

ANTIQUE MOTORCYCLE CLUB OF MANITOBA INC.
P.O. BOX 1074 WINNIPEG, MANITOBA R3C 2X4

RUST'N PIECES

Number 11 Volume 23 November, 2000



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UPCOMING EVENTS

Xmas Meeting at Boston Pizza
7:00 pm Dec.12, 2000

Elections and Movie Night "BYOB"
8729 Roblin Blvd.
7:00 pm January 30, 2001

May 6, 2000
Tin Lizzie Show

May 27, 2001
Run to Lavenham, Mb.

August Long weekend
Biggar Bike Rally
Biggar, Saskatchewan

Meeting Notice

Next meeting at Woodhaven Community Club
November 28th, 7:30 p.m.

Next month Dec.12 "Pizza Night"
Community Club contact: Anne Boyd 831-1635



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Club Minutes

After opening up the clubhouse and not knowing the security code, we had the security people come down to check out the building. All this because Jim was working and had passed the key on to Keith. Ed chaired the meeting and I took notes.

Keith will be making a new roster for us, he also wants quizzes for the newsletter, if anyone has any appropriate. Please donate them for our entertainment.

Financial report; as of Oct. \$1000.00 in the bank. Ed is to contact a Special Technical Guest for Nov. 28 meeting and will undoubtedly be worth while attending. It sure was on the night we had the paint and body shop tech.

Up coming events.....

Dec.12/2000 Christmas Meet at Boston Pizza on Portage Avenue, the usual place at 7:00 p.m.

Jan.30/2001 Elections and Movie Night at Ross M. located 1.8km west of Headingly bridge, or 8729 Roblin Blvd., past Waskana on right side. Also at 7:00 p.m. "BYOB"

^{dues}
~~Dues~~ are due by March/2001, and only \$25.00.

So after all this, all 11 of us absconded off to Robins for our sugar fix.

Respectfully submitted by
Mike, the Bike....



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Editors Note

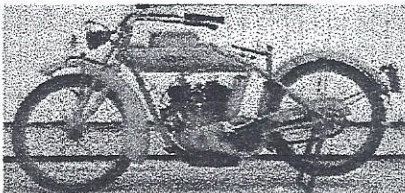
The picture on the front cover was given to me by Jim last month, but There wasn't enough room to put it in the Oct. newsletter, so here it si now. Jim tells me that it comes from our club archives. It appeared in Winnipeg Free Press June 13th, 1949. The archers are; (left to right) Ed Buchannan, T. Dickson, F. Challoner, and W. Donn. The riders are; (left to right) Stan Worthington/Manx Norton, Huby Poole/Ariel, Dick Keenan/Triumph T-100, and S. Lamb/Harley Davidson. They were members of the Winnipeg Rough Riders Motorcycle Club. This is one of the many photographs donated to us by Mrs. N.G. Griffiths of Winnipeg.

Keith F.

