

RICK IS HONORED BY OFFICIALS OF ELGIN CLASSIC

Age of Aces to Be Honorary Referee; Other Leading Lights Are Selected for Race Duty.

Eddie Rickenbacker, a product of American automobile racing, has been named honorary referee of the seventh annual Elgin road classic which is scheduled for a week from Saturday at the historic Kane County course. America's "ace of aces," who started his meteoric career in the racing pits, will share the honors of the day with Richard Kennedy, chairman of the contest board of the American Automobile Association, while Christ Simsbaugh serves as active referee.

Aside from the heats competition guaranteed by the class and number of entries, race day will bring out the "veteran corps" of motordom in the capacity of officials and the list, announced yesterday, holds the names of many men identified with the sport for years and familiar to thousands of race fans and car owners in the vicinity. Fred J. Wagner, who has waved the flag that sent scores of noted fields off in the dash for fame, fortune—or disaster—will officiate in his usual capacity.

Tom J. Hay and N. H. Van Sicklen, veterans of gasoline frowns, will assist him in bringing the machines to the line. Charles P. Root will act for the contest board and Harry P. Brannister, another "old-timer" on "the row," is to be clerk of the course, assisted by Harry Newman. The technical committee consists of F. E. Edwards, B. M. Evert, and H. A. Tarantos. The timers will be Leroy Hillman, Capt. Leavell and D. S. Hatch, George Galloway and H. M. Fowler are to handle the scoring. The announcers will be John P. Dods and R. A. Wadsworth, with Frank B. Wood in charge of the flagmen.

R. A. Cook is chairman of the hospital committee, with Roy Ashby and George Hammaway as assistants.

Judges have been selected from the leading motoring organizations as follows:

Chicago Athletic Association—W. F. Grower, S. E. Hibben, F. W. Wentworth, F. X. Mudd and L. T. Jacques.

Chicago Automobile Club—Joseph E. Collender, Ira M. Cobe, J. T. Brown, B. B. Ayers, Harry Vissering and C. E. Gregory.

Chicago Motor Club—C. M. Hayes, G. W. Dixon, F. E. Jack, D. Rosenbach and E. A. Batts.

Elgin Road Race Association—Fred W. Jenkins, W. C. Wilson, John A. Logan, James Dorsey and W. A. Kerber.

Chicago Automobile Trade Association—L. A. Peil, C. R. Dashiell, C. E. Gamblin, George M. Bird and T. D. Beard.

Indianapolis Speedway—C. G. Fisher, J. A. Allis and T. R. Meyers.

Untoontown Speedway—A. C. Johnson.

Many drivers and their mounts are expected to arrive daily at Elgin, starting tomorrow. Joe Thomas and his Mercer already are "prepping" for the event.

Barney Oldfield, the grand old man, is expected to supervise the preparation of his special. Practice may be started before Saturday.

**GOOD 2ND
HAND CAR
DESIRABLE**

During the shortage of automobiles which came during the war and which still exists to a certain extent, dealers in second-hand machines have reaped a rich harvest in Hammond. Hundreds of people were disappointed last spring when they had expected to purchase the car they had long been planning to own. It was when the experienced dealer in used cars came in. Many men tried to get into the game at the last minute but a dealer in used cars must have the confidence of the public just the same as the regular sales agent.

Maurice E. Ein is one of Hammond's old timers at this business. His place at the corner of Conkey and Calumet avenues is well known to Lake county motorists. He buys up all the machines he can get. If they are worth repairing, his mechanics put them in excellent shape but if they do not come up to his standard he performs a real service to the motoring public by scrapping the machines. Nothing leaves his shop unless he thinks it safe to be upon the road. He saves the good parts and sells the rest for junk. Hundreds of machines pass through his hands each year and many a motorist who owns an old model machine is made glad when he finds in Ein's stock a part which he would have much trouble in getting even from the factory which made his car.

