



Maidstone and Mid Kent Motor Club

July Newsletter



Editors Mutterings.

The brakes have been well and truly been taken off this month with most of the clubs in the region organising events. The diverse interests of our members are shown this month with contributors from various disciplines. I am grateful to all you Members who have stepped up and produced a contribution. Please keep it up as your various reports create the interest and show how diverse our sport is at grass roots level. As you will see your reports do not only have to be from our club events. Entry lists have been full which is probably a sign of the pent up demand created by the lack of events over the last 18 months.

It was good to be back at Headcorn with our last evening Autotest and we still have two more events there this year before returning to Otham for the trials in the Autumn. The Slalom has returned to its rightful slot in the summer be it with a slightly revised format.

This month our Meet the Members Profile is of our President and long standing member Lyle Cathcart showing his diverse capability as a driver among other things in events that are unfortunately no longer part of the competition scene.

And finally, anybody thinking of taking their rally car into the EU should read the article at the end of this Newsletter.

Bruce

Evening Grass Autotests & Autosolo Reports.

Eastbourne and Ram Motor Club All Day Grass Autotest 23rd May

On Sunday 23 May Eastbourne and Ram Motor Club (ERMC) ran the first of their 4 planned all day grass Autotests. The events are held at Clear Hedge Farm in Horam, East Sussex.

Many MMKMC members have taken part in the ERMC events in the past and this event was no different. Out of the 21 competitors there were 7 MMKMC member across 3 out of 4 classes. There were also 6 entrants from Sevenoaks.

This is a good venue with a mainly flat field but does present challenges when it rains or is very dry, due to the dust. On this Sunday the grass was long and wet when we arrived as not been used much by the horses that often share this field. We were entered in our BMW 120D which is a heavy car and we struggled to get off the start lines in the morning, even with all the spare wheels in the boot to give more weight over the spinning rear wheels. It did make for fun sliding around but very uncompetitive times!

The slippery conditions favoured the front wheel drive cars with Brian Sharpe, Grahame Standen and Alan Scott all quicker than the rear wheel drive cars in the morning. Brian was ahead of the closest FWD car by 10 seconds and the BMW of Ian Mephram by 18 seconds, with both Chris Newton in his BMW and Des Crocker in his MX5 by 28 seconds.

After a couple of heavy downpours in the morning the courses started to dry out so in the afternoon conditions were a bit more predictable and had more grip. Brian was still the fastest, 15 seconds ahead of the next front wheel drive cars, but the rear wheel drive cars were closer with Chris Newton in his BMW only 3 seconds behind and Paul Hebden in his MX5 only 9 seconds slower.

Brian was FTD by an impressive margin of 25 seconds to Alan who was 1st in Class B and who maintained his morning lead to just beat Grahame, 1st in class A, by 1.15 seconds.

Ian was first in Class D but Chris had reduced the gap to only 2.69 seconds by the end of the day. Richard and I were rubbish today and were miles behind 5th & 6th in class but we still had fun.

Class E went to Paul with Des in second place. Des had been 2.39 seconds ahead of Paul in the morning but the drier conditions in the afternoon gave Paul a 15 second advantage.

Special mention is deserved for Kamila for her perseverance and smiling determination to master driving the “evil car” (her words!), which is Chris’s BMW set up for his driving style and that she drove



for the first time from the start gate of Test 1. She really got the hang of it by the end of the day! Richard has had a go driving it and agrees it is challenge.

The main attraction to us of doing these events is that the tests are quite straightforward and all forwards, they are quite laid back so make for a relaxing Sunday and we go to Bexhill for fish and chips by the sea on the way home (even though it is nowhere near to being on our way back to Gillingham!!).



These events are included in the ACSMC Southern Grass Autotest championship, which this year includes a mix of all day and evening autotests across a range of local clubs. It is a requirement for all championship contenders to compete in at least 1 all-day event. If you want to be included in the ACSMC Southern Autotest championship please contact Peter Cox andrewpdcox@gmail.com or visit the website <https://acsmcsite.wordpress.com/autotest-championship> where you will find regs with dates, entry form and results so far.

