

P.O. BOX 1074  
WINNIPEG, MANITOBA  
R3C 2X4

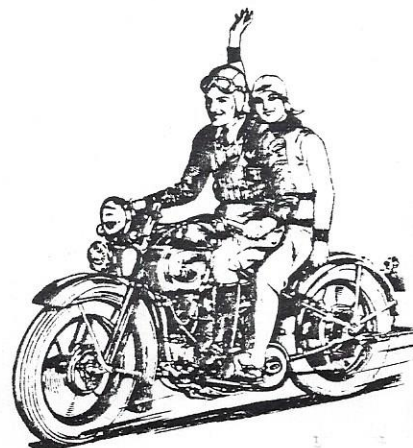
TO: Ross Metcalfe  
415 Montrose St.  
Winnipeg, Manitoba  
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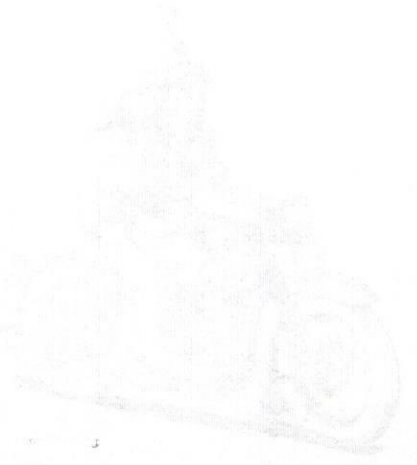


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August 1979

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A non-profit organization.

Officers 1979

President- Jim Harrison 837-9093  
Secretary-Treasurer- Pat Choquette 1-482-5001  
Librarian- John Choquette 1-482-5001  
Publicity Manager- Graeme Smith 888-8802  
Editor- Siggie Klann 772-5240

Mailing Address

Antique Motorcycle Club of Manitoba  
P. O. Box 1074  
Winnipeg General Post Office  
Winnipeg, Manitoba R3C 2X4

Next Meeting

Our next meeting will be held on August 20th at the Rothman's Centre Board Room, 816 St. James Street, at 7:30 p.m.

Objects or Purpose

The objects of this club shall be:

- To encourage the ownership, use, preservation, restoration, and maintenance of classic and antique motorcycles.
- To organize, cause to be organized, or assist in the organization of rallies, sporting events, and other events as may be in the interest of this club.
- To actively foster the preservation of all records- data, objects, and miscellaneous items pertaining in any way to the history of antique motorcycles and similar associated matters.
- To provide through the (its) Officers and organization such services as may be required by members to further the objects of the club.
- To publish a newsletter to be called "Rust 'n Pieces", a publication which shall report upon the activities of the club.

Change of Address

Randy Maunder  
805 Berkley Street  
Winnipeg, Manitoba  
R3R 1K2  
phone 837-1411

Out of Province Member

Pat Lanigan, from Grimshaw, Alberta, has added a few more bikes to his collection. These are a Honda C110 50 CC, 1940 Indian Chief, 1930 Harley 45, and a Harley sidecar frame for 45 cu. in. Congratulations on your find.

Corn Roast Run

Our fall corn roast run will be held on Saturday, September 15th at the Choquette's residence in East Selkirk. We meet at the Rothman's Centre parking lot at 816 St. James Street at 1 o'clock. Members of the Manitoba Motorcycle Club are also invited. Bring out



