototype for "Works" Return to Motor Sport

The Ford RS200, a new 150 mph, turbocharged, mid-engined two-seater sports prototype was unveiled in Turin today. The car, a pre-production version of which will be on display at the Turin show, employs a number of advanced design concepts, including two- or four-wheel drive which can be selected by the driver and the extensive use of high-technology composite materials for the construction of the chassis and body panels.

The new car is powered by a 1.8-litre turbocharged 16-valve, double over-head camshaft, fuel-injected four-cylinder Ford engine, mounted behind the driver/passenger compartment. The engine develops more than 230 bhp and the car will accelerate from rest to 60 mph in under 5.0 seconds. The RS200 has a body designed by Filippo Sapino of Ghia of Turin, who worked in conjunction with Ford's European design groups in both Britain and Germany. The new sports car uses many modern Formula 1-type structural techniques, including the use of carbon, aramid (a man-made material) and glass fibre for the construction of the composite body.

Ford Motorsport's chief engineer John Wheeler has been responsible for mechanical design and development, while chassis design has been completed by Formula 1 Grand Prix car designer Tony Southgate. The 200 cars necessary for FIA Group B homologation will be manufactured subject to the successful completion of the new model's test and development programme, which has so far involved former World Champion Jackie Stewart and a number of international rally drivers. The subsequent competition version will develop up to 380 horsepower and will be used by Ford works drivers towards the end of the 1985 international season. As the RS200 will also be available for sale to private owners, a certification programme for its public sale in a number of European countries is also being undertaken.

The Ford RS200 has been designed as a "no compromise" machine with rally- or race-winning potential and one which will set new standards for road-going sports cars. Although a number of competition design features have been incorporated, the high power output, unique drive configuration and advanced chassis will provide high levels of road performance for a very restricted group of buyers who will be automatically enrolled in an exclusive Ford 200 club.

ENGINE POSITION AND DRIVE CONCEPT

Rally stages vary from the slippery (ice, snow or gravel) which require four-wheel drive for maximum wheel grip, to high-friction (tarmac) where rear-wheel drive has proved to be the quickest. Both conditions require a highly-responsive car with a low polar moment of inertia, capable of fast attitude or direction changes.

The Ford RS200 sets out to meet these key requirements for a successful international rally car by having a mid-engine, front-mounted transaxle layout, a 50:50 weight distribution and a driver-selectable rear-wheel drive or four-wheel drive system.

The four-cylinder all-alloy Ford BDT engine is mounted behind the driver and ahead of the rear wheels at an angle 23 deg to the right of the vertical. It is offset to the left of the centreline of the car by 152mm and tilted down at the front at an angle of 1.5 deg. Attached to the forward-facing twin-plate clutch housing is a compact primary single stage reduction gear set. The helical spur pinions of this gear set can be changed through a quick-access panel in the driving compartment, allowing a simple, fast change of overall gear ratios.

From the primary output, the drive runs along the central tunnel to a magnesium transaxle casing containing the five-speed gearbox, the two/four-wheel drive selector mechanism and the central differential, plus an internal forward output to the front differential and final drive unit: From the centre differential the drive also passes rearwards, via a steady bearing adjacent to the clutch housing, to the rear differential and final drive unit, mounted in another magnesium casing behind the engine. This layout provides a balanced 50:50 weight distribution.

LIMITED–SLIP DIFFERENTIALS

Each of the three limited-slip differentials is of the latest patented Ferguson viscous-coupling type, similar to that fitted to the Escort RS Turbo. This compact design eliminates the harsh mechanical engagement of conventional limited-slip differentials and is based on an epicyclic gear layout, with each output shaft connected to specially-shaped discs interfacing through a coupling using silicone fluid in shear. As slip between the discs increases the shear resistance of the fluid in proportion to the relative speed of the discs, a progressive slip-sensitive locking system results.

With the gearbox mounted immediately behind the front axle, a direct and precise shift mechanism can be provided for the unique five-speed two-shaft assembly.

On the front of the gearbox is a second simple dog-clutch selector operated by a short remote control lever on the transmission tunnel. When the driver selects rear-wheel drive, full engine torque passes back to the rear differential only and drive to the front wheels is disconnected. With four-wheel drive in operation, drive passes through the centre differential with a 37:63 front/rear torque split chosen as the best balance for maximum traction under dynamic weight transfer. In a third position, used only in very slippery conditions, the centre differential is locked to provide a direct mechanical connection between front and rear axles.

