



Kent Group
Ford RS Owners Club September 2006, Issue 9

CHAIRMANS CHAT:-

Stephen Booth "Lushman"

Welcome everyone again to another meet at Brands Hatch. Now that the show season has finished and the nights are getting darker the Kent Committee are very keen that the Kent monthly meet should still be as popular over the winter months as it has been since our return to Brands. I know many of you may well have taken your cars off the road for the winter but don't let that put you off from coming along each month, we welcome RS owners not only their cars and anyone with an interest in the cars.

If anyone has any ideas of what we can do over the cold winter months to entice you all out then come and approach anyone on the committee with your ideas. And with Christmas fast approaching (or so I am lead to believe) don't forget the Kent mugs, they'll make an excellent stocking filler!!

Also if anyone has anything that they would like to be included in the newsletter, then please feel free to forward me the details or any other member of the committee. This could be items for sale, items wanted, an article on your pride and joy, or even if you have the time to write an article on anything that you may feel will be of interest to others.

On a personal note I have another new addition to the driveway at home in the shape of an RS1600i, you can read the article in this month's newsletter.

Lush
The New Kent RSOC Chairman
Stephen Booth

NATIONAL DAY

We were ready and packed up for the weekend at National Day; some of us were camping overnight, on the way up towards Donnington there was a group of us cruising up there at about 80mph (no children it was only 70mph as that's the legal speed limit!) leaving all the other cars for dead we had two pit stops for fuel and splash and dash the whole journey must of taken us roughly about 3 hours.



When we got there after our long journey, we looked for a good spot for camping the night, we firstly chose a spot next to the hill which was too bumpy so we all decided to move further into the middle of the field, we parked the cars in a circle around the gazebo and barbeque that we were going to set up later that night, once we had parked up we got the tents out to put up. We put the tents around the outside of all the cars, Steve and Danny were the first to set there tent up, half an hour later Blob managed to put his tent up, once the tents were up it started to rain. We then started to put

the gazebo up so then we could put the barbeque in and then we could start cooking, but we had to find a shop to get some more barbeque food, when we finally found some shops we got some food and went back to the campsite, we started to cook the food and later the other group arrived by that time the first group had already started to eat and then gadget Stan put up his gazebo and flood lights but sadly his gazebo was christened by the barbeque! It got slightly too close to the flames, **whoopps!**



Finally the next morning came and it was still raining and everyone was soaked from the night before, once everyone was up and dressed we all started to pack away the stuff from the night before, once we had finished we drove to the Melbourne loop, once we got through there was already four other cars from the Kent group there a RS Focus, two Escort Cossie's and a moonstone RS500.

After a while when the last people from the group got through the gate we set up the formation of the cars as per our individual plans and set up the rest of the stand like a car salesman dealership with all the car prices from new and their lecterns . The Kent stand really did look good and was getting loads of people coming over to look at it. The girls (no children you mean the very kind ladies of the Kent RSOC!) started making bacon sarnies over the back under the gazebo, then everyone else came looking round at the cars and the stands. Once everything was done to do with



building the stand the kids went to the track to see if Willba in the RS 200, was going around the track, but Willba was not out on track in the morning session because he broke the alternator, but there was still a lot of action on the track. Then later in the afternoon session Willba was flying around the track at full pelt. After the track events had finished we went over to the results stand to see who had won the concourse and the best stand of the day. We found out about the results of the best stand and sadly the Devon stand won (must be a case of one minute you're a winner and next you're scone!!) so the Kent members went back to our stand and started to dismantle it ready for the journey home.

Despite the weather and the very sad news that Kent failed to win the best regional group stand, we had a really good time and would definitely go again, so bring it on next year.

Billy Tasker aged 14, Jake Booth aged 12 years and Danny Booth aged 10 years.

Adieu (KEL)

Some of may know that I have been involved the National Club Website and the running & development of the BBS system for a few years. After 7 years of daily service to the website and Bulletin Board System I decided to call it a day after National Day and focus more on my Family and our local group. This doesn't mean my interest in the club is fading or have I lost any interest in the RS marquee (that will never happen). This decision was a hard one to make but is working out to be the right one.

I would like to thank you all for the support over the years & to Gizmo (Chirs Ellison, RSOC Chairman) for being a pleasure to work with.

Anyone hunting me down on the RSOC BBS you'll find me as 'Kelvin T' not 'KEL'

Website www.RSOckent.co.uk

We are still looking for your cars for the Kent members' area. We have a nice little selection of these but I want MORE! Please email me with photos & spec, RSOC Members' cars all are welcome and YES if you are an associate RSOC member please let us know your drive!

If any of you have photos of past shows that show the Kent group stands I would love this for the website.

CheeRS Kelvin

August Track Car of the Night – Andy Wickens

Dear RS owner club

Thank you for giving me the opportunity to test my car with the Kent RS owners club at brands hatch. I was using the evening for testing as this is a new car for me as I wanted to go up a class to class B. I did race a ford escort XR3 which was in class C

When I got this car it was burgundy with most of the race bits in but not put together very well. We did a total respray job in team colours and took everything out and started afresh.