The next ERMCA events are on 11th July (must sign on electronically by 10th July), 12 September and 10 October. The event secretary is Ian Pinder so if you want further information or to be advised when entries open please visit ERMCA website <https://www.eastbourneandrammc.co.uk/all-day-autotest> or email Ian ianpinder@gmail.com.

Hope to see some new faces there this year.

Emma & Richard Olsen

Evening Grass Autotest 30th June.

Unfortunately, the weather changed just at the wrong time and following an inspection of the field by Clerk of Course Liam Carfrae the decision to cancel was taken to avoid any unnecessary damage to the field. One of the down sides of being an organiser is that you do all the work but it does not gets used. Still Liam has some test diagrams ready for next year. Thanks anyway Liam.

Ashford Autosolo 10th July

12 MMKMC members attended the first Sevenoaks and District Motor Club Ashford cattle market Autosolo 10th July with 5 of them taking home trophies. Well done to Ian Mephram 1st in class and 2nd overall, Des Crocker 1st in class, Alan Scott 1st in class and Richard Olsen 3rd in class and a big congratulations to Brian Sharp winning FTD in his trusty Nissan Micra.

Quotes from Facebook:

Sevenoaks & District Motor Club - A great performance by Maidstone members.



Si Kellow - Got to say the Cattle Market was a great venue (with some hilarity explaining that the big skip wasn't on fire - it was just fermenting "eau de bovine"). The Sevenoaks team battled some timing troubles, and the monsoon just as Test C started, but it couldn't dampen the mood (helped me to my fastest of the day 😊). Couple of chaps from the Market entered in a Mini Cooper S, and had great fun, so crossing fingers that they feedback good things and the Cattle Market becomes a regular venue (proper toilets and a decent well priced Cafe were also huge positives)

Ian Mephram - I never thought I'd here myself say it but I could have done with it dry yesterday.

Great day with my friends with a bit of motorsport thrown in.

Ben Dawson did extremely well having never sat in the BMW let alone driven it.

Big t😊ank you to Andy Manston for taking some cracking shots in such a dull environment and was great to see you.

Owen Turner keep me on my toes all day.

Very well done to Brian Sharpe, top drive to keep in front of us chasing for FTD.

Me 2nd o/a, I'll take that



Ben Dawson - It was a cracking day and thanks to Ian for letting me have a go in the banana.

Testament to the man, a great car, built by a great bloke.

Thank you to all the marshals for braving the weather.

Liz Jordan - Congratulations to all the Maidstone & Mid Kent Motor Club members who competed at this new event. Well done Brian Sharpe for FTD!

Evening Grass Autotest 14th July

The Covid -19 test Centre has at last gone from Headcorn Aerodrome so the 14th July saw us back there again after 18 months away. Problem was it had been raining again so Clerk of Course Brian Sharpe had to adjust his tests to avoid the wet bits. An entry of just 20 meant we at least did not carve up the field in what turned out to be beautiful sunny evening. With Brian Sharpe Clerking, Toby and Dave Cook were set to fight for FTD. After trading places throughout the evening, Toby won out by 3.5 seconds. Class A went to Grahame Standen by 5 seconds from Chris Smith. Literally in a class of their own, Brian allowed son Tom to take Class C honours. The normally well supported BMW Class D was this time a straight fight between Alan Steadman and Chris Penfold with a number of the usual suspects absent.

The MX 5 class was headed up by Josh Smith with Des Crocker second. Ben and Ricky Sinclair who have been campaigning their trusty Reliant SS1 all season were somewhat out classed by the MX brigade but Ben has definitely got the measure of his father now. Having destroyed the gearbos in his Silva Steve Stringer decided to have ago at doing the same in his VW Passat but put up some very credible times in such a large car.

The Junior Class was left to Ryan and Drew to fight for honours with the other usual juniors protagonists absent. On this occasion Ryan took first place.

Rally Reports

Brawdy Stages

Back in 2018 my old driver Philip Atkinson called me up to say he had an Escort bodyshell and wanted to go rallying again after a 10-year layoff. Our previous team manager 'Jumping' Jeff Williamson had retired so I volunteered my services as his replacement.

