

GREAT SCOTT!

Penthouse interviews Scott Mansell



on the EuroBOSS series and his championship ambitions

Are you a distant relative of a certain Nigel? (Bet you've never been asked that.)

I get asked that by nearly everyone I meet! Unfortunately I am no relation to him, although he also comes from my hometown, Birmingham.

Who were and are your racing idols? Who has influenced your style of driving the most?

I think most people are influenced by the drivers they grew up watching, I remember watching Senna from when I was really young and thinking how great he was. I also respect my father a lot, he is very good in saloons.

How easy is it to start racing, how did you start and who can you contact to find out more?

then will need to take a practical and theory test, have a medical, and then get their licence.

You are racing in the EuroBoss series, can you tell us more about the format and the cars involved.

EuroBoss is a UK based championship, also with rounds in Germany, Belgium and France. The championship is for F1 cars, F3000 cars and Indycars, up to the end of 1997. The maximum engine size is 4 litres.

Is it true you are driving Jean Alessi's old Benetton? How did you get hold of it and how do you keep it running?

Yes, Jean Alesi drove it along side Gerhard Berger in the '97 championship. The car was bought from F1-sales.com, who were the agents for Benetton before Renault took over.

help to keep everything together and running well.

What are your hopes for the new season? What areas of your driving do you need to improve most?

Obviously our main aim is to win races, be consistent and hopefully win the championship. The sheer speed, (around 0-100 in 4 sec), and stopping power means that everything is very condensed when driving. This means that thinking and reaction times are more critical than in any other formula I have driven in previously. I also need to work on my fitness and stamina, as the G forces and stress upon the body are massive.

How do you feel you are progressing?

I was fortunate enough to compete for one race in the Benetton last year and I believe I did the best I could, (a 2nd and a 3rd) considering that I had little time in the car previously. Having said that, I also believe there are some areas in which I can improve and get some more time from the car, this should come through further experience.

What is your ultimate career aim?

I think that to do well and win you have to believe in yourself. I do believe I can go a long way in motorsport and therefore my ultimate career aim will always be to be F1 world champion.

How difficult is the business behind the racing? Engineering, sponsorship, PR etc.

At this level and expense the amount of behind the scenes work is very intense. However the more work that goes in, the better the chance is of me winning, so all the hard work should be worth it. Only the end result of the race weekends will show how true this is.



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I started racing as a natural progression from my father. I have grown up at race circuits, and it was a very natural thing for me to do.

I had my first kart when I was 5 and began racing at 8 years old. People who want to start racing need to contact the MSA, and

The car would have been near to impossible to run with all of the Benetton computer software on it, so this was all removed and replaced with more manual equipment. The Renault engine was replaced with a Judd V10, which still has a very strong output of 740 bhp. A great team of race engineers