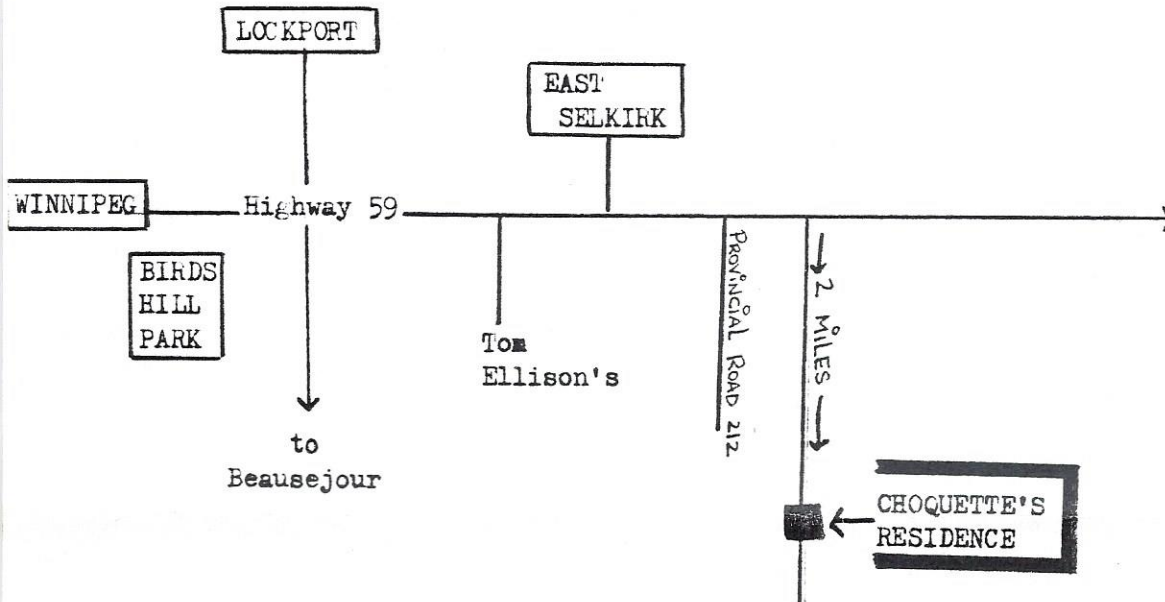


the whole family or your guest for fun, games, prizes, lots of food, show and tell, etc. If you wish, bring your own liquid refreshment.

We will have a Molson Mug for the oldest bike ridden from the Rothman's parking lot to the Choquette's residence in East Selkirk. We will also have a trophy for the oldest running bike at the meet (one which is not ridden from Rothman's to the Choquette's). Both clubs will receive ten cases of products from our benefactor, Molson Brewery.

We would like to see as many antiques and classics out to this meet as this is the Antique Motorcycle Club of Manitoba. If you do not have your old bike ready yet, come out in your four-wheeler.

If you can make it later, there is a map enclosed to show you how to get to the Choquette's residence. This promises to be a lot of fun. We hope to see you there.



### It Happened Here

by Edith Paterson (from the Winnipeg Free Press, Saturday, October 16, 1976)

"Sixty-five years ago today, Winnipeg newspapers were proclaiming proudly that a local motorcyclist had broken the world's record for 100 miles on a soft dirt track, clipping nearly two minutes off the previous record. He was 20-year-old Joe Baribeau, who had come the year before from his hometown of Kenora.

The time set by the plucky young man would be far from a record today, but it took some doing on the primitive machine he rode that day and throughout his notable motorcycling career.

Joe's twin-cylinder, seven-horsepower Indian had a straight chain drive, no clutch and no brakes. To get going he had a "starter"—a friend who ran behind and pushed! There were several ways of stopping the machine. The rider could kill the ignition, pull out the sparkplug wires, coast to a stop, drag his feet to slow it down or let it run out of gas, a fairly common practice when riding for fun, according to his son Paul E. Baribeau of Winnipeg.

This is part of the Free Press account of that great victory, which appeared under the heading A World's Record For Winnipeg.

"The Kirkfield track at St. Charles was the scene of wildest enthusiasm Saturday afternoon when Joe Baribeau on his Indian motorcycle crossed the line on the last lap of his 100-mile record ride, and the announcement was made that he had succeeded in creating a new world's record for the distance on a dirt track of one hour, 40 minutes, 14 and three-fifths seconds, lowering the best previous time by a margin of nearly two minutes.

"Even the splendid performance given by Baribeau does not represent what he could do if conditions were absolutely favourable for the making of records.

The first part of the report is a general description of the project. It includes a brief history of the project, its objectives, and the scope of the work. The second part of the report is a detailed description of the work done during the project. It includes a description of the methods used, the results of the work, and a discussion of the findings. The third part of the report is a conclusion and a list of references.

1. Introduction

2. Objectives

3. Methods

4. Results

5. Conclusion

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"The track, though in good shape, was not nearly as good as it was on the occasion of the automobile club's fall meet (a few days before) and the day was cold and gloomy, making it trying for the rider, owing to the cold wind exerting a numbing effect on his hands and arms.

"The signal sending the rider on his way at the start of his long ride was given by A.C. Emmett, auto editor of The Free Press, at 3:25 p.m. But after making one lap, Baribeau pulled up for the purpose of removing some of the extra oil he was carrying in an emergency tank at the rear of the machine, as it was causing it to swerve badly at the corners. This occupied about 10 minutes and it was 3:36 p.m. before he was really away on his ride.

"The first lap was covered in 59 and four-fifths seconds and everybody began to figure on an average of less than a minute a mile for the full 100 miles. But from the second to the eighth lap, Joe did not succeed in getting under the minute mark... he did succeed, however, in making a new track record for 25 miles."