We needed a co-driver, preferably someone lightweight as an Escort is quite narrow, and at the club Christmas dinner I nabbed Trevor Gilks and got him to sell us his granddaughter Louise, I'm sure as she wasn't quite 18 then that some law was being broken.

The original idea was to build the car as a Mexico, but when the engine failed to produce the power we needed another plan was hatched. Philip and I had rallied together in both Avengers and a Mk1

Lotus Cortina, sitting on a shelf was a spare twin cam, the early rally Escorts had the Lotus engine so let's build a 1600 Twin Cam.

When did you last see an Escort Twin Cam on a rally? Well, we know why, it's a bit snug fitting the engine in, it had to be dry sumped as you can't get a big wing sump for love nor money, and everything is a struggle.



We managed a few events in 2019, and Louise stepped up to the mark brilliantly as co-driver. We rebuilt the engine when the head gasket blew on the Red Kite Stages (well it had sat on the shelf for 10 years) but by year end we were starting to understand the beast.

2020 as we all know was a write off. 2021, and it's off to Brawdy in Pembrokeshire for our first rally, on tarmac, and the first round of the HRCR Stage Masters Championship. As we all stood under the gazebo watching the biblical amount of rain falling a question had to be asked. 'Philip, when was the last time you did a tarmac event?'

'Oh about 12-13 years ago'

'And in the wet?'

'Maybe the Lindisfarne around 2004'

Brawdy is probably very nice on a sunny day, but not in the rain with an occasional sea mist coming in to make it difficult to see the other side of service.

New car, different tyres, rusty crew, what on earth could go wrong.

SS1 was uneventful but slow, tyre pressures all wrong, so much for testing then. SS2 was initially faster as we sorted the tyre pressures but a trip to the scenery and being pushed out by marshals dropped at least 45 seconds.

Now grip was improved the next complaint from the driver was fading brakes so harder pads were dropped in and the rest of the event was just a learning curve, apart from a small nudge to some tractor tyres on the last stage.

Seeded 75 we finished 38th and second in class (Ok so there were only two in the class) but now at least we have a setup for Philip and Louise for the Isle of Man, if we can find where we wrote it down.

Nicky Grist

We arrived at Builth Showground for the Nicky Grist Stages with the "forest axle" fitted and ready for the event. Everything had gone like clockwork, and we were hopeful for a good run.

Saturday morning up bright and early and after an excellent breakfast at our hotel we arrived ready for the day. Louise and Philip slipped into the car and after a quick last-minute check we waved them off to the first control and out to SS1.

We settle down into the service van and setup our iPhones and projector to watch the live coverage of the stage.

They were broadcasting a live stream from the middle of the Stage and we watched for Philip and Louise to come through. The car in front, 230, appeared, wait for it any minute now, and we waited, and we waited, then Andrew Stokes appears, who was the car behind us.



No way had Andrew caught us in the first two miles of the stage, and if he has how do we live that down, oh the embarrassment!

The stage was still running so whatever has happened couldn't have been serious.



Then a WhatsApp arrived, 'Retired throttles more to follow' then a few minutes later, 'limping to Drivers'.

The gods of rallying like to penalise those who are too cocky, and the throttle bracket had sheared, and couldn't be fixed to more than slightly above tick over.

Five corners in and it was all over, but as they say that is rallying.

Gary Wood



UP and Down the A20

- Just when you thought it was all over Operation Brock is back again between Jnc 8 & Jnc 9.
- Is it true that they do not provide spare wheels and jacks with electric cars as you might crack the batteries if you jack them up?

Meet the Club Members

Name: Lyle Carthcart

First joined: June 1960

Current role in Club: Director and President

When and how did you first get involved in motorsport?

Having passed my driving test, I obtained a 1928 Austin 7 and watched local motor sport events with friends, including a Mike Butler whose family were into Rallying and Autocross. We kept in touch during National Service, and I joined MMKMC when I returned back to Maidstone. I then discovered my father was a founder member of the Club in 1935!



What was your first competition car?

