

How good is being a driver when it comes to pulling the ladies? (And being a young fella do they believe you?)

Ha! I don't really use it as a pulling technique. And as I am single at the moment it seems not to have helped much. But feel free to give my number

to any young ladies that should ask, (Do many women read your magazine, perhaps ask around the models?!).

You are hoping to do a business law degree. How are you going to combine studying for a degree and your racing aspirations?

The deal with my parents about studying and racing is that if I work hard I get to go racing. This is actually quite good as it motivates me to try and do well with my studies. It can become busy at times but my



Ford manufacturer, competing in the odd race.

What do you do away from the track to 'wind down'?

I like to go skiing, although this does not happen much. I also enjoy playing for my 5-a-side football team and going to the gym, which all help towards my racing stamina.



When is your first race of the season and if it is not in Britain when and where can we see you in action over here?

The first outing is a press and test day at Donington on March 23rd. Whilst the first race is at Silverstone on April 12th.

Thanks very much for your time Scott. We're looking forward to your race reports throughout the season.

For more info on Scott log onto www.scottmansell.com

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racing is easily worth it.

Which is your favourite track and why?

My favourite track is not a very famous one. It is Most in the Czech Republic, where I raced in 2002. There are some great corners there, fast and sweeping, including a 180 mph left kink, which takes full 'heart in mouth' commitment. There is little room for error and not much space if you were to go off, exciting stuff. Also the women there are really gorgeous.

What happens during your typical race day?

The start of a race day is always an early

rise. I get up, have breakfast with the engineers and head for the circuit. Once we're there I talk to the engineers about set-up, due to the changes that could have taken place in the night, such as weather. Then I go to sign on, so that I can compete in the race. Drivers Briefing follows shortly, where the clerk of the course goes over many issues with all of the drivers. Then it's back to the garage to prepare myself for warm up. I then go out, try different things with the car and try to set a quick lap time. After returning to the pits, we debrief the session, and I tell the engineers what is happening with the car and how I would like it changed for the race. There are usually 2-3 hours between warm up and the race. In this time there is usually a pit lane walkabout, interviews and time for some lunch. About 40 minutes before the race I find somewhere quiet to go and prepare myself for the race. I then get in the car, about 10 minutes before, and try to focus on the race. I then race, hopefully making a trip to the podium on the way back! After a goodbye to all the sponsors and clearing away, it is time to go home for a long bath.

What position did the team and you finish with in the last season?

Last year the team finished 3rd with London-based driver Max Wakefield. I was completing a test program with a Formula



EuroBOSS CHAMPIONSHIP 2004

23 March

General Test & Press Day, Donington Park, UK

12 April

EuroBOSS Super Prix, Silverstone, UK

09 May

EuroBOSS Super Prix, Donington Park, UK

22-23 May

CSMA Brands Hatch Classic, Brands Hatch, UK

03-04 July

EuroBOSS Super Prix, Lausitzring, GER

17-18 July

Zolder Super Prix, Zolder, BEL

28-29 August

Zig-Zag Super Prix, Donington Park, UK

18-19 September

EuroBOSS Super Prix, Brands Hatch, UK

09-10 October

Le Mans 1000KM, Le Mans Bugatti, FRA

ZIG-ZAG