



## Mitsubishi

Worth a look is the new Colt family hatchback (above), featuring the same engines and platform as the Smart Forfour. Larger families should head for the new Grandis MPV, while more outgoing types will be drawn to the Evo VIII MR FQ-340, the latest, fastest version of Mitsubishi's rally-bred missile, with permanent four-wheel drive and a 340bhp, turbocharged engine.

## Nissan

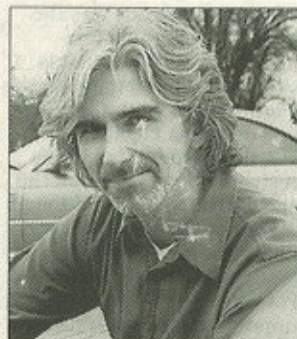
The star here is the Murano, one of the new breed of "crossover" vehicles that looks like a bit like an SUV but drives like a conventional car. Futuristic styling inside and out sets it apart from the herd. It shares stand space with the superb 350Z, which harks back to muscular sports cars of the past. Also on display are the X-Trail and Patrol off-roaders, as well as Primera and Micra hatchbacks.

## P1 International

The superior car-sharing club started by former F1 champion Damon Hill (see right) shows two of its more focused supercars, the Ferrari 360 Challenge Stradale and Porsche 911 GT3RS. If these are too raw for your tastes, there's always an Aston Martin Vanquish or a selection of Lamborghinis...



## Damon Hill explains the philosophy behind P1, his supercar-sharing club



I recently met a man who had "sold out" at about the right time. An internet company, naturally. He was virtually exploding with excitement as he told me about the collection of 40 or so "supercars" in his garage. "So," I said, "does that mean when you drive one, you have 39 in the garage?" He gave me a blank look, as if I were speaking in tongues.

Now, I'm not suggesting that someone shouldn't do whatever they like with their hard-earned cash, but I know I'm not alone in thinking that conspicuous and unfettered ownership has inherent drawbacks; we cannot all have 40 supercars and supergarages to keep them in, even if we all had the money to spare, and we can only ever use one at a time.

With more people working on the move, or in locations far removed from the traditional office, it is now more than ever possible to mix business with leisure. All this makes the availability of a "chocolate box" of the world's greatest cars something that is not only practical and time efficient but also a good use of capital.

What we offer at P1 is the experience of the cars themselves, and for many people that is all they want. I think we have been imaginative and progressive in devising a system whereby resources are shared successfully among a demanding membership. We will never be a substitute for actually sticking a fat wad of cash on the table and driving away in your own property, but I like to think that we offer a more intelligent way of spending your money than having it sitting under a dust-sheet for 10 months of the year.

Increasingly we are proving that the P1 philosophy is right for a large number of busy entrepreneurs, who would either like to play the field of current sports and luxury cars, or have calculated that outright ownership makes no sense for them at present.

After all, in one year a P1 member can drive and experience enough cars to make him an expert in contemporary automotive design and technology. Sounds good, doesn't it? We always try to avoid using the term anorak...

● Further details of the P1 club and its fleet of supercars can be found at [www.p1international.com](http://www.p1international.com) or by calling +44 (0)1372 374400.