

### APPENDIX 3

#### QUESTIONABLE ACCIDENTAL WITNESSES

I must add Dr Mailliez and his companion, Mark Butt, to the below list – Mailliez because he contradicted himself so many times and Butt because of his statement about the paparazzi.

#### **Georges and Sabine Dauzonne**

Georges and Sabine Dauzonne were driving home in a Rolls-Royce sometime between 12.20 and 12.25. They had crossed the Place de l'Alma, above the tunnel, and were approaching the Avenue de New York portion of the Riverside Highway. They were about to join the road near the exit slope of the Alma Tunnel on the same side as the crashed Mercedes. As they passed the exit, they saw a white Fiat Uno that had apparently just left the tunnel. The old model white Fiat Uno was weaving about and backfiring. They saw a large dog in the back.

At the inquest, Georges Dauzonne said that on the 17th or 18th of September, his daughter called him and said they were talking about the paint of a white Fiat Uno on Princess Diana's car and he called the police again. However, in an interview with Hello Magazine in January 1998, Georges said he *read in the papers* that a Fiat Uno could have scraped or obstructed the Mercedes and that was his reason for calling the police again.

#### **Comment:**

His daughter could not possibly have known about the white paint on September 17th or 18th because it was not announced until October 3rd, nor could it have been seen in a newspaper. It was known that the police identified the rear light debris as belonging to a Fiat Uno, but the paint analysis was not concluded until October.

The Dauzonnes not only changed their description of the Uno driver, they also changed their minds about the time they saw the Fiat. Georges said the traffic was light 'especially at twenty past midnight'. He then was definite that it was half past midnight. His wife said, 'I'm practically certain it wasn't more than twenty past, or at the most, twenty-five past midnight.' Later, she said it was 'exactly 12:30'. Georges was definite at the inquest that it was 12.30. The time they said they saw a white Fiat Uno come out of the tunnel is crucial.

If, for example, it was at 12:20, that was before the crash, whereas, at 12:25, it would have been seen by the paparazzi and witnesses driving through the tunnel. 12:30 was much too late and meant the driver would have to have stopped in the tunnel for about eight minutes. A great deal happened in those eight minutes. For instance, photographers parked near the tunnel exit and the first police arrived at 12:30. Rat's driver, Darmon, stated that he stayed with his motorbike. Neither they nor any other witness saw a white Uno in the tunnel and they certainly would have if it had stayed that long.

On the other hand, Guizard left the tunnel in his Peugeot 205 at about that time and he told police that his silencer had come off. That was possibly the source of the backfiring.

The police only searched for a white Fiat Uno in the 78 and 92 Paris departments, and the Stevens Report says on page 704 that these parameters were based on the Dauzonnes' evidence. However, the Dauzonnes only said it was not registered in 75 and, in the same Hello Magazine interview, Georges said 'I couldn't tell you the number of the department'. The truth is that the driver could have been going to anywhere in France.

I have serious doubts about the Dauzonnes' entire story. There are far too many inconsistencies and dramatic changes. In addition, Georges did not tell the truth at the inquest when asked if he had received payment for interviews. He replied 'No'. His first was for Voici magazine, another was for Hello, and I read that his lawyer was asking for between \$40,000 and \$60,000 per interview from American, Italian and German publications. The Dauzonnes did not need to write a book about their experience as they were apparently doing quite nicely from magazine interviews.

## **James Huth**

Dentist turned filmmaker, James Huth, was staying in his mother's apartment at 40 Cours Albert 1er, about one hundred yards from the tunnel entrance. He was watching rushes of his first feature film when he heard the screech of tyres and then a 'shock'. Two seconds later, he heard another 'shock', followed by a third, stronger 'shock'.

His friend, Lionel Ronssin, had just left to move his car and was walking along the pavement outside. Huth went to the balcony and opened the windows. Ronssin shouted up to him that a car just went into the tunnel and there had been an accident.

Huth said he ran down to offer assistance and arrived two to three minutes after the crash. The Mercedes was smoking, the doors were still closed, the horn was sounding, and the airbags were open when he arrived. There were no other cars or motorbikes parked in the tunnel. Other pedestrians were arriving at the same time, mostly from the other side of the tunnel. Trevor Rees-Jones, the bodyguard, was panicking. He told him in French that help was coming. Then two men appeared and tried to open the rear door. Thinking they would try to move the injured, he stopped them and said he was a doctor.

