



**Age:** 18. **Lives:** Sutton Coldfield, Midlands. **Career:** 2004 EuroBOSS champion, 2002 F3000 EuroBOSS champion; 2001 circuit race debut

# SCOTT MANSELL

## **How important is it for you to have been selected for the McLaren Autosport BRDC Award finals?**

Massively important. Taking the route that I have, it's a good chance to prove myself against other drivers on the ladder to Formula 1. I'm more of an outsider in that respect. I wasn't sure whether I would be in the running to get in, but as it happened, I did.

## **How well prepared were you for the final?**

I haven't had much experience in Formula 3 cars. I did a test in the dry at Pembrey, but with it being wet, it's difficult. There is a definite technique, which is quite a long way off what I've been doing, whereas I was more confident in the DTM car because it's very similar.

## **How much of a challenge is it to jump in and out of three such varied cars?**

It's just the limited amount of laps that makes it



difficult. There's so much to take in, but I didn't have a problem stepping into each car. Once I had an idea of what the cars could do on the first day, I could push a lot more on the second.

## **Which car made the biggest impression on you?**

The DTM car is astonishing. We have to learn so much without having much time in the car, but the Mercedes is a great machine. It's not every day you get to test an F3, DTM, and British Touring Car Championship car all together. All of them have been amazing to get in and drive.

## **How have you dealt with the pressure of the evaluations?**

I quite like the pressure. It's strange really because, although it's so competitive, it's not a race. It's more like high-pressure testing. It's good in that respect, but it is unusual because you're not racing against anyone. All the drivers are in the same boat, and I've just tried to stay as calm as possible.

## **What is it about you that will give you the edge in winning the competition?**

The DTM car has a lot of power, downforce and is very high-speed, plus it's flat-bottomed, so I should have been quick in that because it's what I'm used to. With F3, I'm a smooth driver, and the technique is for minimal input, which I'm developing. People say it's difficult to step down in power, but I've got to know the cars quickly.