



other car that shouldn't have liked the conditions, an AC Cobra, was well handled by Aidan Mills-Thomas and got the better of Tim Wright's Elan and the David Jarman-driven Datsun 240Z. Plenty of midfield scraps kept a damp crowd on its toes.

A healthy turn out of Formula 1 cars saw most marques of the seventies and eighties represented, though sadly, practice shunts accounted for both front row men, Richard Piper and John Fenning. This left the way clear for Richard Peacock in the Source-owned Tyrrell and the northerner didn't disappoint his sponsor's 250 guests as he led from start to finish.

Peacock was chased by Ted Williams who was having his best race to date in his Arrows, but the former Mauro Baldi car coasted to a halt when its electrics packed up. It was Tony Gordon's turn to pressure Peacock who had the disadvantage of running his spare engine which was some 60bhp down on his first choice unit. The ex-Laffite Williams tried everywhere to usurp him without success. Robert Baxter took third having just seen off the challenge from Urs Eberhardt who gradually outdistanced Andrew Wareing.

The entry for the FIA European Cup series was so big that two races were required, the first accounting for the older cars. To see Ferrari 250SWBs harried by a Healey and then physically assaulted by a Lotus Elite was pure magic. In charge of the Italian cars were Lindsey Owen-Jones and Fabrizio Violati while in the Healey Denis Welch was ably assisted by Elite driver Robin Longdon. It was Owen-Jones who made the running



Top: Lindsey Owen-Jones' Scuderia Campidoglio Ferrari 250 SWB homes in on Tim Burrett's Lancia. Left: Hans Peter (Tyrrell 008) and Fredy Kumschick (Lotus 81) enjoy a Swiss F1 battle. Below: Lolas, Chevrons and McLarens at Paddock.

