

GUEST OF THE MONTH

□ The scene: A four-year-old boy playing in his London, England home. The youngster is deeply engrossed, wrench in hand, with an upturned pedal car which he is methodically dismantling.

Since that day, 31 years have gone by, and the youngster who decided to see what made his toy car tick, still possesses a great admiration for the automobile. In fact Peter Bone's life is centered around cars.

Constant exposure to the automobile developed a natural mechanical interest in cars for Bone and when he ran into a high school teacher who raced motorcycles and cars for a works team, Bone decided this would be his way of life.

As one-half of a two-man team, Bone works along with Jim Gunn in the planning and laying out of Canada's No. 1 rally, the Shell 4000. In other words, Bone is now more an organizer than competitor, but he is certainly not lacking experience when it comes to participation in motorsport.

Many people know Bone for his efforts in the Shell 4000, or as National Racing Chairman of the Canadian Automobile Sport Clubs or a regular contributor to *Track & Traffic*. But few know of Bone's successes in the world of automotive competition.

Actually Bone received his first taste of competitive motor racing on motorcycles. While living in England (he came to Canada in 1956) he did some sprint racing as well as touring Europe on a motorcycle.

"I was probably one of the first guys ever to wear a helmet while riding a motorbike," recalls Bone. "I remember some of the guys used to think it was funny and mind you at times I became fed up with the helmet, but faithfully wore it all the time. The helmet itself was actually an old army helmet and the weight of it alone, was more exhausting than the effort I might spend in driving the bike."

Peter has even experienced rallying on the back of a motorcycle. Those were the days of the true rally enthusiast as the navigator hung desperately onto his rear seat position while attempting to

provide his rider with all the necessary navigational information.

Bone's move into car competition came when he purchased a pre-War Morris 8. He entered several skill tests with the car, but there were other reasons why he became more adept at handling the automobile than just the experience of competition.

"The car's doors were hinged at the back and whenever the Morris

peter bone



went over a bump the doors would pop open. Well, I finally developed quite a scientific technique of being able to steer the car over a bump and at the same time reach for the door handle so the doors wouldn't fly open and smash the side of the car," chuckled Bone.

Peter became even more involved with cars when a neighborhood Technical College introduced a sports car club. Because of the club, of which Bone became an active member, he was able to participate as a navigator in several rallies, including a couple of National events before moving to Montreal, Quebec.

Another boyhood interest was put to good use when Peter joined Canadair Aircraft Limited and then his intrigue for cars and competition was revived at Canadair

when that company formed a sports car club, basically interested in rallying. Here Bone did some officiating.

Having the opportunity to officiate in some events, Bone took the next most natural step and found that organizing rallies could be as interesting as participating. Most of Peter's competition was strictly related to rallies with little racing. He says he regrets having not been able to race more and he still hopes that someday he may receive the chance to do a little more racing than his past record shows.

Certainly his record in rallying is not to be brushed aside. He was the Quebec region rally champion twice and once placed third in National Rally Championship standings. He has crewed works teams such as Peugeot, Renault, Volvo and Mercedes-Benz. He has competed in Europe, including the Dutch Tulip Rally.

His Shell job keeps him busy throughout the year and he usually ends up driving across the country three or four times a year while planning the Shell 4000 route. Here he is subjected to every type of driving condition imaginable and sometimes he finds himself engaged in tougher conditions than the actual rallyists experience.

Planning the Shell 4000 is not an easy job, but for Peter Bone it has many personal rewards other than monetary.

"A well planned rally and one that goes off with enthusiasm as shown from the rallyists tells me that a good event has been run," says Bone.

Bone says, like any job, there are mental and physical strains. These are particularly evident when he has to drive the course-clearing car over the route just before it is tackled by the competitors themselves.

"Driving the course just before the competitors come through is really tough. If any errors are discovered, or if we run into washouts or other hurdles, then it becomes an ad lib job," points out Bone.

Bone has several other interests besides motorsport. The 35-year-old bachelor says he enjoys skiing, sailing and girls. He has one complaint however — he doesn't have enough time for any of them.