A 1960 Morris Minor Traveller and a Hillman Minx Estate, both of which were daily driver cars. Then a Sunbeam Rapier and Triumph Herald Coupe followed by a Hillman Minx and a succession Hillman & Sunbeam Imps to a Vauxhall Magnum and Opel Kadet. These last two being the first dedicated cars for motorsport albeit my wife used them as “shopping cars”! I have always been prepared to use any car available whether suitable or not!



How many competition cars do you currently have and what types of events are they used for?

1966 Volvo Amazon Ruddspeed and 1974 pre-production Vauxhall HP Firenza [Thruxton Droop Snoot]. I am currently “retired” from competition and cars only used for gentle Tours etc!

What types of events have you competed in over the years?

Road & Stage Rallies, Autotests, Autocross, Sprints, Slaloms, Sporting Trials, Production Car Trials, Hill Climbs, Economy Runs and the infamous Caravan Road Rallies!



What is your most memorable event/events and why?

Winning outright the 1976 International Caravan Road Rally against stiff opposition from “works drivers” including Roger Clark, Tony Pond, Andy Dawson, Colin Grewer, and Colin Malkin etc. I competed on Caravan Road Rallies as a “works” team member using outfits supplied by manufacturer Caravans International [1969-73] and Lee Davey Caravans [1975-6]. Initially entry numbers were up to the mid hundreds but latterly fell into the sixties due to the events including forest special stages which put off private owners, with the Caravan manufacturers then employing professional motor sport crews. The Caravan Rallies were effectively a full blown road rally with the caravan hanging on the back! Much time was spent practicing each year to make the outfits handle at speed into the 90's but we never managed to break the 100mph mark! “Yumping” the outfits through a forest at 80mph plus could be quite entertaining! The events also included a race at the circuit where the events were based



which produced spectacular racing. Although we managed to finish all the event's they were not without some dramas such as serious damage to the caravan when using a Range Rover. This occurred after hitting some overhanging trees which necessitated roping the caravan together and another when I put the caravan on its side at Castle Combe circuit which we righted in record time and were still not the slowest on the stage! Being a Team member had the advantage of all event expenses being paid for and we were allowed to keep the prize and bonus monies when winning.

The Mobil Economy runs were organised in UK and several countries as a way of demonstrating how economical a car could be when driven in many varying road conditions. For the 1966 event I teamed up with Club member, John Parham, using a factory supplied Hillman Imp. The event started and finished in London and covered over a 1000 miles into Wales and the Lake District and we achieved the best overall performance at 54.37 MPG. Every car carried an RAC Observer to ensure the strict rules were obeyed. The last night of this event was just like a normal road rally having to drive flat out to maintain the strict time schedule. This event was not without incident when we put the Imp on its side in Yorkshire and John and I got out and righted the car forgetting the RAC Observer in the back – he

was not amused! I did several more Mobil's but without the success of the first event.

The Scottish Rally, Welsh Retro, Le Jog, Three Castles, and European events especially the Poppy Rallies in Belgium using closed public all have great memories. Road rallies in the south east during the 60s and 70s almost developed in to road races as cars became more powerful with organisers continually trying to make keeping on time more chaneling with many one minute sections which ultimately were disallowed by revised regulations. The Kent and Sussex Downs and the



Marshes have some of the best roads available for rallies but unfortunately the ever increasing population has created more and more opposition to “unsociable” road rallies.

I have been extremely lucky and privileged to have had some top expert co-driver/navigators in the “hot seat” including Mike Butler, Roger Kemplen, John Jensen, Andy Gibson, and then especially Mike Cockle for over fifty events both in modern and classic cars has been a great experience with very satisfying results! Having an expert co-driver is vitally important to achieve a result as the driver just has to do as he is told! We did have our moments, but it was Mike’s saying “you put it off, you get it back on again” which kept us on the road - most of the time!



MHMC GRASSHOPPER RALLY 1968 (47)

What do you consider your greatest achievement and why?

In addition to the above the enjoyment of motorsport both as a competitor and organiser for the last sixty years.

From your experience what advice would you give to other club members?

Have a go at as many types of events as you can especially Autotests which teach you car control. Never give up and always be prepared to learn from others. And, most importantly, enjoy your motor sport and the comradeship, and always be thankful and respect the organisers who run the events for you.