Another Winnipeg newspaper was equally enthusiastic:

"...The thrills of the race came at the turns, which he took without letting up his speed. On completing the turn, the rider would straighten his machine with a jerk, at the same time throwing up a cloud of dirt which almost completely enveloped him.

"It was just one continued grind from the first lap until the 71st. It was on this mile that Baribeau, with the assistance of W. Pelham, showed what a daring and skilful rider he was.

"On the previous lap he had signalled for gasoline. Pelham then mounted another machine and started around the track with the fuel. It was approaching the sixth turn that Baribeau caught him while going at close to a 60 m.p.h. clip. He was seen to hold out his hand and take the can as the riders grew close together.

"When he had filled his machine, without stopping, Baribeau tossed the empty can to the spectators in front of the judge's stand.

"On the 80th round Baribeau signalled that he needed both oil and gas and by dragging his feet managed to come to a stop in front of the stand where another Indian machine was ready for him. He rode the spare machine until his own was ready and again switched. But it became apparent that he was weakening.

"However, once he was back on his own machine he picked up again and the last 15 miles were the fastest. He covered an extra two miles so there could be no dispute."

The crowd went wild with joy when it was confirmed that plucky Joe Baribeau had broken the world's record. But he had to be helped from his machine. His hands were "frozen" to the handlebars, so stiff and cold they had to be pried off; his legs were so stiff he could not walk. So exhausted that he could not speak, he was carried to a waiting automobile and driven downtown.

As soon as the extent of Joe's victory was known, a purse of \$60 was collected by those present. It was for a gold medal, suitably engraved, now a treasured family possession.

It was not Joe Baribeau's first attempt to break the world's record. A few days earlier he had tried during the Winnipeg Automobile Club's race meet at Kirkfield Park. Local newspapers agreed that only the fall of night prevented him. The last 15 miles were ridden in total darkness. The timekeepers were supplied with lanterns to see their watches and all that could be seen of the rider was a black blur as he swept by to the accompaniment of a flash of flame from the open exhaust of his machine. But he established Canadian records that day, making a clean sweep of everything he entered.

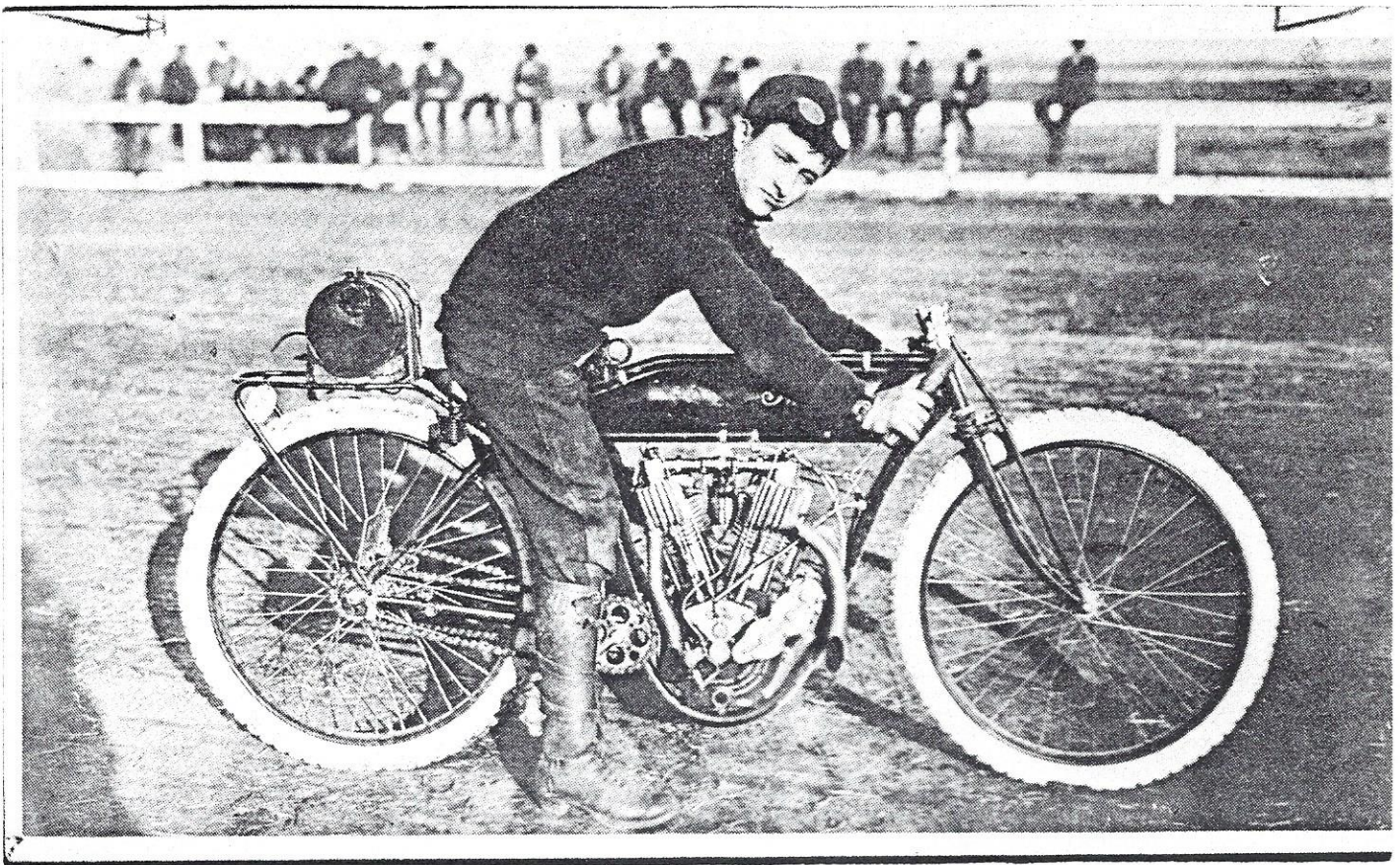
After 1911 he moved to Toronto and soon won the Ontario championship. Under the sponsorship of the Hendee Motorcycle Company, Makers of the Indian, he rode in and won many competitions in Detroit, Toledo, Columbus, Ohio; and other American Canadian centres. Amateur and professional categories had been established in 1912, and now being paid, Joe was listed as a pro, competing with the best.