THREE TORQUE SETTINGS

The driver therefore has a choice of three front axle torque settings – zero, 37 or 50 per cent – which can be selected at speed on the move to suit the prevailing conditions. Ford believes this versatile system will give the RS200 universal potential in all types of event, as well as offering road versions with outstanding handling and traction in all road and weather conditions.

Because of their long experience of four-wheel drive systems (which started over 45 years ago) and their close involvement with the viscous-coupling differential, FF Developments in Coventry have been responsible for the development and manufacture of the whole driveline.

1.8 LITRE ENGINE

Compared with the Ford BDT 1700 engine, used previously in Ford South Africa works rally cars and, during the past racing season, in Group C2 sports car races, the engine of the Ford RS200 is enlarged slightly from 1,784 to 1,800 cc. It is fitted with a Garrett AiResearch T.04 turbo-charger blowing at up to 0.8 atmospheres with 8.2:1 compression ratio for the road version and up to 1.2 atmospheres with 7.8:1 compression ratio for the rally car. A separate finned wastegate exhausts by-pass gases into the stainless steel exhaust system.

After being compressed, the induction charge passes through a large roof-mounted aluminium-core air/air intercooler before entering the angled plenum and manifold for the electronically-controlled fuel-injection. A Ford EEC IV microprocessor, the most advanced engine management system in the world and capable of handling up to a million commands a second, controls both the injection and ignition with calibrations fully-mapped to suit the application and every combination of speed and load.

The basis of the engine is the all-aluminium 16-valve four-cylinder unit developed from the original Ford Cosworth BDA unit, which was prepared by Brian Hart for the works rally cars during their last seasons of World Championship success with rear-wheel-drive Escorts. It features Nicasil-treated aluminium bore surfaces, dry sump lubrication and a 16-valve twin-cam Cosworth head. The internal cooling system has been completely revised with increased pump capacity and enlarged internal passages. The turbocharger is fed by a new stainless steel fabricated exhaust manifold and is positioned clear of the block adjacent to a duct which draws off radiated heat and exhausts it through the rear spoiler.

ADVANCED CHASSIS DESIGN

Formula 1 Grand Prix car designer Tony Southgate was selected to undertake the chassis design, which uses the latest techniques in composite construction and advanced materials. It consists of a fully-stressed platform structure, reinforced by deep box sills, bulkheads and a central back-bone moulding.

The main floor section, sills and front and rear bulkheads are made from Ciba-Geigy 5052 aluminium sandwich sheet, bonded with an adhesive bonding agent (Redux 410) and rivetted to maintain clamping loads during curing. A steel outer skin is bonded under the floor and to the outer sill panels for extra protection. Also bonded and rivetted to the floor assembly is the central tunnel and inner rear bulkhead, moulded in a high-strength lightweight composite of carbon and aramid fibre reinforced plastic.

Box-section front and rear chassis extensions to carry the front transaxle, engine mounts and rear final drive unit are fabricated from steel, bonded and rivetted to the bulkheads. Steel was chosen for these sections because of its ability to be reworked and easily welded during rally service stops and for its energy-absorbing properties under impact. Suspension attachments are provided on tubular space-frame sub-assemblies front and rear and these are bolted to the main monocoque.

COMPETITION SERVICING

Ease of servicing was a major priority in the design, particularly in competition use, where a target time of 10 minutes was established for changing the transmission. Accordingly, the underbody offers full-length access to the central tunnel and transmission attachments to enable the major driveline components to be removed from below.

The roof panel and upper door openings are fabricated in a composite of carbon and aramid fibres with an integrated tubular roll cage. Together, these form a stressed structure which is bolted to box-member uprights incorporated in the front bulkhead as door hinge posts and in the rear of the driver/passenger compartment. The result is a body/chassis structure which breaks new ground in car construction and offers high strength, safety and low weight.

ADJUSTABLE SUSPENSION

Double wishbone suspension, with coil springs and telescopic dampers, is used front and rear, with cast aluminium uprights and ventilated racing disc brake assemblies.

At the front, a wide base for the lower wishbone is formed by a tubular transverse link and angled tie-rod incorporating castor adjustment. Twin concentric coil spring/damper units, with screw-collar ride-height adjustment, are mounted above the upper tubular link which is gussetted by a triangular plate to its forward pivot bush. An anti-roll bar (adjustable Formula 1-type blade-ended on the prototype) is connected to the lower links by short vertical struts. A modified Sierra steering rack is bulkhead-mounted behind the wheels and operated by a twin universal-jointed Sierra column.

