



did not have time to change the 6th gear ratio, but I was still optimistic that we could improve our lap times from the morning's warm up.

Just before qualifying I noticed a problem with the steering, so it was a mad rush to find the problem and fix it. I was sitting in the car hearing all the other cars flying by doing their quick laps. This is one of the worst feelings someone can have, knowing everyone else was getting track time and I was not. After about 10 minutes though the problem was found and I went out. By the

end of the first lap I knew the set up was spot on and once the brakes were up to temperature I would be able to set a good

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time. I did three quick laps, all within 2 tenths

of a second, then came in to the pits. The times came out; I was on pole, 1.2 seconds quicker than second place. It had been a good



session and I was pleased with my performance and the car.

Starting from pole, I lined up on the grid with a wonderfully clear track in front of me. The five red lights came on. The adrenaline had taken over and I was ready to go. When the lights went out I dumped the clutch, and got an average start, with a little too much wheel spin. But I had held 1st and held my advantage through Copse, the first corner at Silverstone. This is the most exciting corner here, 6th gear with a little lift, probably 175-mph...Exciting stuff. I was pleased to see that I was 3 seconds ahead at the end of the first lap; I was pushing to try and get a large gap, just in case anything went wrong later in the race. And it did. After about 7 or 8 laps I

started to lose pressure in the clutch, this was making down changing hard, as without the clutch it unsettles the car. I had to brake earlier to fit the gear down changes in, and so the brakes were getting cold and working less effectively. I thought it was all going wrong, I was not quite half way through and we had a problem, I did not know if the clutch would last. I had to be as gentle with the car as I could and yet stay in front of everyone else. I was counting down the laps and they would not come down quickly enough! However, I managed to hang on and stay ahead, winning the race and setting a new outright lap record. Although my fastest lap was not as quick as it could have been, I was happy I'd broken the lap record and won the race. I was so exhilarated and relieved when I had taken the flag, I was ecstatic that all the hard work had paid off.

The Zig-Zag Mansell team did a fantastic job and I dedicate this win to them and everyone who has made this possible, my family, friends and sponsors Zig-Zag, Drayton Manor Theme Park and Penthouse UK. It is a bonus to secure the track record along with my first win and I cant wait to for the next round at Donington, my local circuit."

**Don't miss the next round of the**



**2004 EuroBOSS Championship, which takes place on the 9th May at Donington Park, UK.**