email bsakid@hotmail.com

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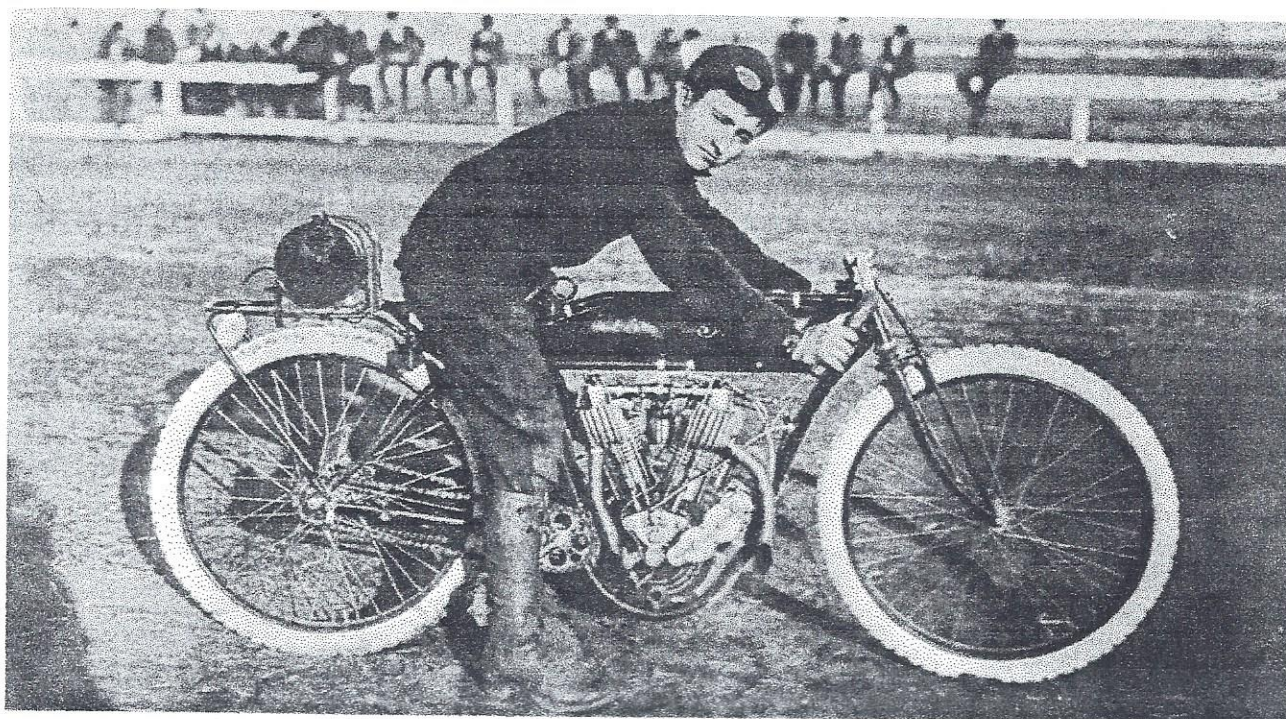
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WORLD RECORD IN WINNIPEG

89 years ago, 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 2 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 7-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 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) (it should be noted that Paul E. is an honorary life member of our club).

Yours truly acquired a racing model Indian like the one Baribeau raced and, at the present time, have all the parts restored and in primer. Plating has been completed and, for the same reason it took me 9 months to get Keith some articles, is waiting to be assembled. Don't hold your breath! I don't work too fast.

Anyway- back to the story. 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 the wildest enthusiastic 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 1 hour 40 minutes 14 and $\frac{3}{5}$ seconds, lowering the previous time by a margin of nearly 2 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 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 this long ride was given by A.C. Emmett, auto editor of the Free Press at 3:25 pm. 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 pm before he was really away on his ride.

The first lap was covered in 59 and $\frac{4}{5}$ seconds and everybody began to figure on an average of less than a minute a mile for the full 100 miles. But from the 2nd to the 8th 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.

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.

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 and now a treasured family possession.

It was not Joe Baribeau's first attempt to break the world 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 and Canadian centres. Amateur and professional categories had been established in 1912 and now, being paid, Joe was listed as "pro" competing with the best. Soon he was hailed as "Daredevil Baribeau", as the "Terror on Wheels" and even "The New Sports 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 1910 - 1914. 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. The Free Press stated "Internationally known Joe Baribeau raced yesterday and cleaned up in everything he entered although he did a newfangled 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. Joe was involved in the automotive trade in Winnipeg and passed away at the age of 61 in 1950.

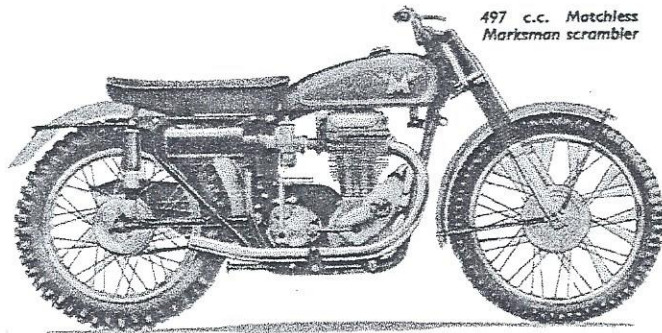
P.S. At the September meeting, Lorne Dion asked me to respond to a lady doing research on her uncle who raced in the teens in Winnipeg and, as fate would have it, that same uncle was Bill Pelham, the man who is described in the story as delivering gas on another machine to Joe. It's a small world but I wouldn't want to paint it!

Till next time, keep the rubber on the road and head on down the highway!
Ross Metcalfe

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I, _____, will abide by the By-Laws of the Antique Motorcycle
Club of Manitoba Inc. DATE _____

Dues are \$20 per year, make cheques payable to: Antique Motorcycle Club of Manitoba Inc.
Please sign and date.