From the Club Archives

from KENT DRIVER JANUARY 1977.

METRIC TIMES - an RAC Release to clubs.

As doubtless you will have read in the National Press, from midnight on 24th January 1977, the whole of Great Britain (except the Isle of Man) will be converted to metric time.

From that date there will be 10 seconds to the minute, 10 minutes to the hour, 10 hours to the day and so on, delineated according to the following table:

<u>Old time</u>		<u>New time</u>
1 second	-	1 milliday
1 minute	-	1 centiday
1 hour	-	1 deciday (or millimonth)
1 day	-	1 day
1 week	-	1 decaday
1 month	-	1 hectoday
1 year	-	1 kiloday

The fortnight will be withdrawn.

Obviously, from the organisation standpoint, due to the fact that one new hour only represents 5/12th of an old one, events might be expected to have longer hours, viz. $3\frac{1}{2}$ decidays or millimonths per day. However, as this is inconvenient for events, it is proposed to shorten the lunch break by 2/3 of a new hour.

It is not expected at first that any compensatory uplift will be made to events except in the case of leap kilodays, where adjustment will be built in at the end of the Hectoday every 1.46 decamonths. Rallies that are held by a club hectodaily can continue, and will not be affected, but superkilodayuation rallies will be adjusted accordingly by the RAC.

A further bulletin will be issued but if difficulties are experienced with timing events due to using the old 24 hour clocks please contact head office.

Other notes:

If a marshal was entitled to claim 12 events towards his clubs aggregate award table he will now be entitled to 120 decidays or one Hectoday plus 20 decidays for every hectoday over and above 20 kilodays from the 10th deciday of the previous kiloday.

As a point of interest the Queen's birthday will accordingly be reduced to 5 decidays (6 south of Birmingham) but 10 demidecidays will be added, where relevant, to the Christmas break which will be moved, after 27 hectodays to the Autumn Bank holiday to take advantage of the longer shopping decidays. The Autumn holiday is cancelled. The term 'a month of Sundays' is not to be used on official documents. The correct term will be a 'hectoday of decidays'.

During the year the RAC will issue a questionnaire to clubs so that a full review can be made on the benefits gained by metrication towards the sport as a whole.

2021 CLUB FIXTURE LIST

Event	Clerk of Course	Secretary of Meeting or Contact	Date
12 Car Rally	Liz Jordan	POSTPONED	January 2021
Annual Awards Evening via Zoom	Liz Jordan	Lyle Cathcart	16 th March
Annual General Meeting via Zoom	Lyle Cathcart	Liz Jordan	4 th May
Autotest Taster Day		CANCELLED	9 th May
Evening Autotest - Otham		CANCELLED	19 th May
Evening Autotest - Otham	Richard Olsen	Bruce Jenkins	2 nd June
Evening Autotest - Otham	Lloyd Covey	Bruce Jenkins	16 th June
Evening Autotest - Otham	Liam Carfrae	Bruce Jenkins	30 th June
Mike Jordan Celebration Tour	Liz Jordan	CANCELLED	3 rd July
Evening Autotest - Headcorn	Brian Sharpe	Bruce Jenkins	14 th July
Lydden Co-pro Sprint	Barry Morris / Josh Bennett	Simone Cornish	17 th July
Summer Slalom - Hole Park	Andy Jenner	Andy Jenner	1 st August
Club Visit to Hole Park	Bruce Jenkins		1 st August
Evening Autotest - Headcorn	Ben Dawson	Bruce Jenkins	11 th August
Wings All Day Autotest – Headcorn	Jim Pullar	Bruce Jenkins	22 nd August
Kent Forestry Targa Rally		Toby Groves	18 th September
Tyrwhitt Drake Trial	Andy Jenner	TBA	26 th September
Brian Lewis Trial	Tom Thompson	TBA	31 st October

Other Club's Events

Brands Hatch Stages		CANCELLED	16 th January
Tendering & Clacton Rally		CANCELLED	24 th / 25 th April
Blackpalfrey - Hughes Rally			21 st August
Tuinbridge Wells – Wells Run			19 th September
Blackpalfrey - Tour of Kent			3 rd October

JULY 2021

ATA Carnet for Dummies

Introduction & Disclaimer

This guide is written on the basis that the most important bits, leaving and returning to the UK, none of us have any experience with yet. To help understand what is known, theory, or hope sections are colour coded, green for fairly certain, amber/gold for best information and red for pure theory.

