



Lord Drayson PhD FEng

**Former Minister for Science and Innovation
Managing Partner, Drayson Racing Technologies
Honorary President of the Motorsport Industry Association**

Born in 1960, Paul Rudd Drayson was educated at St. Dunstan's College, London and Aston University. In 1982 he took a BSc (Hons) in Production Engineering at Aston sponsored by BL Cars at Longbridge, followed in 1985 by a PhD in Robotics. He was awarded an Honorary DSc in 2007.

In 1993 he co-founded PowderJect Pharmaceuticals plc, in Oxford and was Chairman and Chief Executive. He floated PowderJect on the London Stock Exchange in 1999. Over ten years he built PowderJect into one of the world's leading vaccine companies with operations in the UK, USA and Scandinavia selling it for £540 million in 2003.

Between 2001 and 2002, he was the Chairman of the BioIndustry Association and was active in the industry's campaign to tackle animal rights extremism. He was Chairman of the Fundraising Campaign to build a new Children's Hospital in Oxford from 2002-2005 and the new Children's Hospital at the John Radcliffe in Oxford was officially opened by Her Majesty the Queen in 2008. From 2003-2005, he was Science Entrepreneur-in-Residence at the Said Business School, Oxford University involved in the teaching of entrepreneurship to MBA students.

He was made a working Peer in the UK Parliament's House of Lords in May 2004 and was appointed as Minister for Defence Procurement and as Government Spokesman for Defence in the House of Lords in May 2005. In June 2007 he was appointed as Minister of State for Business and Regulatory Reform in addition to his responsibilities in defence and was made a member of the Prime Minister's Business Council.

In 2004 Paul started motor racing. In 2007 he competed in the British GT sportscar championship, racing a unique bio-ethanol fuelled Aston Martin DBRS9, achieving a historic first win for a bio-fuelled race car, and coming second overall in the championship. In November 2007 he took a leave of absence from the Government to compete in the American Le Mans Series in the United States, a key step towards his goal of racing in the Le Mans 24 Hour endurance race.

Paul returned to the British government in October 2008 as Minister of State for Science and Innovation and Minister of State for Defence Acquisition Reform with responsibility for the UK's science research budget, defence science & technology budget, innovation policy and space programme. He attended the Cabinet and was a member of the National Economic Committee. He was appointed to Her Majesty's Privy Council in November 2008.

Paul achieved his ambition of racing in the Le Mans 24 hours in 2009 and 2010, coming 3rd overall in the 2010 Intercontinental Le Mans Championship. Following the change of government in May 2010 Paul has returned to the back-benches in the House of Lords and his previous career as a science entrepreneur.

Paul is Managing Partner of Drayson Racing Technologies, a business formed by Paul and Elspeth Drayson to develop and promote green technology in motorsport. Paul is married to Elspeth; they have five children and live in Gloucestershire and London, UK.

www.draysonracingtechnologies.com





Chris Aylett

Chief Executive of Motorsport Industry Association (MIA)

Chris has been Chief Executive of the Motorsport Industry Association (MIA) since 1998 which has become the leading business network for this global industry, with nearly 350 companies in membership which transact over \$6 billion of global business. Worldwide membership now includes F1, World Rally and US teams, major promoters, leading manufacturers, circuit operators, and service providers.

He has extensive international experience with both his business, and trade associations, and has built up a widespread network of key industry contacts. He has successfully developed and promoted the MIA and its members around the world, and regularly leads business development missions to the USA, Europe and other markets, which are hugely beneficial to members.

Chris, a former Roosevelt Scholar, was a successful sportscar driver, team owner and series promoter. He created his own multi-million pound international sporting goods distribution group, and his experience of creating, leading and selling an SME group of companies has proved invaluable.

He is a Fellow of the Motor Industry and the Institute of Directors, and co-author of "Motorsport Going Global: the challenges facing the world's motorsport industry" published by Palgrave MacMillan.

For further information please visit the MIA website www.the-mia.com



Nick Baird

Chief Executive Officer of UK Trade & Investment
Former Director General, Europe and Globalisation
Member of the Foreign and Commonwealth Office (FCO) Board

Nick Baird was born in 1962. He attended Dulwich College in London, then went to Cambridge University where he studied English literature.

He joined the Foreign and Commonwealth Office in 1983 where he has specialised in European and economic work. He was first posted to Kuwait in 1986. He was posted to the UK Representation to the EU in Brussels in 1989 as First Secretary dealing with the EU Budget.

