

**Name:** Richard Dixon      **Current 750 Formula Car:** Sheppard RR02

**Starbucks have a lot to answer for....**

Sat with Sue (my lovely and very patient wife) in Norwich Starbucks in late 2006, I tentatively broached the subject of "doing a bit of circuit racing". Initially a slightly shocking revelation, not that shocking when you consider I have been heavily into club motorsport for the best part of 40 years. Lengthy discussions ensued whereby I put her mind at rest with such classic nuggets as "it's not so expensive as you would think" and "I'm sure I'll get it out of my system in a season or two". I believe they were the only lies I told that day.

Shortly after I was collecting my first race car and trailer from Southampton. A Classic Stock Hatch Fiesta XR2 in a beautiful colour scheme of Turquoise and Pink. Unable to secure a sponsorship deal with My Little Pony, I decided to repaint the car in my Company Colours of White, Red & Black in readiness for the 2007 Stock Hatch Championship Season.

March 2007, and XR2 No 25 was lined up near the back of the grid at Mallory.



Although I was circulating well down the field, it is safe to say that the experience ranked well above anything I had done on wheels. Passing my driving test, passing my motorcycle test and drifting my dad's Viva HC through various North Yorkshire villages (with 'L' Plates and my mother in the passenger seat).

2007 was a massive learning curve with the fiesta, however, the class structure of the old Stock Hatch Championship meant that the older and slower Class B cars tended to miss out on the finals for the meetings and consequently didn't get the track time. Less and less Class B cars tended to come out to play. I therefore began a search for pastures new.

September 2007 saw me debut my new purchase, a 750mc Locost championship car at my local Snetterton Circuit. Entered in both the Final Championship race of the season and the Allcomers race, I was looking to make the most of it and get as much time on track as I could.



That winter saw another respray to the team colour scheme and away we endeavoured on eleven years of Locosting. Driving, running an arrive and drive team and generally making a nuisance of myself in the paddock, with the highlight being briefly leading a 38 car race, see below, and an overall second place at Snetterton (supportive quote from my dear wife "Oh, I didn't realise you were any good") and the low point being two accidents, one in qualifying and one in the race at the very next meeting at Mallory (she realised that maybe I wasn't that good after all).



Within this time, I also built and raced a Roadsports Puma, although great fun, it was found to be less than competitive in a difficult class (It got me on track - presumably helping "get it out of my system").



It is fair to say that my offering of a “couple of years to get it out of my system” may have been a slight underestimate.

The end of 2018 saw Rich Jenkins and I looking over the Formula 750 cars, with envious looks at slicks and aero and the potential to develop the cars. In the process of umming and ahing, we spotted an advert for Max Sheppards damaged car and decided to take a look at it.

Off we journeyed with our very sensible heads on and the very sensible attitude of “This is the first car we’ve seen so let’s not get carried away”. 45 minutes later I was on the phone to Sue (the wonderful, patient etc. etc.) getting her to transfer half of the money over to Max, Rich J doing the same. At this point I think I may have reminded Sue (my amazingly beautiful, bright and incredibly gullible wife) how incredibly cheap the formula was, and I am sure a couple of seasons of F750 will finally see this racing malarkey out of my system.



Since that purchase, although we have struggled with poor straight-line performance, the grin factor has been immense, and we've enjoyed every outing. The 750F paddock is a friendly and helpful place. We shared the car between us in 2019 and I left the 2020 season to Rich J as I had started the build of Chassis 002. It's been a slow process with my starting a new business in Jan 2020 and being thrown into lockdown almost immediately giving the usual "lots of time and no money or have the money too busy, no time.

Currently the build consists of a complete chassis, various body panels, front suspension & brakes, steering and various other assorted parts however with a prevailing wind, we should see Sheppard RR02 joining RR01 on track in 2021.

Looking forward to joining you again on the grid this year.

Rich D

P.S. still think we have the best-looking car on the grid (I am slightly biased).