The intention is to upgrade and reclassify information as we gain experience. Please note date and version number of this document.

As government guidance changes with the wind and many parts we do not yet have direct experience of the author cannot be held liable should you incur extra cost, have goods seized or be arrested and sent to Devils Island as a result of this document.

Why do we need this?

As we are no longer part of the EU we no longer enjoy free movement of goods. The ATA Carnet is to ensure you do not export spares and service items by recording what you take out and make sure you bring it all back. The insurance is to cover any VAT or duty due should you break the terms of the Carnet.

Duplicate List?

A number of forums are discussing the use of a “duplicate list” which I think is Form C&E1246. You can find out more information here,

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/946392/CE1246.pdf

You will need to have a EORI number, but also a customs declaration must be completed, and any financial security must be given which may be required by the country to which the exporter takes the goods which is what the ATA Carnet does anyway.

Where do I get my Carnet?

Motorsport UK has secured a special deal with the Greater Birmingham Chambers of Commerce (GBCC) for Motorsport UK members of a fixed price processing/arrangement fee of £240+VAT. This is discounted from the standard fee of £330+VAT that non-members of the GBCC would pay.

The second part of the fee is the Premium. This can either be a refundable deposit of 40% of the vehicle's value or a non-refundable insurance premium to cover the 40% proportion of the premium.

Greater Birmingham Chambers of Commerce Carnet Specialist, Jonathan Crosbie, can be contacted by Motorsport UK members on 0121 274 3217.

To access the Motorsport UK ATA Carnet discount with Greater Birmingham Chambers of Commerce, please reference your 2021 Motorsport UK competition or entrants licence number and the name in which it is registered when applying.

What is required?

Carnets are applied for through an electronic portal called 'E-cert' and processed and posted out next day delivery or made ready for same day collection.

The Greater Birmingham Chambers of Commerce have published a guide.

<https://www.greaterbirminghamchambers.com/media/888968/carnet-guide-jan-2021.pdf>

Before starting to enter the Carnet you will need to know

Holder Name and Address – In this box you enter the name and address of the owner of the goods.

Represented By - If you are not in the service barge then this need to be a responsible member of your crew who is.

Intended Use of goods – Amateur motorsport events, service, and repair equipment.

Destination and Transit Countries – EU will cover the whole of Europe inside the EEC.

Then a list of what you are taking.

All equipment should have a full commercial description (ie SGS 1.5 Ton Aluminium Trolley Jack) including Serial numbers (where available). There are separate columns for quantity, weight (approx weight in Kg), Value (typically you declare the value at which it would cost you to replace the item in question) and finally a column for the 2-digit ISO Country code (ie CN for China, DE for Germany, UK for United Kingdom) The system automatically generates a gross weight and a total value of goods at the bottom.

Best to have this on a spreadsheet ready to enter.

The Rally Car?

Best information at present is as the rally car is road registered and has a V5 it does not need to be on an ATA Carnet.

You should also have an idea of how many events you may do in a year, so you have sufficient vouchers in the Carnet – See Leaving the UK.

How do I apply?

You will need to setup an eCert account at www.ecert.sgs.com and select Greater Birmingham Chambers of Commerce as you chamber of commerce. They say your E--Z cert account will be approved within a few minutes and then you are good to go. Applying for the carnet involves completing an electronic template. Once the premium and Carnet fee are paid you should receive the document withing a few days. I would not apply any later than 10 days before departure unless you are willing to pay extra for the next day service.

What does my ATA Carnet look like?

The carnet is made up of the following sheets which always remain in the carnet; these permanent pages are numbered in the bottom right-hand corner:

Page 1 – This is your green cover sheet which includes your details, the details of who can use the carnet, the intended use of the goods covered by the carnet, the carnet number, and the expiry date. Your carnet lasts 12 months.

