

A crucial witness

At the moment of the crash at the Place de L'Alma tunnel, London attorney Gary Hunter was in Paris with his wife. They were in their room on the third floor of the Royal Alma Hotel, at 35 Rue Jean Goujon. In an exclusive interview with *EIR* on Nov. 12, Hunter recounted what he heard and saw. At approximately 12:25 a.m., on Sunday, Aug. 31, through the open window of his hotel room, Hunter heard the sounds of the automobile crash inside the tunnel. He ran to the window. Hunter, contrary to initial accounts in the London *Sunday Times* on Sept. 21, had no line of sight on the tunnel, which was behind the hotel. However, he did see two cars turn left, onto Rue Jean Goujon, within less than two minutes of the crash. The first car was a dark vehicle, which was immediately followed by a white vehicle, which, he believes, was a Mercedes. The two cars sped past the hotel "at break-neck speed, almost reckless speed." Hunter told the *Sunday Times* that he thought they were travelling at 60-70 mph. The two cars were driving in tandem, "with the white car nearly on the bumper of the smaller dark car." The two vehicles sped up to the corner past the hotel, where there is a traffic circle. They sped out of sight. The strange behavior of the two cars, according to Hunter, "made me feel it may be linked to the crash sounds in the tunnel. . . . My initial thoughts were that these were people fleeing from something."

At the time he saw the two cars speeding past his hotel, Gary Hunter had no idea that the crash in the tunnel under the Place de L'Alma had involved Princess Diana and Dodi Fayed. He did not learn of their deaths until the next morning, and, as Hunter described it to *EIR*, he and his wife were shattered by the news. On Monday, the Hunters returned to London. By Tuesday morning, Hunter decided that "what I saw may have been important." He contacted attorneys for the al-Fayed family. They made an appointment to meet on Wednesday, which was postponed. They finally met, in London, on Thursday morning, and Gary Hunter told the lawyers what he had heard and seen. The attorneys assured him that his verbal account would be passed on to the French authorities investigating the crash. Indeed, on Friday, Sept. 5, Hunter was called by the al-Fayed attorneys, who confirmed that his account had been delivered to the appropriate French officials.

Hunter never heard another word from the French police for weeks. On Sept. 8, Hunter returned to Paris, where he was scheduled to give an interview to NBC-TV. While in Paris, he contacted the French authorities and volunteered to give them a statement. They refused to see him. Hunter told *EIR* that his decision to give an interview to the London *Sunday Times* was motivated by concern that the French refused to interview him. Two days after his interview appeared in the *Sunday Times*, he got a response—of sorts. The London *Evening Standard* published a story, based on unnamed sources in the French investigative squad, branding Hunter's story "ludicrous." The unnamed officials were quoted as saying that they were "tired of the meddling" in their investigation.

It was only *after* the Fiat Uno story was finally corroborated,

and Hunter's remarks picked up by other media, that the French authorities finally asked Scotland Yard to take a statement from him. That took place at the end of October.

Gary Hunter was, by no means, the only highly credible, impartial witness, who was treated shabbily by the French authorities. Frank Anderson, the California businessman who saw the Mercedes 280-S being pursued by other cars and motorcycles, offered to give a statement to the French police. For his troubles, he had his passport confiscated for 72 hours. Yet, the police never came to take a formal statement from him.

2. The death of Princess Diana

Meanwhile, back at the tunnel . . .

Henri Paul and Dodi Fayed both died instantly in the crash in the Place de L'Alma tunnel. Bodyguard Trevor Rees-Jones,

Gary Hunter: an eyewitness speaks out

Gary Hunter is an attorney with a London law firm. He spoke by phone with Jeffrey Steinberg on Nov. 12.

Hunter was in Paris, staying with his wife at the Hotel Royal Alma near the tunnel. He was in his hotel room when the crash took place.

"I heard the sound of the accident and I went to the open window of the room," Hunter explained to *EIR*. "I heard a car noise at the end of the road and I looked out the hotel window to the left. I saw a small, dark-colored vehicle completing a turn onto the road. It was immediately followed by a white vehicle—I am fairly certain it was a Mercedes."

Hunter continued, "They drove up the road in tandem at breakneck speed. The white car was practically on the bumper of the smaller dark car. They drove up to the top of the road, where there is a traffic circle, and they took a rapid right turn and they passed out of my line of vision."

Hunter said that the behavior of the two cars "really made me feel it might be linked" to the crash he had heard less than two minutes earlier from inside the tunnel. Hunter recalled, "My initial thoughts were that these were people wishing to leave the scene in a hurry."

The scene Hunter described took place at approximately 12:25 a.m. on Sunday, Aug. 31, 1997. Hunter and his wife went to bed, and they did not learn until they woke up Sunday morning that Princess Diana had been killed in the crash that Gary Hunter had heard. "Then, it all came down on top of me," Hunter recalled.