Moving closer to assess the condition of the injured, Huth said he saw that Dodi's leg had a double fracture below the knee. He clearly remembered Dodi's jeans and a cowboy boot, but he did not see Diana. He then said that Dodi was at an angle in the middle of the car with his head in the front, but *he could not see his legs*. There were photographers taking photos with professional equipment. He described one on his side of the car as of European appearance, around 30, fairly tall and well built, wearing just a jacket, but Huth could not identify him later when shown photographs.

Huth went outside the tunnel and borrowed a mobile phone from a man in a Jaguar. Unfortunately, or conveniently, he described the Jaguar as having a temporary registration and could not remember the colour. He was told that the Pompiers were already on their way, but was asked to go back and describe the scene to help them assess the casualties. When he returned to the tunnel, he saw a man of North African appearance fighting with one of the paparazzi he'd seen earlier. The man was trying to catch the photographer's camera. He tried to calm them down. His description of the North African man was that he was rather thin and about the same height as the photographer.

He also described another photographer as Veres, who was wearing dungarees, but Huth remembered his face, rather than his clothes. When he'd finished talking to the firemen, he wanted to call the police, but an emergency doctor's car stopped on the other carriageway. By that time, the paramedics had begun to arrive so he returned the phone and went home. At the inquest, Huth said that Ronssin came back to his parents' flat and said that a woman told him Diana was in the car. He subsequently refused to give interviews.

Although the media reported that James Huth was one of the first witnesses to arrive at the crash scene, he could not have arrived sooner than 5 minutes after the crash. Huth said that the horn was sounding as he approached the Mercedes, but the Stevens Report says that the horn stopped as he approached. If the latter statement is true, he did not arrive in the tunnel until much later as the horn continued for some minutes.

Witness, Damien Dalby, tried to stop it, but could not and he only arrived at around the same time as Dr Mailliez. There were already quite a few witnesses at the scene by that time. This was the kind of contradictory detail that I was still struggling to explain in an understandable format.

## **Comment:**

Huth does not appear in any of the photos. The emergency services were on their way, so they didn't need to ask him for information. Also, he didn't need to leave the tunnel to borrow a phone as all the photographers had them and various calls had already been made.

At the inquest, he said he was not sure of the time frame and he was not saying he was the first one on the scene. When he returned to the tunnel with the borrowed phone, the man he says he saw fighting with a photographer was thin and as tall as the paparazzo. However, other witnesses described him as a great deal shorter and not thin at all. In fact, the photographer was Romuald Rat, tall and quite distinctive.

It's odd that at the inquest, Huth remembered certain details very clearly, but when asked about others, especially vehicles in the tunnel and the identities of the paparazzi, he said his memory was 'foggy'.

When asked if other pedestrians were there, he said, 'Yes, they were arriving. My feeling was at the same time as I was arriving... I think we almost all arrived at the same time.' He described Dodi as wearing jeans and cowboy boots, with a double fracture below the knee, but then said that he could not see Dodi's legs. He also said that he did not know Diana was in the car until Ronssin came back to his flat and told him.

The only call reported from a borrowed phone was by a woman and Gaelle l'Hostis made that after she had stopped a car outside the tunnel entrance. The time of that call was 12.25. There were various calls to the emergency services before and after that time, but nobody else was asked to describe the scene. There is also a swift change of mind about vehicles he might have seen in the tunnel.

Having previously said that he did not see any other cars in the tunnel, at the inquest Huth said that the car he could have seen was stopped outside the tunnel after the slope. It was 'of a clear colour, like white or something. Then the car went off'. However, his memory of it was absolutely not of a car getting out of the tunnel. This is one of his 'foggy' memories.

I became concerned about Huth's statement, as there were so many 'foggy' moments, conflicts and inconsistencies. For example, he said that as he finished speaking to the firemen, he saw Dr Mailliez arrive. He also said he recognised Laslo Veres, who did not arrive until around 12.30, shortly before the fire brigade.

By saying he thought almost all the witnesses arrived at the same time as him, I believe he was attempting to confirm that he was one of the first to arrive. He failed to mention the anonymous fireman, who was definitely one of the first to arrive, if not the first. He also failed to mention that Romuald Rat opened the rear door just before Mailliez arrived, or the fact that at least three of the paparazzi took photos of injured Diana in the back of the Mercedes while the door was open.

Nobody else mentioned a Jaguar parked outside the tunnel. Why would Huth not have asked the driver to make the call? The call to the fire brigade does not appear to have been logged by any of the networks. His evidence also conflicted with that of his friend, Ronssin.