The rear suspension consists of wide-based upper and lower tubular wishbones combined with a "toe-control" link which allows the kinematic steer characteristics to be varied according to driver preference. Again, there are twin spring and damper units mounted above the A-shaped upper wishbone.

The use of twin spring/damper units on the Ford RS200 allows mixed components to be installed for an increased range of rate and damper settings with reduced parts complexity. Alternative chassis mounting attachments at each pick-up point provide two ground clearance settings for smooth or rough road running.

A particular feature of the suspension is the long wheel travel available within the chassis layout and body design, providing proper wheel control under rally stage conditions. Road versions of the Ford RS200 will have conventional compliant rubber bushes.

GHIA DESIGN, SIERRA INSPIRED

The Ghia Design Studio in Turin was responsible for the concept of the body style, which has a number of Ford Sierra parts and design details. A standard Sierra windscreen is used, as are modified Sierra doors, cut down below the waist and remade in glass and aramid fibre reinforced plastic.

Ghia's design for the RS200 has created a new wedge-shaped coupe with minimum front and rear overhangs, the distinctive character of a rally car and strong Ford identity. It has a classic smooth style, with heavily flared wheelarches to cater for wide tarmac tyres and a deep, wrap-round front air dam integrated into the surrounding panels. Fixed headlamps of 7 in diameter and a wide outlet duct behind the radiator which exhausts upwards through the bonnet dominate the frontal appearance. Deep circular bumper recesses for twin low-level fog/driving lamps are provided.

At the rear, an integrated spoiler wraps round the engine cover, with a central Escort XR3i-style cut-out (to improve rearward vision) and twin engine bay ventilation grilles below its upper edge. A large full-width turbocharger intercooler is roof-mounted behind the cabin in an aerodynamic moulding.

WIND TUNNEL TESTS

Wind tunnel testing was conducted at Ford's newly-commissioned installation in Cologne, and at the Motor Industry Research Association facility in Nuneaton. The body shape was modified in some areas to increase aerodynamic downforce with minimum penalty in drag and these changes were incorporated into Ghia's design by Ford's Design Centre at Dunton. The production car will have a Cd of about 0.40, with 4.5 kg downforce at the front and 6 kg downforce at the rear at 75 mph.

Much of the detail body engineering, which involved the design of hinged front and rear body sections for easy access, was undertaken by Philbeam Racing Enterprises. Their specialist knowledge of the materials and construction methods used contributed to the success of the overall design.

INTERIOR DESIGN

The interior layout follows the general Ford concept of grouping instruments and equipment into related panels. Essential instruments and controls are placed in front of the driver, with auxiliary gauges and supplementary switches in the centre of the car and either an open glove box or navigator's aids on the passenger side. Both left- and right-hand drive layouts are being developed, so that the car can be sold in all Ford's world markets.

Provision is made for full-size spare wheels to be mounted at either end of the car, to allow the weight distribution to be trimmed for individual events. On the road version, a detachable luggage compartment replaces the front spare wheel. Twin aluminium fuel tanks are installed in the bulkhead behind the seats with 16 gallons capacity in one and 9 gallons in the other.

PROTOTYPE TESTING AND ROAD PROVE-OUT PROGRAMME

So far, four prototype RS200s have been built and extensive testing has been conducted on the engine. Development vehicles have already been tested by international rally drivers and by ex-World Formula 1 Champion Jackie Stewart, who spent five days with the Ford RS200 at the MIRA proving ground, refining road suspension settings. Future plans, if the programme proceeds, include hot and cold climate testing, durability running at proving grounds and across Europe and a full rally development programme by Ford Motorsport. A return to international motorsport events is expected in the latter part of 1985.

– ends –

November 12, 1984

Press Office, Ford Motor Company Limited, BRENTWOOD, Essex. CM13 8BW. England
Telephone: Brentwood 253000

News Release

86/104

For Immediate Release

FORD REVEALS NEW HIGH PERFORMANCE ENGINE

At a press conference in London today Ford displayed a new 2137cc four-cylinder turbocharged competition engine capable of producing more than 580 horsepower.

