



PAUL RADISICH

■ FIA Touring Car World Cup, Donington Park ■ October 16, 1994 ■ Ford Mondeo ■ Winning title for second time



Radisich took second World Cup win in '94

THE ONE THAT stands out for me is the second FIA Touring Car World Cup I won. The Mondeo wasn't really the car that you wanted. We struggled all year trying to keep good tyre grip, and also the others had wings and all that sort of stuff [on the cars]. So when the Donington race came along, I didn't really expect to dominate the way that we did.

Also, during that race the third gear jammed up, so the rev-cut failed. I had to clutch it to get it in and out, and all of a sudden I was stuck in second gear – it was a sequential box, but the thing had just locked solid. I had no idea what the hell I was going to do to deal with it, and then to try to overcome the fact that the third gear had just seized in the shaft.

Obviously, that cost me a lot of time. I can't remember how much exactly, but I know that I had a really big gap over Jo Winkelhock's BMW, and all of a sudden it halved.

The final margin was pretty close – that gearbox problem really slowed me down by a considerable

"I had a really big gap over Jo Winkelhock's BMW, but suddenly it halved with the gearbox problem"

amount. With the sequential you normally just hold your foot flat and bang it through, but when it is sticking it wouldn't come in and out, so I had to use a bit of the clutch and a lot of force. Every time you had to change gear you're going, 'shit, I've got to change it' and you lose quite some time

thinking about the process. Never mind that, you're also wondering whether it's going to freeze up for good and put you out of the race. Each lap I thought it was all over.

That weekend Michelin had come up with a different batch of tyres, and they really suited the Mondeo, plus the fact that I knew

Donington so well meant that I could really concentrate on going through the tyre process to work out which would best suit the car.

I think that's what won me the race. I didn't have to work out what springs and rollbars and shock settings I needed, and that enabled me to really concentrate on picking the right tyres to suit our car.

From a 'race of my life' point of view it has to be that one. Not only because I won the title twice, but also because of the mechanical problems, and the fact that prior to that race, the car hadn't been the dominant force that it was the year before. **✎**

Paul Radisich was talking to Mark Glendenning

IN PROFILE



KIWI PAUL Radisich finished runner-up in domestic and International Formula Atlantic in 1983 and raced in British F3 before taking Gold Star and Formula Pacific titles in his homeland in '88. A second place at the Bathurst 1000 prompted a switch to tin-tops, and he became a star of the BTCC, winning six races and coming third overall twice, as well as winning the FIA World Cup twice. In '99 he moved to Australian V8 Supercars. He won eight races in the category, but retired following a heavy crash at Bathurst in 2008.

NEXT WEEK

Kenny BRACK