Soon he was hailed as "Daredevil Baribeau"; and even "The Terror on Wheels" and "The New Speed god". He performed before wildly cheering crowds at the Toronto exhibition, introduced as the man who raced an aeroplane at the Toronto Exhibition and won!

His biggest years as a motorcyclist were from 1910 to '14. He returned to Winnipeg in 1914 to compete at a race meet at Kirkfield Park, attended by some of the speediest men in the business, held under the auspices of the Canadian Motorcycle Association. This newspaper stated: "The internationally known Joe Baribeau raced yesterday and cleaned up in everything







WORLD CHAMPION MOTORCYCLIST JOE BARIBEAU ON HIS TWIN-CYLINDER, INDIAN, 1911

he entered, although he did a new-fangled somersault and cut his chin badly."

The First World War put a stop to race meets and soon Joe moved his wife and small family back to Winnipeg.

Even as a boy Joe had shown great mechanical ability. Growing up in Kenora he had made a name for himself building and operating motorboats and was even chosen to take the Duke of Connaught (governor-general) for a trip around the lake.

So he turned to the growing automotive trade in Winnipeg to make a living. According to his son Paul he operated his own garage and repair business during the 1930s near the rear of the present Town 'N' Country restaurant; later Crescent Auto Repair on Furby Street and the Baribeau Auto Repair on Langside.

A great outdoors man, he spent many hours hunting and fishing. He was musical too. In both Toronto and Winnipeg he was an active member of mandolin orchestras.

Joseph Baribeau was 61 when he died in 1950. His widow, now 85, still lives here. His sons inherited some of their father's mechanical abilities and Vincent is a garage mechanic in Toronto. Paul is at Bristol Aerospace and David runs a tourist camp in northwestern Ontario. Daughters Mrs. Roy Stewart and Mrs. Kenneth Robbins live in Winnipeg; another daughter died earlier.

A sister, Rose Baribeau, seems to have the same tenacity her late brother was noted for - at 85 years of age she still runs her own insurance agency at Kenora.

#### Clubs, Shops, and Other Information

British Specialties Reg'd  
2407 Boul. Perrot  
Notre Dame De Ile Perrot  
Quebec JOP 1K0

M.N. Ward, Proprietor Telephone: (514) 453-7092  
Specializes in BSA, Norton, Triumph





The Vintage Motorcycle Store  
37 Lockwood Avenue  
Yonkers, New York 10701  
Contact Earl H. Symonds Telephone: (914) 965-6529

Magazine article in Cycle Canada September 1979

Three articles- Test on Ariel Square Four  
-Vintage bike rally report from Barrie, Ontario  
-Article on Scott Squirrel

Trading Post

Wanted- information on a 16H Norton 500CC flathead. Any manuals or other literature would be appreciated.

Contact Pat Lanigan, Box 860, Grimshaw, Alberta TOH 1W0

Short Notices

The club will have these items for sale:

Club Crests \$13.00 each

Club T-shirts \$6.00 each (state your size)