We are hoping that this car will be better than the escort even though we won lots of events with it like BARC SE racing driver of the year 2003. Borough 19 race champion 2003 and class winner in the Ingear magazine championship 2003. and countless class wins for the track and race car saloon championship in the following years.

I now do the Dunlop Track and Race car saloon Championship, which we are spending the year getting the car right as we are having problems with the turbo side of things. Hoping that next year will be like 2003 once again.

My escort is up for sale now and can be viewed on my website which also gives you race reports and updates. Which is www.andywickens.com.

I would just like to thank you all for voting the car track car of the evening which was most unexpected
Many thanks

Andy Wickens

Please Welcome Arron Chandler – Kent Group Helper

Well I've been on the Kent Committee for around 6 months now so I thought it was about time I wrote a few words to explain a little about my history with and interest in the RS Cars and a few words about myself.

As I am now 37 years of age, I grew up watching 'The Professionals' and, like most boys of that age, dreamed of owning a MK2 RS2000. My first ever car was a MK2 1.3GL 2 door model in Daytona Yellow which I bought soon after passing my driving test – this car went through all the obligatory modifications to its little Kent engine such as a twin choke Weber, foam air filter, performance exhaust and a ported cylinder head with a fast road cam. It made a respectable 77 bhp at the wheels when it was done which is no mean feat for a spotty 17 year old to achieve given limited funds ! I never forgot my hankering for an RS2000 though so, I saved my money and purchased my first RS at the tender age of 18 – a diamond white MK2 RS2000 Custom (FKR 973V) with a biscuit interior, vinyl roof and Webasto sunroof. This was a great car and I thoroughly enjoyed owning it before running out of sufficient funds with which to run it. I part-exed the RS for a 1600 Sport as a sort of a compromise but this was no substitute for the grunt of the 2 litre engine, the comfort of the Recaro seats and the head turning looks of the RS and so, I was soon saving my money again, this time determined to find a car that I could afford to keep. The Autotrader took me to Ruislip in West London where I found a black pre-Custom car – AGN 828S and soon enough I was driving an RS again.

'Agnes' as she was affectionately known went to Cheshire with me when I relocated to that area in 1990 for a job with a company car and I spent a good summer having a respray done and fitting all the performance goodies I could find to the car including a stonking Group 1 Engine with 48 DCOSP Webers hanging off the side. To say the car was 'loud and fast' was an understatement. All was well until some thieving little sods tried (unsuccessfully) to steal the car one night – at this point I decided to take her off the road and tackle some of the more persistent rot that was beginning to set in. The engine was sold along with the other performance bits and the funds used to tackle the bodywork properly.

The car was gone for over 8 months as I had agreed with the guy doing it that to keep the costs down, he could carry out the work on a bit by bit basis as and when he had the time. To be honest, when I finally got the shell back, I had sort of lost interest in the whole project and she sat in Cheshire untouched for almost 4 years. Ultimately in 1997 I took another job back in Kent and after selling my house, 'Agnes' took the trip back home with me. The house I bought (where I currently still live in fact) had no garage for the first 2 years of me living there so, the car was stored in a factory unit owned by my company. I finally had a garage built at home in January 2001 and went to the unit early one Sunday morning to prepare the car to come home, what I found upset me profoundly. Some weeks earlier I had been forced to make some redundancies at the business and some of the people I had to let go took it upon themselves to break in to the factory unit and set light to 'Agnes'. The car was utterly destroyed, the heat so intense as to melt every alloy component including the wheels, sump etc. Also destroyed was £200,000 worth of paper stock being stored in the same unit, although the building itself suffered nothing but cosmetic smoke damage. To say I was devastated was an understatement, 'Agnes' had great sentimental value and I still cannot believe to this day just how callous people can be.

Fortunately, although the car was not insured, the commercial policy for my company covered it's value to the sum of £4000 and with this money I invested in a Cordoba Beige MK2 RS2000 – JVF 255V. JVF was a sort of a 'rebound' thing and I could never really get attached to it, due in part to the colour which, although rare, is not really the best of those available. She was subsequently sold about a year later.

The last RS I bought is my current car and, I have to say, my 'pride and joy'. LAR 464V is a 1980 MK2 RS2000 Custom in Diamond White with a black vinyl roof and Chocolate fishnet Recaro interior. My partner Denise found her on the internet parked up at the back of a DHL warehouse near Heathrow Airport. She was in a bit of a sorry state with the inevitable rot setting in over the rear arches and at the bottom of the doors. Apart from that, she was a very sound car with only one previous keeper before the current registered



owner – that being Currie Motors of Kingston who ordered her as a Custom Car with base seats to be used as a demonstrator. The current owner had used her as a daily runabout for over 12 years (covering over 110k miles) before putting her into storage.