The engine was to have powered the 'evolution' version of the Ford RS200 Group B rally car, but recent rule changes by FISA, the world governing body for motorsport, have outlawed such cars from international rallies. However, the engine is expected to have particular appeal to competitors in rallycross and Group C2 sportscar racing.

The 16-valve, double overhead camshaft engine is an enlarged version of the 1803cc BDT unit which is used in the road-going 250 horsepower Ford RS200 and in the current World Rally Championship Ford 'works' cars, where it produces 420 horsepower.

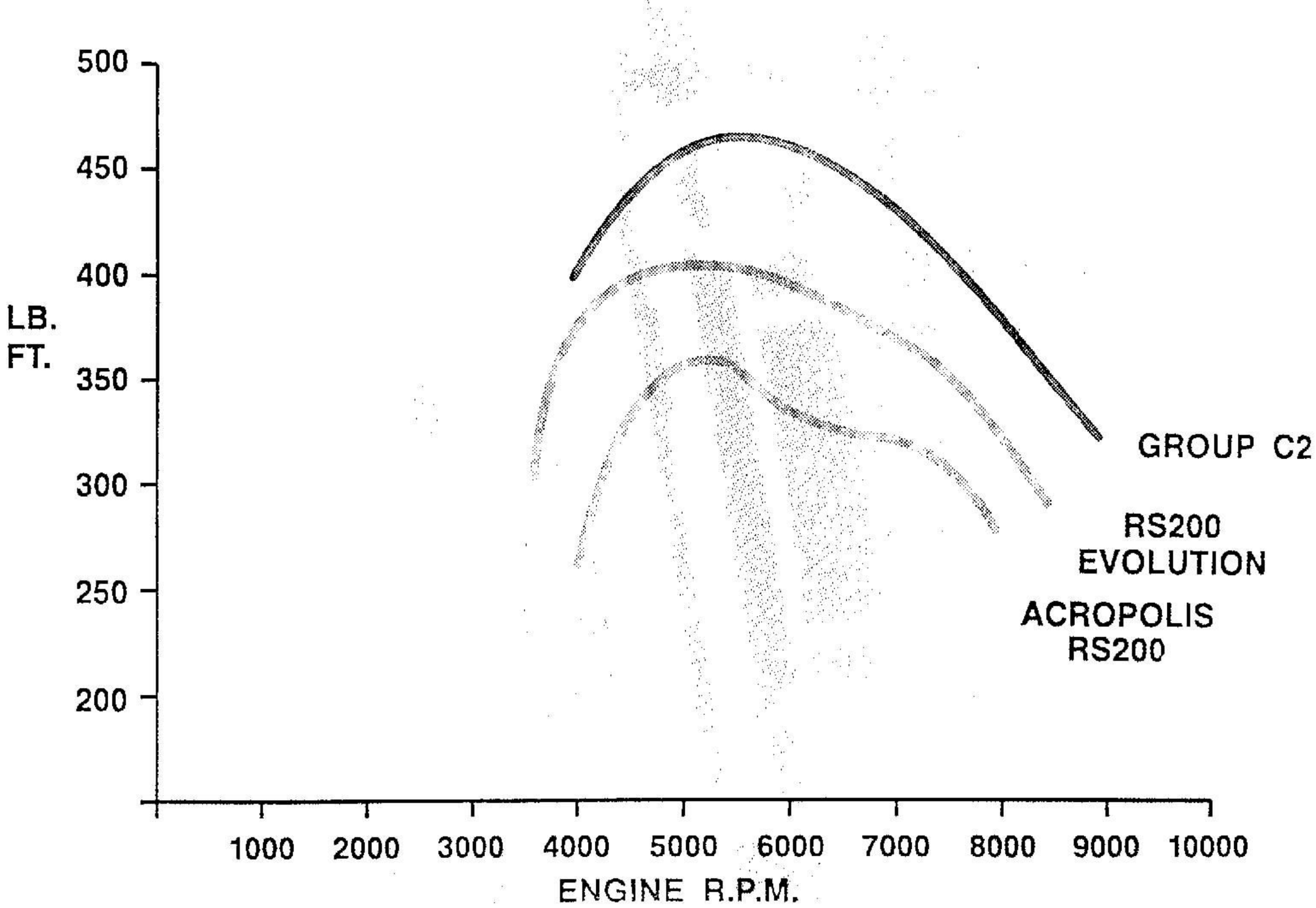
The new BDT-E engine, as it is known, has been developed jointly by Ford and Brian Hart, who was responsible for much of the development of the Ford BDA engines which powered Mk II Escorts to World Championship success.