Page 2 – This is the yellow counterfoil. This always stays in the carnet and acts as your record of the goods movements out of and back into the UK. Customs will stamp and sign this as and when you leave or arrive back in to the UK.

Page 3 – This is the white counterfoil. This always stays in the carnet and acts as your record of the goods movements in to and out of overseas countries. Customs will stamp and sign this as and when you enter or leave their country.

Page 4 – This is the blue counterfoil. This only appears in carnets where you are travelling by road and need to transit through countries that accept carnets on route to your destination. This will be stamped in to and back out of the country you are transiting through as you enter and leave.

After this are a multitude of removable vouchers which act as Customs record of the carnet and the movement of the goods. These pages are coded in the bottom right-hand corner as exp, imp, re--exp, re--imp or tra

exp – This is the yellow Exportation voucher and is stamped and removed by customs when the goods leave the UK.

imp – This is the white Importation Voucher and is stamped and removed by customs when the goods enter the overseas country you are visiting.

re--exp – This is the white re--Exportation voucher and is stamped and removed by customs when the goods leave the overseas country you are visiting.

re--imp – This is the yellow re--Importation voucher and is stamped and removed by customs when the goods return to the UK.

Leaving the UK

As soon as you receive the carnet sign Box J of the green cover sheet.

Prior to your goods leaving, UK customs must make the carnet a “Live” document by stamping and completing Box H of the green cover sheet. Currently you do that at the Inland Border Facility at Sevington. It is best to book an appointment online at:

The diagram shows the A.T.A. Carnet (Green Cover Sheet) with the following sections highlighted by arrows:

- Box A:** Holder and Address (Your company details go here)
- Box B:** Represented by (Unique Carnet Number and expiry date)
- Box H:** Certificate of Origin (UK customs complete and endorse here)
- Box I:** Chamber Stamp, signature and Issue Date
- Box J:** Signature of Holder (You sign here)

<https://www.gov.uk/government/publications/attending-an-inland-border-facility/attending-aninland-border-facility>

More details on access to Sevington here:

<https://www.gov.uk/government/publications/attending-an-inland-border-facility/sevington-inlandborder-facility>

UK Customs will stamp and complete the first Exportation section of page 2. They will also remove the first yellow exp. voucher and expect you to sign and complete boxes D, E and F of this. This makes the Carnet Live.

A.T.A. CARNET / CARNET A.T.A. Form page 2. Red number 1 is placed over section D (FOR ISSUING ASSOCIATION USE / EXPORTATION VOUCHER NO.). Red number 4 is placed over section E (FOR CUSTOMS USE ONLY / RE-EXPORTATION).

Our proof of your trip. Never leaves the carnet

- 1 – Exportation. Stamped By UK Customs when you leave
- 2 – Importation. Stamped by overseas customs when you arrive
- 3 – Re-exportation. Stamped by overseas customs when you leave
- 4 – Re-importation. Stamped by UK customs when you return.

A.T.A. CARNET / CARNET A.T.A. Form page 3. Red number 2 is placed over section A (HOLDER AND ADDRESS / RE-IMPORTATION VOUCHER NO.). Red number 3 is placed over section B (REPRESENTED BY / RE-IMPORTATION).

When you arrive in your destination country you must locate customs, who will complete the first importation section of page 3. They will also remove the first white imp. voucher and expect you to sign and complete boxes D, E and F of this.

A.T.A. CARNET Form page 3. Red number 1 is placed over section D (MEANS OF TRANSPORT / FOR CUSTOMS USE ONLY / RE-EXPORTATION).

Used when leaving and returning to the UK.

Area marked in blue which you need to read and complete while at customs.

Customs stamp and endorse the form at the same time as completing the counterfoil and remove these vouchers for their records

A.T.A. CARNET Form page 3. Red number 4 is placed over section B (REPRESENTED BY / RE-IMPORTATION).