Over the past four years I have tried to bring her general condition up to as good a level as I possibly can whilst maintaining a driveable car – I really don't want to go the 'bufty' route and end up with a car that cannot be driven for being too scared of chip or scratch on the paintwork. This winter will see a little more paintwork being completed along with an engine rebuild as the current unit has now done over 117k miles and is getting a little tired.

Arron Chandler (6960)
Kent Group Helper.

Mrs Lush's New Toy

RS 1600i – Sunburst Red

Having made the very hard decision to sell my beloved Scooby it was time to sort out a sensible every day car for me to use!

After looking at loads of Mk 5/6 RS 2000's which were either too dear or full of rust and basically scrap it was time to browse E-Bay again. What was out there that we could afford with redundancy looming that was something a little bit different and not the usual run of the mill? Well being married to the Chairman of the Kent group i couldn't possible do normal or totally sensible!!!

Steve had spotted an RS16i and I was made over, it was a proper car and not exactly normal- it was a real car that didn't blend in with every other car out there! And even better for him it wasn't so called Jap Crap (although he even admits to being pleasantly surprised by how good my Scooby was!). After running out of options as to what you could buy that was just that little bit different he placed the bid and won, he's now brought 3 cars off of E-Bay for those that don't already know, this was however a first for him as it was actually in the same country unlike the previous 2, 1 from Austria the other from Dubai!

My wonderful "Uncle Alan" made the trip up to near Birmingham (but not that near), Kingswinford, with Steve on Saturday morning to collect the car for me. After getting up at 4am they returned at 12.30pm with the car.

I soon learned that the car didn't however have any brakes (well not as I know them, Ford technology of 23years old) and that I would need big muscles to move the steering wheel as it has no power steering, but other than that it looked the part parked on the driveway with the sun reflecting off the gleaming Sunburst Red paint work.

The car has had the majority of all the usual "nasty bits" sorted out about 3 years ago and had a full re spray and new panels as required.

The first job for Steve is to get on the phone to Hi Spec to order a big brake conversion (or anything that stops it better!), and then maybe a trip up to Peter at Sanspeed's for a full rolling road (well Steve did say that if I go faster the steering would get lighter!).

So finally I have been dragged kicking and screaming into the realms of owning an RS, let's hope that it is all that it's cracked up to be!!!

KENT STICKERS AND CLOTHING

As promised we did order some of our new style clothing, so you've got no excuses now!! We have also had some more window stickers made!!

These stickers are competitively priced at £5.00 per pair & look like this:-

www.RSOckent.co.uk

As you can see from the picture below all pieces of clothing has the RSOC logo embroidered alongside the Kent group logo. These are mainly white with a red ST stripe across the shoulders. We have a large stock of the following items, so please become an active member of the Kent Group and purchase a jacket, polo shirt or T shirt.



- Polo Shirt £22
- Bomber Jacket £43
- Racing Jacket £40
- Ladies T Shirt £20
- Ladies Strappy Top £20
- "NEW" www.RSOckent.co.uk mugs £3.50



PLEASE CONTACT YOUR COMMITTEE MEMBERS:-

Feel free to e-mail your committee members about any questions, points of views, suggestions or just anything you want to get off your chest & they guarantee that you will get a reply.

steve@rsocket.co.uk - Kent Group Chairman

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Kelvin@RSOckent.co.uk - Web Page Presence

Chris.claire@rsocket.co.uk - Helper

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ADVERTISER

For Sale : MKVI Escort RS2000 4x4

1996 N
Petrol Blue
101k
Lowered -30mm
Rotordiscs all round
Ferodo DS2500 race pads
K&N 57i induction kit
Collins Powerchip
Mongoose full stainless exhaust (inc De-cat)

17" Azev A rims
Air pulse system removed and 4-branch
bandaged

Advertised at £2650 ono

Club members are offered £2500 ono.



******* For Sale on behalf of Kelvin Trundle *******

H15 RSX

Number plate or HIS RS X Open to offers, don't really suit the wives RS 2000 4x4

Contact Kelvin or Julie on: 01634 – 378914

******* For Sale on behalf of Mark Jennings *******

Polished Chrome Coil cover for Sierra Cosworth 4x4 £10

Contact Mark on: 07748362201

******* For Sale on behalf of Stuart Coppard *******

Cherished number plate: **RS53 STU** – on retention, all fees paid - £ OFFERS
4 x S1 ERST original refurbished wheels – still in their boxes - £ OFFERS

Contact Stuart on: (01892) – 522131 or 078151 38814

Lushmans parts to clear

- 1 x Sapphire boot & spoiler £40
- 1 x brand new Avon zz1 225/45/zr16 £50
- 4 x TSW 7 ½.15 Ventura like the BBS split rims fitted on 3doors £250
- 1 x Escort Cosworth engine under tray £30
- 4 x ERST S1 turbo rims £40
- 1 x Escort Cosworth space saver wheel unused £30
- 1 x 2wd engine bay loom £80
- 1 x Escort Cosworth front diff £50
- 1 x Mint 3dr original stereo + amp £40

Plus loads more just ask; if I can help I will

Lush
0790 0024 777
Aka Steve Booth the chairman