The target power output for the BDT-E was 500 horsepower in rally/rallycross trim. This figure was achieved during the very first dynamometer test. The final 'production' engine, turbocharged to 1.5 bar, produces 506 bhp at 7500 rpm with 401 lbs ft of torque available at 5500 rpm. An increase in boost pressure to 1.6 bar and a change of camshaft profile for C2 racing raises this output to 580 bhp at 7700 rpm and lifts torque to 460 lbs ft.

The engine, less engine management system and turbocharger, will be available from Ford Motorsport parts. Price will be announced later.

— ends —

8 July 1986



POWER CURVE COMPARISON


C829 FHK

News Release

Press Office, Ford Motor Company Limited, BRENTWOOD, Essex. CM13 8BW. England
Telephone: Brentwood 253000

86/162

For Immediate Release

COP THAT!
Police Try The Ford RS200 Supercar

The world's most exclusive 'police-car' – based on the championship-winning Ford RS200 rally car – went on test this week with the Essex and Suffolk police and reached a speed of almost 150 mph on a closed stretch of motorway. The £50,000, four wheel drive, mid-engined police 'supercar' reached 60 mph from a standing start in under five seconds.

This special version of the RS200 was voted a 'tunning hit' by the expert traffic policemen, who were able to draw on the experience of Ford works drivers Stig Blomqvist and Kalle Grundel before they tried the car at the Boreham, Essex test track. Powered by a 1.8 litre turbocharged, 16 valve, four cylinder Ford engine mounted behind the driver/passenger compartment, the RS200 develops 250 bhp in standard road-going form.

The body was designed by Ghia of Turin and Ford's European design groups while the mechanical design and development was the responsibility of Ford Motorsport's chief engineer, John Wheeler and Formula 1 chassis designer Tony Southgate. The Ford RS200 recently won the Shell Oils RAC British Open Rally Championship.

Law-breakers should be relieved that, since only 200 will ever be made, Ford does not expect many police forces to be able to offer a patrol car capable of catching anything on the road. "But until they have tried it we won't know whether it meets any specialist need," said Neil Blackie, Ford's police sales manager.

Most forces will continue to rely on Ford Sierra XR4x4s and Granadas for motorway patrol duties. Ford supplies more than half of all the 24,000 police cars currently operating in Britain and the Ford Escort is Britain's best-selling police car.

– ends –

24 November 1986

Press Office, Ford Motor Company Limited, BRENTWOOD, Essex. CM13 8BW. England
Telephone: Brentwood 253000

News Release

86/158

For Immediate Release

FOUR FORD RS200s FOR LOMBARD R.A.C. RALLY

A total of four Ford RS200s have been entered for the 1986 Lombard RAC Rally of Great Britain, which starts from Bath on 16 November. The route of the 1500 mile (2414 km) rally features 45 special stages, which together total 350 miles (563 km), run mostly during the daylight hours for the added benefit of spectators. This year's RAC rally is also the last on which the Group B cars will be eligible to score world championship points. Recent rule changes by FISA, the world governing body for motorsport, have switched the emphasis towards production car-based rallying in 1987.

As a result the Lombard RAC will be the last event for Group B 'works' Ford RS200s at the end of a season which has seen the four-wheel drive mid-engined car take seventeen major international victories and four national championships including the British Open.

The winner of two of those championships, the West Euro Cup and the Dutch Open Championship, is a late addition to the line up of Ford RS200 drivers. Stig Andervang, aged 27 from Gothenburg in Sweden, and his British co-driver for the event, David West, will join Ford works team members Stig Blomqvist/Bruno Berglund, Kalle Grundel/Benny Melander and British Open Champion Mark Lovell with his co-driver Roger Freeman.

The revised specification for the Ford RS200s which will compete on the four-day event includes a new and more efficient oil cooling system and new Pirelli MS90 tyres in a variety of widths, designed to cope with rough gravel roads and conditions which include mud, ice and snow. The engines of the two 'works' cars for Stig Blomqvist and fellow Swede Kalle Grundel have new camshaft profiles, higher turbo boost and rev. limits which increase the power of the Ford 1.8 litre 16-valve turbocharged engines from 420 up to 450 horsepower.

— ends —

6 November 1986