

DRIVER PROFILE – RICH JENKINS

I've been into motorsport for as long as I can remember. Some of my earliest memories are of watching the scrambling and rallycross on Saturday afternoon World of Sport, and growing up watching F1 with Murray Walker and James Hunt.

I started racing with arrive & drive karts, initially indoors and then outdoors on Honda twin Pro-Karts.

Around this time I was working for a large engineering contractor and managed to wangle my way onto a few corporate entertainment events at Palmersport. My 'claim to fame' is I once had Lewis Hamilton as my instructor!

I then discovered Club 100 arrive & drive karting, which used TKM karts with 100cc 2-stroke engines.



I raced in the series for about 4 years but started to think about having my own kart to tinker with in between races. However the budget to be reasonably competitive in karts was surprisingly high, so I looked at car racing and found the 750MC had a number of cost effective series.

I thought Locost looked good, and as someone was selling a part-built car not far from me I took the plunge. When I got it back home I discovered it was more part-built than I'd first thought, and the home-built chassis was decidedly banana shaped, so I had to replace it with a manufactured chassis and then started the build.



Two years later in 2006 I was in the assembly area at Mallory for my first race. It was bitterly cold and then started snowing, and I briefly wondered if a saloon car would have been a better choice!



In 2007 I thought I had taken my first win at Lydden when there was a coming together at the front which I managed to dodge and take the lead, and then take the chequered flag! Unfortunately there had been a red flag and I was put back to 3rd on the countback. However I did manage to make “quotes of the week” in Autosport.



I finally managed to get my first win at Donington in 2011, diving up the inside at the Esses on the last lap after a typical Locost slipstreaming battle.



The following year started well, notably with a double win and fastest laps at Brands Hatch. Unfortunately just before the season mid-point at Donington I ruptured my Achilles tendon playing 5-a side football, which brought my season to an abrupt end.

During the following years I was busy with work and a house move, so was only able to race for part of each season, until 2018 which I decided it would be my last in Locost as it was time to take on something new.

Talking to ex-Locosters Ed Pither and Mark Glover convinced me that 750 Formula would be a good move, and having aerodynamics and slick tyres to learn about would be an interesting challenge. Fellow Locoster Rich Dixon was also ready to move to a new series, so when we saw Max Sheppard's car for sale we agreed to team up and buy it as a joint project.



The car needed repairs to the chassis and bodywork but, after a bit of fettling and change of colour scheme, we had our first season in 2019.



We alternated during the season, one of us would drive and the other mechanic, while we started to learn about the car and the series. We had a few issues but learnt a lot, and there's lots of development we still want to do with the car.



The plan is to build a second car but with a transverse engine layout, and hopefully it will be ready in time for the 2021 season.