Nick served in London from 1993-1997 first as Private Secretary to the Minister covering South Asia and the Americas, and then as Head of the Unit covering the EU Intergovernmental Conference.

He was posted to Muscat as Deputy Head of Mission and Economic Counsellor in 1997 and again to the UK Representation to the EU in Brussels as Counsellor leading on Justice and Home Affairs issues in 1998.

Nick returned to London as Head of the European Union Department (Internal Issues) in 2002. In 2003 he was seconded to the Immigration and Nationality Directorate at the Home Office as the senior Director leading policy and international work.

In 2006 Nick Baird was appointed British Ambassador to Turkey where, among other things, he supported many British businesses engaging with this fast-growing market

He returned to the FCO as Director-General for Europe and Globalisation and a member of the FCO Board in September 2009. In this role he focussed on strengthening commercial diplomacy in the FCO, building up our relationships with the big emerging powers and European policy. From the beginning of 2011, his portfolio expanded to include both consular and migration issues.

He has been Chief Executive of UKTI since September 2011.

Nick is married to Caroline (a teacher) and they have three children. In his spare time, Nick enjoys running, reading, the theatre, and travel.

www.ukti.gov.uk





Ulrich Baretzky
Head of Engine Technology
Audi Sport

Ulrich was born in 1954 in Straubing, Bavaria and studied Mechanical Engineering at the University of Munich. He began his career as a Design Engineer with BMW Motorsport and then moved to Audi as head of Race Engine Design in 1986.

He led projects in Trans-Am, IMSA GTO, DTM, ITC and in 1993, became the Head of Race & Special Engine Development at Audi Sport.

His projects at Audi Sport include Supertouring, Audi Le Mans, (victories in 2000, 2001, 2002, 2004, 2005, 2006, 2007, 2008, 2010, 2011), Bentley Le Mans, (victory in 2003), ALMS, LMES, DTM and STCC.

In 2002, he was made the Coordinator of Race Engines within the VW Group and has led the Skoda WRC, SEAT ETCC, WTCC Lamborghini GT and F3 projects.

Ulrich Baretzky is married to Brigitte and has two sons.

www.audi.de





Ben Bowlby

Technical Director

Chief Technology Officer, Delta Wing Racing Cars

Ben's passion for cars began early — at age 16 he built his own 2-seater road car and followed it up by building his first race car just three years later. His enthusiasm led him to drive his own race cars in the UK for six years, during which he completed his BSc Honors degree in Mechanical Engineering.

Ben joined Lola Cars in 1991 and went on to become Chief Designer of the company. During his time at Lola, he designed Champ Cars, European and Nippon F3000, and oversaw many other marks including SR1, SR2, and LMP 675 sports cars IndyLights and BTCC racing cars.

In 2003 Ben joined Ganassi's racing team as Technical Director where he worked on the development of the team's IndyCar, Grand Am Daytona Prototype and NASCAR cars as well as developing a unique full-scale straight-line aerodynamic testing facility in a disused tunnel under the mountains of Pennsylvania.

Ben began working on the DeltaWing concept in January 2009, initially focused on a proposal for a 2012 IndyCar, but now has the 2-seater sports car version being readied for the 2012 Le Mans 24hrs where it will participate from the inaugural 56th Garage – reserved each year for a technically innovative or experimental vehicle. Ben is currently working for the DeltaWing Project 56 consortium at Dan Gurney's California facility where the ultra-high efficiency DeltaWing racing car is being designed and built. The car remains un-proven and has been the center of much speculation; this year's Le Mans will be especially interesting with the debut of this exciting yet e-conscious car.

www.deltawingracing.com





Nick Fry

Chief Executive Officer, MERCEDES AMG PETRONAS Formula One Team

Career Profile:

Nick Fry began his career with the Ford Motor Company in 1977 as a graduate trainee after gaining a degree in Economics from the University of Wales. Over the next 24 years he held a variety of positions within Ford in Product Development, Marketing, Manufacturing and at Aston Martin where he was Managing Director. Nick worked with Ford in the UK, Detroit, USA, and Cologne, Germany where he spent his final two years with the company as Product Planning and Business Director for Ford Europe.