**BARNEY SIMPLY
CANNOT QUIT**

Barney Oldfield, whose sensational "Oldfield Special" was entered for the Elgin road race, August 23, several days ago, has announced the name of his driver. The "special" will be piloted by Waldo Stein, and it is said that an Elgin boy, to be named later, will ride with him.

"Months ago," said a member of Sawin, Gale & Co., distributors of Oldfield tires at 1806 S. Michigan av., "Barney Oldfield announced that he was through with racing so far as driving was concerned. He wanted to devote all of his time and energy to the manufacture of tires."

"But it is not easy to shake off the practice and interests of twenty years during which time Oldfield became the outstanding figure of the racing world. His present concern, however, is not his own part in fast going, but an even greater interest in the performance of pneumatic tires under the worst conditions, now that he is a tire manufacturer."

Barney is of course making no predictions as to the outcome of the Elgin contest, but he does know he has a good car and a capable driver. Oldfield, who is in Elgin, on the day of the race, will be with the Elgin Tire & Sales Company, 9 N. State St. The "master racer" expects to attend the race and will personally direct the work of Stein.

Wellman Gets National Job

Fred Wellman has been appointed advertising manager of the National Motor Car & Vehicle Corporation of Indianapolis, to succeed Lucius French who resigned to become secretary of the Western Oil Refining Company, also of Indianapolis.

Wellman has been associated with Carl G. Fisher of the Prest-O-Lite and Indianapolis Speedway fame for the last four or five years as advertising manager of various Fisher enterprises, chief among them being the creation of a fashionable winter resort at Miami Beach, Fla., now well on the way to success.

Through his connection with the Indianapolis speedway and the Olds Motor Works with which he was identified for a year prior to the return of W. C. Durant, to control in the General Motors Company, Wellman is well known throughout the automobile industry with many friends from coast to coast. He assumed his new duties August 1.

Don't throw your paper away without reading the want ad page.

CALUMET REGION SHOULD DO LIKEWISE

Boulevard Stop Law is Amended by Council; All Motorists Affected.

The "Bulletin" of the Motor Truck Owners' Association this week says:

"After a hearing before the judiciary committee of the City Council, the proposed ordinance to require all vehicles to be brought to a stop before crossing streets on which street railway cars are operated was defeated.

"In lieu thereof the so-called 'Boulevard stop ordinance' was amended to require that at street car crossings the speed of motor vehicles be reduced to not more than ten miles per hour. This regulation is of doubtful validity, inasmuch as cities are expressly forbidden by the state law to make any regulations governing speeds of motor vehicles. However, it is recommended that members instruct their drivers to comply faithfully with the new regulation pending the possible development of a sound objection to it.

"The ordinance as amended is as follows:

"**MOTOR VEHICLES; SPEED LIMITATIONS AT STREETS RAILWAY CROSSINGS:**

"Be it ordained by the City Council of the City of Chicago:

"Section 1. That Section 1 of an ordinance passed on Jan. 19, 1917, Council Proceedings, page 2345, be and the same is hereby amended to read as follows:

"Section 1. It shall be unlawful for any person, firm or corporation driving or operating any vehicle, motor truck or motorcycle upon any public street or alley in the City of Chicago to drive or cause such vehicle to be driven at a speed of more than ten miles per hour onto or across any other street within the limits of the City of Chicago on which a street car is operating."

"Section 2. This ordinance shall take effect and be in force from and after its passage."

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**STUDEBAKER
IS IN GREAT
DEMAND HERE**

P. J. Bauwens is mad, or, to use his own words, he's "damned sore." With a wave of the hand at his empty sales room, 645 S. Hohman st., he explains matters. "Look at this floor. Not even a car to show folks, to say nothing of making sales. I'm so far behind in my orders that I've about made up my mind to quit talking sales and put in my whole time stalling off customers.

Mr. Bauwens is the Hammond agent for the famous Studebaker line. With factories covering 158 acres and production pushed to the limit, the company is still far behind, but the word is passed out that they are going to care for the big majority of their customers before the year ends. It will be a big job.

