



TOM RUBYTHON

Tom Rubython is a well-known author specialising in the worlds of business and sport. Formerly editor of *BusinessAge*, *EuroBusiness* and *Formula 1 Magazine*, he also started the *Sunday Business* newspaper and, latterly, was editor of *BusinessF1*

and *SportsPro* magazines. He is now a book publisher and author and was recently appointed editor of *Spectator Business* magazine. He has also written about Formula One since 1999. After the immense success of his *Life of Senna* book, the biggest-selling third-party written driver biography ever, he and a team of researchers have, exhaustively researched the life of James Hunt. They remain convinced that, on - the basis of raw speed, James Hunt was one of the quickest drivers Formula One had ever seen.



JODY SCHECKTER

Jody Scheckter entered Formula One in 1972, a few months before James Hunt. In his first race, in a McLaren-Ford at the United States Grand Prix, he ran as high as third and never looked back. He joined Tyrrell-Ford for the 1974 season and scored

two wins in his first full year in the sport. He moved to Wolf-Ford in 1977 and onto Ferrari in 1979, where he won the world championship in his first year. He retired at the end of 1980 and started a highly successful business career in America, founding a company called FATS Inc, manufacturing military and law enforcement equipment. It went public in 1996 and he sold his shares and moved back to England, where he bought Laverstoke Park, which he is gradually turning it into Britain's top manufacturer of organic foods.



STIRLING MOSS

Stirling Moss was of a different era to James Hunt but quickly became a close friend when Hunt entered Formula One in 1973. Although Moss had retired in 1963, he became Hunt's unofficial adviser and the two spent hours discussing Formula One

at various circuits worldwide. Moss believed Hunt was his spiritual successor in Formula One and the two formed a close bond. Moss, born in 1929, began racing in 1948 and worked his way up to Formula One, winning 16 Grand Prix races. Overall, in his 15-year career, he won 212 of the 529 races in which he drove. Moss often competed in over 60 races a year and drove 84 different makes of car in his career.

"He radiated charisma and when he turned it on he was such an irresistible character that he made everybody else happy, including me." **Bernie Ecclestone**

"I can still picture James in 1969 in his Ford Transit and in a tent on the F3 circuits. He was an honest-to-god pal and one helluva driver." **Niki Lauda**

On the morning of Sunday 13th June 1993 James Hunt cycled the six miles from his home in Wimbledon to the BBC Television Centre in London's White City to commentate on the Canadian Grand Prix with Murray Walker. People who saw him that day didn't recall him ever being happier. When the race finished he cycled home and began a marathon snooker match which lasted into the early hours of the following day. At around 2am on Tuesday morning, about to get into bed, he suffered a massive heart attack and collapsed beside his bed wearing his dressing gown. For nine hours he remained undiscovered on the floor with his two dogs, Jackson and Muffy, laid one on each side, guarding their master. Pronounced dead at 10am at the age of 46, Hunt's heart muscles had been fatally weakened by a life of hard drinking, recreational drug use and smoking cigarettes. This book is about his life, his victories on the track, the girls he loved and lost, and the huge amounts of money he earned and spent. No stone has been left unturned and no fact deemed too small to accommodate, including his lifelong devotion to dogs and budgerigars. This is the first proper story of a man beloved by all those who knew him but despised by those who did not understand the rules by which he lived his life. It is the story of a man whose kind will almost certainly never be seen again.



James Hunt's McLaren Ford during the closing stages of the Japanese Grand Prix at the Mount Fuji circuit in Japan. He finished in third place and won the world championship by one point.

"Poor old Jochen was terribly worried because he was number one and basically this unknown bloke came in and blew him away. James was instantly very quick and we were all as happy as pigs in shit from then on." **Alastair Caldwell**

"There's a fine line between being brave and being stupid, and James was not stupid." **Max Mosley**

"I shrieked with joy when he proposed to me over the phone and I accepted it. It was the last time I ever spoke to him." **Helen Dyson**



Shunt - The story of Hunt is published by The Myrtle Press



The Myrtle Press



T O M R U B Y T H O N

The story of James Hunt

SHUNT

TOM RUBYTHON

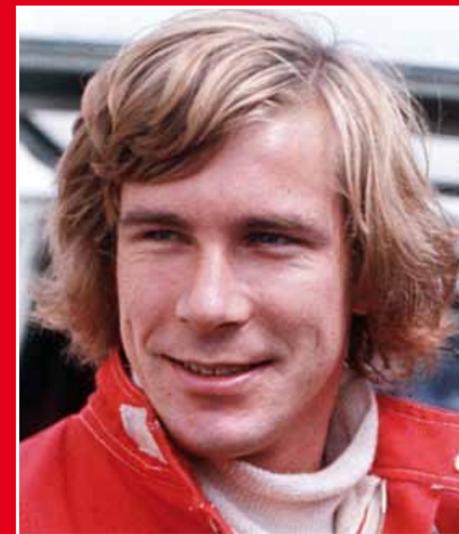


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SHUNT

The story of James Hunt

FOREWORD BY JODY SCHECKTER
PROLOGUE BY STIRLING MOSS



SHUNT

The story of James Hunt

James Hunt is remembered more for his girlfriends and wild personal exploits than for his skills in a race car. But the excesses of his glamorous life cannot hide the fact that he was, in many people's opinion, the fastest driver on the Formula One circuits in the 1970s. In an era dominated by the likes of Emerson Fittipaldi, Niki Lauda and Ronnie Peterson, Hunt stood out in terms of raw speed and his seemingly effortless ability to plant a Formula One car on pole position. In this full and comprehensive account of the life of James Hunt, the author and his researchers have examined every detail of the driver's life - from his very earliest days to the last hours of his existence - as well as the lives of the people he left behind. It is the story of a man who started his racing career penniless, earned millions in a lifetime of success, but, in an astonishing twist of fate at the end of his life, died exactly as he had begun - penniless. It is a story many have tried to tell - but never in such a complete way. This is that story.