In January 2001, Nick joined Prodrive in the role of Managing Director where he was responsible for leading Prodrive's expansion into outsourced engineering services as well as maintaining the company's position in premier division motorsport. During this time the team won the World Rally Championship twice with client Subaru, the GT Sports Car Class at Le Mans with Ferrari, Saloon Car Races with Ford in Australia as well as numerous other events. Nick also took on the responsibility of Managing Director of the BAR Honda Formula One Team as part of a Prodrive management agreement to restructure the team.

Instrumental in negotiating Honda's subsequent purchase of the team, Nick became CEO of the Honda Racing F1 Team in 2005. He was the helm for the team's first victory at the Hungarian Grand Prix in August 2006 and remained in his position as Chief Executive following the transfer of ownership from Honda and the creation of the Brawn GP Formula One Team in March 2009. Brawn GP with engine partners Mercedes-Benz went on to achieve eight Grands Prix victories in the 2009 Formula One season, winning the Constructors' Championship and the Driver' Championship with Jenson Button.

Career History:

- 2010 Chief Executive Officer, MERCEDES GP PETRONAS Formula One Team
- 2009 Wins Constructors' and Drivers' Championships with Brawn GP/ Jenson Button
- March 2009 Chief Executive Officer, Brawn GP Formula One Team
- 2006 Chief Executive Officer, Honda Racing F1 Team
- 2005 Chief Executive Officer, B.A.R Honda
- 2003 Wins World Rally Drivers' Championship with Subaru/ Petter Solberg
- 2002 Managing Director, B.A.R F1 in addition to Prodrive responsibilities
- 2001 Wins World Rally Drivers' Championship with Subaru/ Richard Burns
- 2001 Group Managing Director, Prodrive Automotive Technology
- 1999 Product Planning and Business Director, Ford Europe
- 1998 Brand Manager for Large Cars, Ford Europe
- 1996 Service Director, Ford Europe
- 1993 Managing Director, Aston Martin
- 1992 Director of Operations, Aston Martin
- 1979 Product Planner, Ford Motor Company
- 1978 Joined Ford Motor Company working in Sales and then Market Research
- 1977 Graduated from University of Wales

www.Mercedes-GP.com





Patrick Head

Director, Williams Grand Prix Engineering

Patrick gained an early interest in motor racing from his father's racing career, principally in Jaguar sports cars in the 1950's. After graduating with a mechanical engineering degree from University College, London, Patrick raced karts and competed in some rallies before realising that his talents were not being put to good use behind the wheel.

From early 1970, Patrick worked for Lola Cars alongside John Barnard on a variety of machines including Indy, Can Am and two litre sports cars. Following this Patrick assisted Ron Tauranac at Trojan, designing Formula 5000 and Formula One cars.

He teamed up with Frank Williams in 1975, and, after a season with Walter Wolf Racing, the duo set up Williams Grand Prix Engineering in March 1977 and competed with a second hand March.

The first Patrick Head designed Formula One car, the FW06, appeared in 1978. A year later his designs were winning Grand Prix and two years after that, won both the Driver and Constructor World Championships for the first time. Since 1979, Williams have won 113 Grand Prix, 9 Constructors' Championships and 7 Drivers' Championship titles.

In recognition of his work in the engineering industry, Patrick was elected a Royal Designer for Industry (RDI) in 1993, an honour conferred by the The Royal Society for the Encouragement of Arts, Manufactures and Commerce (RSA). In 2002, Patrick was elected as a Fellow of the Royal Academy of Engineering (FREng).

Away from the rigours of Formula One, Patrick enjoys cycling and sailing. Patrick takes an interest in football and supports Chelsea.

www.williamsf1.com





Azhar Hussain, MBE

CEO, TTXGP and the eGrandPrix

With a background in consumer electronics and telecoms Azhar Hussain is the founder and CEO of TTXGP World Championship; the first and leading championship for electric motorsport and a platform for thought leadership and disruptive innovation.

Providing solutions to the energy challenges, TTXGP is a valuable R&D tool for innovation and advances in technology that willpower us on and beyond the track. Using motorcycles as a platform for new ideas, TTXGP provides an ecosystem from which to test, prove and ultimately market the technologies of the future with a cost effective development platform.

To encourage participation in TTXGP, Azhar launched manufacturing company Mavizen and produced its first prototype race motorcycle TTX01 in 2008 to prove the concept and lay down the gauntlet to innovators world over. Its successor, TTX02 was launched in November 2009 to give potential participants a chance to acquire a proven platform that they can develop themselves to make it competitive and unique to them. Mavizen has subsequently worked with a number of partners developing a product line that is being utilized in automotive and grid applications tangibly pushing technology from the track to the wider community.