Studebaker was the first to produce a seven-passenger car to sell for less than \$1,000 and ever since then he has been first in introducing dozens of innovations in the motor world. The new Studebakers eclipse anything yet turned out, both in mechanical qualifications and appearance. The graceful lines of both the Bix Six and Light Six with the body paneling and beautifully molded fenders make a car which will be singled out by many as the trimmest looking craft on the road.

Mr. Bauwens says Studebaker's latest stunt is turning out his machines with cord tires added to the complete equipment.

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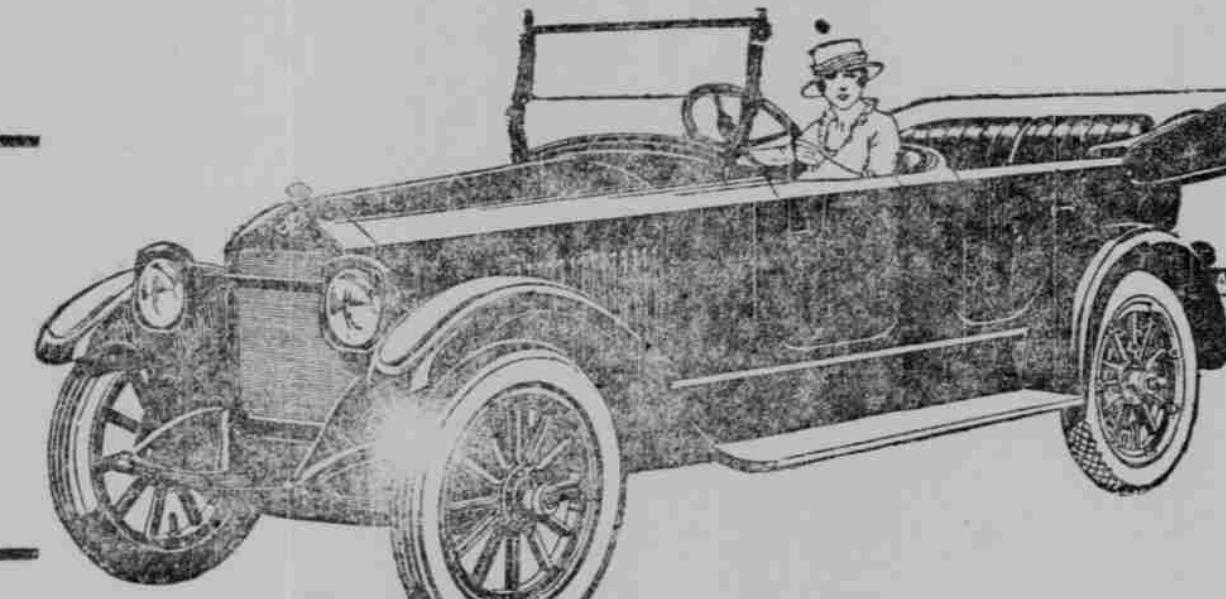
Don't throw your paper away without reading the want ad page.

"DAMN SORE"

That's the way P. J. Bauwens of the Bauwens Auto Sales feels Headquarters can't get the machines to him fast enough. It's just another evidence of Studebaker popularity

But a recent trip to the factory convinces Mr. Bauwens that his desires will be fulfilled in the very near future. His advice to those now waiting, is to hold steady. As to those thinking the Studebaker way, the following may suggest the machine for your particular need. Come in and let's talk it over.

Light 6-cylinder Touring Club Roadster or Roadster - \$1795 Light 4-cylinder Touring or Roadster - \$1425



Big 6-cylinder Touring Car - \$2285

We make 4 and 6-cylinder Sedan's and Coupe's

P. J. BAUWENS AUTO SALES

Sales Room 645 South Hohman Street

Telephone 247

Residence Phone 2801

Hammond, Indiana



Phone 2728

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1087 Calumet Avenue

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Our Lost and Found Columns
Will put the Spotlight of Results
on it and help you
Find what you have Lost