Shunt - the story of Hunt is published by The Myrtle Press
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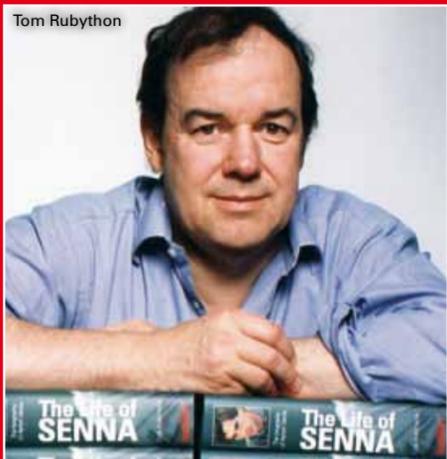
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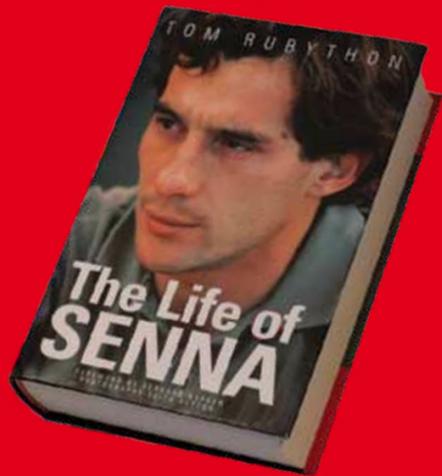
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THE SUCCESS OF LIFE OF SENNA



80,000 copies sold to date

The Life of Senna is believed to be the biggest-selling third-party written motor racing biography of all time. Sales to date in the UK have exceeded 80,000 with the mass market paperback still to be published. Published first as a £25 hardback and then a £9.99 softback, it continues to sell over 1,000 copies a month, six years after it was first published. As one of the most successful motor racing biographies to date, The Life of Senna is believed to have outsold all previous Ayrton Senna books combined. The sales of Shunt – the story of James Hunt are expected to exceed 100,000.

No one really knows why a book sells and publishers can only assume it is the quality of the words pictures and design being brought together to create something special. That was even more so in the case of this book as 90 per cent of copies of the Life of Senna were believed to have been bought by people for other people as gifts.

An icon of the 1970s ...the story of a life

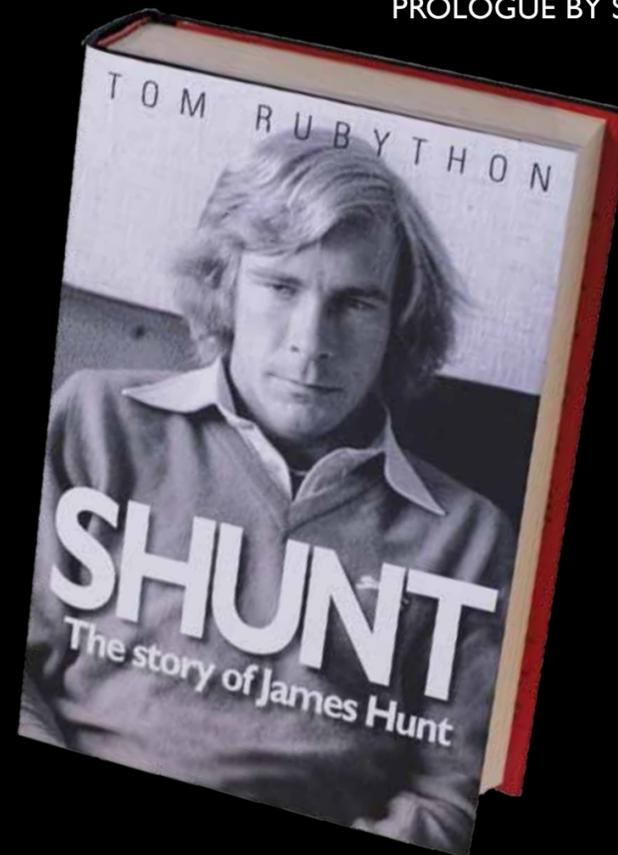
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T O M R U B Y T H O N

SHUNT

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PROLOGUE BY STIRLING MOSS



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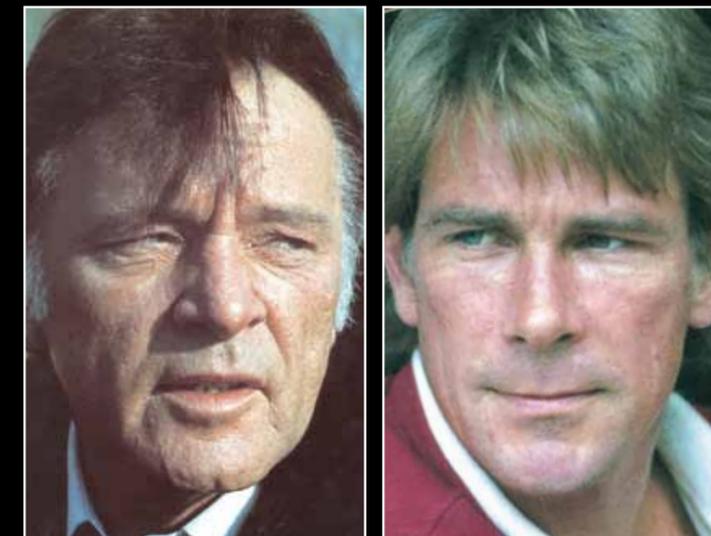
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