

Name: John Vukanics

Date of Profile: August 1st, 2016

Born:

Voted in to the WCMC in 1959

First Bike : 1951 BSA 350 single

Current Bike: 1000 Kawaski Versis

I have owned 45 motorcycles owned in total:

- 12 BSA's, includes 4 nitro burning hill climbers
- 20 Kawaski's
- 1000 Suzuki Vee Strom
- ST 1300 Honda
- 1000 Kawaski Versis (current ride)



1951 BSA Playing at the Dykes

I became interested in motorcycles because I liked speed and couldn't afford a car.

The reason I joined the club was my friends belonged to the Sky Hawks. I was rejected on my first try due my reputation of drinking and speeding (can you imagine...).

My long distance riding began in earnest in 1954 with a trip to Florida. Also to California two or three times, Mexico, British Columbia and other points in between.



John P. 3rd from left. Leaving for races in the U.S.A.



John P., Lillian, Ron Putman. We are leaving for ½ mile races in the U.S.A.

I'm uncertain of my joining year but believe it was 1959. I was 25 years old. I was president 6 times.

The Club ran hillclimbs and scrambles in Fonthill on a property from a Mrs. Lesley. Wes Pierce built the track which I helped modify, making it longer and more challenging.

On the competition end I have done hillclimbing in the pro class, spiked tire ice racing, dirt track, motocross and enduro.



Hillclimb, BSA
Amateur Class

Photo and caption from Freemansburg Hillclimber 1980 Official Magazine, Freemansburg, Pennsylvania: *John Vukanics, one of the colourful Canadian entries from Welland, Ontario, flies his 32 BSA through the air during the second heat. After a disappointing first heat, Vukanics was headed for a blistering second heat but fell at 425. [John was riding Pro 750 class]*

I was a dump truck owner / driver for 10 years. I used the truck to haul all our equipment out to Mrs. Lesley's farm for the scrambles and hillclimbs. I also started riding hillclimbs first as an amateur then in profession class riding mostly in the U.S. but also Thanksgiving weekend at Heidelberg near Kitchener Ontario where I set the fastest Canadian time. I also set the fasted times on our hill at Fonthill which was never broken.

After the Club purchased additional acreage, I had the idea of building a track consisting of a ¼ mile oval and a T.T. leg off the oval with a jump now that we had room. The idea was it would be much easier to put on events from our own property.

After much debate construction began in 1973. Club member Ghislain Loubier, heavy equipment operator working on the canal by-pass, was friends with his foreman who gave Ghislain permission to use the machines for free all three days of a holiday weekend to build the track. We just had to supply the fuel.



An Ariel shot of the original track

We built the track in 3 days and 3 nights, Ghislain showing me how to drive the bulldozer so he could get some rest. I was afraid to try at first but to my surprise to was very easy to control. The T.T. track to my knowledge was never run other than club members informal use. It was soon closed to make way for the west grand stands and other club expansion.



John P. talking to Hillclimb Pro Champion, Earl Bolby

I was president six times.

I cut the grass with my Ford 8 N tractor and mower.

John Gauthier and myself maintained all the equipment for years.

I also looked after buying and barbecuing the steaks for the Poki-Barbi-Dan.

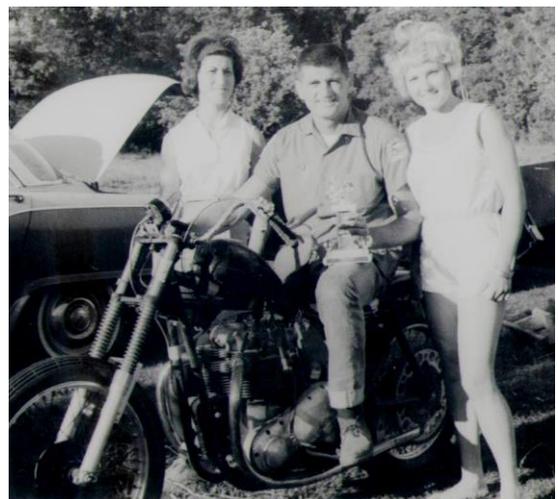
I was involved in the construction of all the buildings on the property mostly with my good friend Ted Tackas. Ted was a very good carpenter.

The last clubhouse addition was constructed during my last term as president. This project was conceived between George Bozak and I. George generously led the construction, again after much debate. However the good news it was completed under budget.



Florida trip with Marv Nash, Myself, Bill Bates and Ritz Rainville (front)

Myself on my amateur hillclimb bike with Alma Rainville and my wife Lillian at Schuyler County



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 NAME *J. Paul Vukanics*
 ADDRESS *54 Elmwood*

<i>New BSA 650 Rocket</i>	
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<i>Has Paid</i>	<i>100.00</i>
	<i>795.00</i>
<i>Cheque 700.00</i>	
<i>Cash 95.00</i>	
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From trucking I became a motorcycle shop owner opening Atlas Cycle in Welland on Ontario Road in 1968, conveniently close to the Crowland Hotel.

Initially Atlas Cycle was a BSA dealership. In 1970 as BSA was on its last legs Atlas Cycle became a Kawasaki dealer.

I moved the shop to Webber Road and eventually sold out in 1985.

Bill of Sale for my BSA 650 Rocket

Me and Kawasaki Concours, in my yard

