

## - JRC Engineering History and Mission Statement -

JRC Engineering Inc. started life as John's Racing Cycles in Costa Mesa California. In 1969, our founder John Calicchio worked for Award Motors in Costa Mesa as their Honda/Yamaha and more importantly their Triumph mechanic. In 1971, after several years at the dealership, John decided to start his own business; "John's Racing Cycles". In 1971, as an active flat-track racer, John procured the franchises for both Bultaco and Suzuki and in 1973, became Bultacos' number one dealer in world sales.

As the British Motorcycle industry began its slide into history, John recognized the opportunity to supply parts to the still large community of Triumph motorcycle owners. The Triumph parts business began as an addition to John's Racing Cycles, but soon eclipsed it. John sold his retail dealership in 1975 in order to concentrate solely on the manufacturing and distribution of Triumph spares and JRC Engineering was born. A number of exclusive products were developed including forged alloy connecting rods and the novel Mikuni carburetor kits for British singles, twins, & Triples. A move from rented premises in 1980 to a wholly owned 8000' building in Fountain Valley CA cemented JRC as the premier supplier of quality spares. In the 1980's, JRC sponsored a number of events for British motorcycle enthusiasts including an annual ride that was the event to attend. John produced an exciting motorcycle using a TrackMaster Frame which included a Triumph engine called the "JRC Special".



In 1983, with the demise of Triumph Engineering in England and the subsequent closing of TMA (Triumph Motorcycles America) located in Placentia California, JRC was successful in acquiring the complete assets of TMA which included all importer records and inventory. Also, JRC was awarded distribution rights for the new Bonneville 750 being produced in Newton Abbot England by Les Harris. Unfortunately, insurance issues prohibited the final import of machines.

By this time, John felt he had accomplished what he'd set out to do and was now looking for a new exciting venture which he found by starting Data Business Systems, a software systems Mfg. Concurrently, JRC was offered for sale to the JRC dealers, but ultimately the vast majority of the inventory was sold to New Zealand and the business was ultimately mothballed.

British Parts old & new in Whittier California was one of JRC's larger customers at the time of its closing. The owner, Bill Getty, contacted John and arrangements were made to acquire the remaining assets of JRC Engineering which included all the original shelving and records of the old Triumph Motorcycles America Company as well as remaining inventory, vendor and dealer lists. With the assistance of UK vendors, JRC was restocked with new production inventory and sales resumed within 5 months of the initial shutdown. The new owner of JRC; Bill Getty was greatly assisted by John Healy of Coventry Spares in understanding the ins and outs of importing and wholesale supply for which the Bill is forever grateful. JRC re-opened in Riverside California with a 3000 square foot warehouse. Sales for that first year were better than expected and the company experienced substantial growth from that initial day in January 1988. Noteworthy was the employ of Neil Midgley, the spares manager formerly of LF Harris, was very helpful in establishing a system to warehouse the products that JRC distributed. In addition, we were well served by John Calicchio's software system still in service today. In 1993, we moved from our original building to a 5000 square foot building located in Perris California; our original facility is now used for overstock storage. We purchased our current building in 2012 which is located in the heart of the Perris' industrial development area. From an initial inventory of 6600 items, JRC's inventory expanded to over 13,000 part numbers sourced in over a dozen countries.

Bill and the other owners of JRC Engineering still love to ride and race Triumph and Norton motorcycles, all while maintaining an extensive collection of British machines and memorabilia.

**Mission Statement:** It is the goal of JRC Engineering to supply the best possible replacement spares for customer's British motorcycles. We endeavor to mimic the original Triumph Engineering model of dealer support and supply as if the Meriden Company was still actively supplying spares to its Triumph dealers. We believe in British motorcycles produced by the greatest British motorcycle factories of the 40's, 50's and 60's as iconic machines produced by enthusiasts for enthusiasts in the 70's and 80's. It's our sincere hope that you'll find your British motorcycle experience as gratifying and exciting as we do; "Looking forward to another 40 years of serving the needs of British Cycle Enthusiasts throughout the world".