"Whilst the challenges still keep coming we look to 2012 with a sense of optimism and purpose. I am proud that we remain true to our mission to be a positive force for change on and beyond the track. From the start, TTXGP has been a growing movement for technical innovation. We have created a timely social pact with motorsport by challenging the perception that embracing the environment and thrilling road racing are mutually exclusive. They are absolutely not."
Azhar Hussain.

Azhar was honoured with an MBE for services to motorsport in the Queen's birthday list 2011.

www.egrandprix.com





Thomas Laudenschach

Head of Powertrain Motorsport Porsche

- Born 1967 in Santiago de Chile (with German nationality)
- 1987: first "real" involvement in racing: motorcycle races as a driver; Later on I worked as an engine mechanic for the Suzuki Germany Superbike Team
- 1994: degree in mechanical engineering at University of Karlsruhe (Germany)
- 1994 - 1995: development and trackside engineer in DTM (AMG-Mercedes and OPEL-Team Rosberg), engine control calibration and data acquisition
- 1996 - 1998: IAVF Company in Karlsruhe (Germany), engine development (road car and race engines) for various OEM's; since 1997: Teamleader end of 1998: Dr. Ing. h.c. F. Porsche AG, Motorsport department, development engineer, various projects including Carrera GT
- Since end of 2003: Project manager V8 engine;
- Since start of 2005: Head of Motorsport Powertrain, responsible for all powertrain projects within Porsche Motorsport including road car engines for GT3 and GT3 RS, 918 Spyder; race engines for GT3 Cup, GT3 RSR and RS Spyder (LMP2) and future LMP1, advanced engineering projects for motorsport,

www.porsche.com



PORSCHE



Keyvan Sangelaji
CTO Business Development Director of Magneti Marelli S.p.A

His role in Magneti Marelli CTO is the business development for niche automotive and motorsport markets and the start-up of innovation programs.

Main focus is the development of new product and new markets for niche sport car market with specific focus on low emission technologies and in motorsport application.

Company Information

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Magneti Marelli designs and produces advanced systems and components for the automotive industry. With its 77 production units, 11 R&D centres and 26 application centres in 18 countries, approximately 34,000 employees and a turnover of 5.4 billion Euros in 2010, the group supplies all the leading carmakers in Europe, North and South America and the Far East. Its business areas include Electronic Systems, Lighting, Powertrain, Suspensions and Shock Absorber Systems, Exhaust Systems Aftermarket Parts & Services, Plastic Components and Modules, and Motorsport. Magneti Marelli is part of Fiat Spa.

www.magnetimarelli.com





Don Taylor
Eclipse Management Co. Inc USA

Don Taylor is a consultant in the automotive and racing industry, specializing in design, strategy, and program management.

He is currently consulting on development of an auto manufacturer's US racing program, and recently served as Senior Advisor - Competition Rules, for the Progressive Insurance Automotive X PRIZE: a \$10M contest for the design of alternative powertrain vehicles, capable of 100MPG.

Previous to X PRIZE, Mr. Taylor was a Senior Director at the National Hot Rod Association (NHRA).

As Group Manager at General Motors Racing, Don was responsible for program managers and engineers working in the NASCAR series, sport compact "tuner" racing, drifting, and Motorsports Safety programs. Earlier in his career, Mr. Taylor worked as a strategic planner, chassis engineer, and industrial designer.

Mr. Taylor holds degrees in Mechanical Engineering from the University of Illinois, in Industrial Design from the Center for Creative Studies, and an MBA in Marketing, University of Michigan.

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Javier de Rocafort
Chairman – Quimera

Mr. de Rocafort is currently Strategic Advisor to Banque Privée Edmond de Rothschild and CEO of Balmoral Capital Partners and Corporalia Investments. He also serves at the Board of a number of companies in US, India, UAE and Spain and four family offices. He has 20 years' experience in the private wealth and investment banking industry at top executive positions at Banco Santander, BNP-Paribas, A&G (Banque Cantonale de Vaud), having worked in several countries (US, Switzerland, France, Spain and UK).

Law, BS International Finance, MBA Madrid Business School, Carnegie Mellon (Corporate Negotiation).

www.quimera-project.com