Coming back to the UK

Once your visit is complete you **MUST** make sure that you get the goods stamped out of the country correctly. When leaving, locate customs at the relevant port/airport and they will complete the first re-exportation section of page 3. They will also remove the first white re-exp voucher and expect you to sign and complete boxes D, E and F of this. (if you are heading straight to another carnet country without returning to the UK first then you will repeat steps 4 and 5 with the next sequential vouchers/sections of pages 2 and 3 until ready to complete the next step)

Our proof of your trip. Never leaves the carnet

- 1 – Exportation. Stamped By UK Customs when you leave
- 2 – Importation. Stamped by overseas customs when you arrive
- 3 – Re-exportation. Stamped by overseas customs when you leave
- 4 – Re-importation. Stamped by UK customs when you return.

Used when entering and leaving an overseas country

Area marked in blue you need to read and complete while at customs.

Customs stamp and endorse the form at the same time as completing the counterfoil and remove these vouchers for their records

When returning to the UK, customs will stamp and complete the first re--Importation section of page

2. They will also remove the first yellow re--imp. voucher and expect you to sign and complete boxes D, E and F of this.

If that is the only trip you are using the carnet for then once returned to the UK the Carnet should be returned to the address in box b of the green cover sheet

If you are using the carnet for multiple trips then you will repeat steps 3--6 but using the next exp/imp/re--exp/re--imp sections of pages 2 and 3, and the next sequential vouchers.

Problems

Box H of green cover sheet not endorsed by UK customs – As mentioned previously, the stamping of this box makes it a “Live” document. Without this endorsement overseas customs can, if they wish to, refuse to accept it as a legitimate document, and refuse to allow your goods to enter the country.

Goods not stamped out of overseas – It is extremely important that you always get your goods stamped out of the country you have visited. If you fail to get the goods stamped as a re-export, then it is imperative that you get the goods stamped back into the UK correctly. If you do not get the goods stamped out, then customs will eventually make a claim for full duties and taxes against the items covered by the carnet as they will operate under the assumption that the goods never left. Now, as long as you get the goods stamped back as a re-importation into the UK then you can counter this claim as you will have proof that the goods returned.

Taking less items than covered by the Carnet – You can take as few as the items covered by the carnet as you want as long as you tell customs about this. If you are taking fewer items, then it is imperative that you tell each customs official you deal with at every point of the journey which items you are bringing, and they will log this on the carnet. If you do not tell customs, you run the risk of them incorrectly logging that you have imported every item into their country, and when leaving their country, the goods in your possession will not match what their records show, and they will assume you have left items in their country/sold the items and may demand duties and taxes.

Taking items not covered by the carnet – You cannot add items to a goods list on a carnet once it has been issued. If you try to bring items with you not covered by the carnet then you run the risk of having them seized by customs. Any items not covered by the carnet should either have their own carnet or should be accompanied by an invoice for customs purposes only and a potential deposit will be required to be lodged with whatever country you are entering.

Finished with the Carnet.

When a carnet is finished with it should be returned to the chamber of commerce at the earliest convenience. This will allow them to examine it for issues and get the ball rolling as soon as possible with regards to any errors they spot.

When they receive the carnet, they check to make sure it has been stamped and used correctly. If used correctly, they will notify they have received it and its discharged.

If there are issues with the carnet then they will notify you. The most frequent issue is if there is no proof that the goods left overseas (i.e. the re-exportation and re-importation vouchers have not been stamped). They may advise you to contact HMRC ASAP to get them to visit your premises, inspect the items covered by the Carnet and issue a document called a Certificate of Location. As long as it is issued during the validity period of the carnet then this acts as definitive proof that the goods left overseas. For claims closed off using this, overseas customs will enforce a regularisation fee/admin penalty of between £80--£150+VAT, so it is ideal that you get the carnet stamped correctly.

Customs have around 33 months from the issuing date of the carnet to make a claim against any issues. Most of these can be closed off by presenting evidence (scans of the re-importation section of Page 2 or a Certificate of Location will usually suffice) but in cases where the carnet has not been returned in a timely manner/lost after returning to the UK there is the potential that full duties and taxes will be claimed against all items covered by the carnet. This is why it is very important you get the carnet stamped properly and returned as soon as possible.