Huth also said that another witness, Sebastien Pennequin, helped him to describe the scene to the firemen. Judge Stéphan confirmed this statement in his final report. The trouble is that Pennequin arrived in the tunnel with his brother, Damien Dalby, at about 12.24, shortly after Dr Mailliez. The Mercedes rear door was open, quite a few witnesses had gathered and most of them knew that Diana was in the car.

### **Lionel Ronssin**

Having just left James Huth's flat, he was walking on the pavement to move his car when the Mercedes, a dark S Class that entered the tunnel, caught his attention. It was travelling quite fast, but not as fast as was reported in the press. In his first interview, he described its speed as not too fast, around 120 to 130km/h (74 to 80mph), but he saw many cars driving much faster. Its speed did not seem dangerous. He heard three noises from the brakes and there was a shock each time.

He then said that a few seconds after the car disappeared from his view, he heard a major braking until he heard an impact. Then within a few seconds, he heard a second, more

significant impact, followed by a third, a little lighter than the second. The second was followed by the sound of the blocked horn. Asked at the inquest which lane the Mercedes was in as it entered the tunnel, he answered the left lane.

Immediately walking to the tunnel entrance, he saw the crashed Mercedes. He did not see any other vehicles in the tunnel. After he had taken it all in, he walked back to see Huth, who was on his balcony. Already we can see some conflict between his and Huth's statement. Having told Huth there had been an accident and that it was a Mercedes, Ronssin went and parked his car. He did not return to the tunnel.

Huth testified that Ronssin told him Diana was in the car when he returned to Huth's flat, so, although Ronssin did not say so, one must assume it was then. I'm surprised that the lawyers at the inquest didn't ask if it was then, or how long he stayed at the tunnel entrance before returning to Huth's balcony. The reason I would like to have known those answers is so that I could estimate how long Huth waited before he went down into the tunnel. Also, did the fact that Diana was in the car influence him to go.

### **Comment:**

If Ronssin's evidence was true, Huth was clearly not interested until Ronssin told him that Diana was involved. Other witnesses lost sight of the Mercedes before it entered the tunnel. The outpouring of smoke must have compromised his view beyond the Mercedes. French police or Operation Paget officers did not interview Ronssin.

### **Francois & Roselyn Levistre**

Francois Levistre said he was driving a hired Ford Ka with his wife, Roselyn beside him. His various stories were that he was in front of the Mercedes and then he was behind it. He told the Sunday People that he might have caused the crash by swerving in front of her car.

He saw a big bright flash as one of the motorbikes cut in front of the Mercedes. A motorbike passed him and exited the tunnel. A small white car overtook him doing about 130 kilometres an hour. He saw it all in his rear view mirror when he got to the tunnel exit. He stopped at the top of the exit ramp and the bike overtook him.

Later, he said he saw the passenger get off the bike and make a signal with his arms that meant 'job done'. Another part of his story was that no other cars could pass the crash because the Mercedes was across both lanes.

In a French TV interview, Levistre admitted reporting what other witnesses saw. He also said he found bullet cases in the tunnel the morning after the crash. His wife, Roselyn testified that a motorbike with two people stopped. Looking in her vanity mirror, she saw two people with crash helmets beside the Mercedes. The problem with this statement is that the Ford Ka in 1997 only had a vanity mirror on the driver's side. A passenger vanity mirror was not even an optional extra.

It is also virtually impossible to see the kind of detail they described from the top of the exit ramp. Unsurprisingly, although it provided yet more ammunition for the conspiracy theorists, the French inquiry discounted Levistre's evidence. I'll wager Levistre was not in or anywhere near the Alma Tunnel at all.

### **Jacques Morel**

This appeared in the London Evening Standard on September 30th, 2006:

'A key eyewitness to the car crash that killed Princess Diana has broken his silence to tell how he saw a dozen people at the scene moments before her death. Record producer Jacques Morel, 59, is convinced they expected to see her Mercedes brought to a halt by another car. Detectives working on the inquiry into Diana's death, headed

by former Scotland Yard chief Lord Stevens, considered his account so important that Stevens flew him to London and interviewed him for three days.’

It is not worth the time recounting his story because it is purely a concoction. What I will say is that various newspapers printed this garbage and the British police and the inquest wasted an astonishing amount of time, effort and money interviewing and questioning someone who was merely trying to cash in on that tragic event.