

Who Has License Tag No. 1?

Are You the Rider, or Do You Know the Man Who Totes Around Motorcycle License Tag Number 1 for Your State? If So, the Fellows Who Are Not So Lucky Would Like to Know Who He Is

Here Are Eight Riders Who Have Landed the Coveted Tag for 1917

BY E. F. HALLOCK

WHOS "No. 1" in your state, fellows? Kind of hard to answer unless you happen to be the chap yourself, or happen to know him personally. It is kind of interesting to know at that, for matter of fact as most of us are, there are few of us who do not have a certain amount of respect, in some quarters amounting almost to awe, for the man with gumption enough to beat the rest of us to it and land a place at the head of the procession.

Quackenbush Wins Out

Now just between you and me, I would dearly love to have that license No. 1 tag for New York State for my own machine. And I dare say that each and every one of the fellows who ride motorcycles would like to have the premier tag for his state—that's simply human nature. But there's no hope for me. Paul H. Quackenbush of Herkimer, N. Y., an Indian rider, beat me to it by several thou-

sand, and Quackenbush writes that he is mightily pleased and somewhat proud of the distinction and prestige which it nets him.

Grover C. Lutter, Deputy Sheriff of Racine County, with headquarters at Racine, and who at the same time is Captain of the Motorcycle Squad of the Racine Police, is happy in the possession of License Tag No. 1 for Wisconsin. Lutter writes that for his purposes it has its drawbacks, however, in that the speedsters and others can readily spot him—a fact which militates against his nabbing some of those who otherwise might come within the pale of the law.

Norman C. Hopper, of the House of Hopper, Harley-Davidson distributors for Salt Lake City and environs carries the coveted number for the Mormon State. And here's what he thinks of it:

"Gentlemen—We are inclosing our Motorcycle License No. 1 picture, as per request.

"This is a great number to ride. One does not have to have any tools and can throw his tire repair kit away. I do not know whether it will run without gas or not, but it sure chases all the jinks way.

"Me and the Gov."

"I wanted No. 1 for the extra publicity that it gives us, so I went after it and got it. We use this number for our demonstrating machine. Some of the boys want high numbers so the police cannot read them, but we are about as law abiding as they make them. The Governor has auto license No. 1, so now it is 'Me and the Gov.'"

N. C. HOPPER."

An Excelsior rider of Muncie, A. Bissemer by name, through "pull" or perhaps just dumb luck—he did not tell us which—was presented with a tag with numeral 1 for the state of Indiana this year. Is he proud of the fact? You just bet he is.

(Continued on page 36)



An Octet of Riders Who Have Been Lucky Enough to Secure "License Primo" Tags for Their Respective States. Who's Who? Read the Story; It Tells Who and What They Are

WHO HAS LICENSE TAG No. 1?

(Continued from page 7)

So proud that he could not wait to have a better picture taken to send in to us.

Two Smith Motor Wheel riders, widely separated geographically, but close together as to mounts, are among the riders who have reported to us to date that they carry the number "primo" for their respective states. C. F. Monrad, proprietor of the Quality Cyclery at Mesa, Arizona, is one of these proud possessors; the other is Leslie W. Alstine of Detroit, Mich. The latter writes that he has used the Motor Wheel for a year and carried license tag No. 1 for Michigan for a year and finds that both wear well.

Such honor as attaches to carrying the initial tag in the State of Minnesota goes to Fred W. Oliver of St. Paul. Oliver writes that he would gladly send us a better picture were it not for the fact that we caught him in the very midst of his spring overhaul with the motor down and such like. Fred, you are hereby forgiven, likewise exonerated. Be sure now and make a good job of it! Thanks, too, for the tip on geography.

It sure was "pull" that got No. 1 for the lucky fellow who carries it in New Jersey. He is C. Parker Sweet of Trenton and is Custodian of the State Capitol and quite evidently is "next" to the system of getting what he wants from the "powers that be." Sweet says he wanted the number so's Little Dorothy—that's she in the sidecar—could read it, and her proficiency does not extend beyond the initial digit. Much as

the rest of you Jerseyites envy Sweet, which one of you can say that the tag is not serving a real good cause?

There are at least forty more of you riders in various parts of the country toting around the lowest numbered tag for your districts; we want to picture all of you. If you can spare a few moments send us a photo, showing the tag if possible, and a few lines; let the other fellows see the lucky mortals.

DRESSING UP THE MOUNT

(Continued from page 30)

Sidecar tops should be cleaned and treated with auto top dressing. Floor-mats of oil cloth will probably need renewing, and it is cheaper in the end to get new cloth than to use the old one. The old cloth can be used as a pattern to cutout a new floor covering.

If a cocoa mat is used, this should be well soaked in water and afterward scrubbed and dried out before replacing. The apron should be treated the same as a top if a similar material is used. If of rubberized fabric, any cracks or scrapes can be filled with a liquid rubber preparation.

The tool-well in the sidecar should be cleaned and given a coat of black varnish, unless it has previously been enamelled to match the outfit. It is well to clean out the pocket in the side panel, for the ordinary season's use of the car generally results in an undesirable collection of dirt and even mud, neither of which is good for the upholstery.

Just a word about striping. If you find

after a little practice that you are not sure about it, either let it go or let some carriage-maker do the job. As far as looks are concerned, the decalcomanie is ample set-off to the plain enamel surface on most machines.

In all probability, when you finish the machine and the sidecar, any wear in the tires will sort of contrast unfavorably with the bright looks of the outfit in general. If the casings and treads are sound, much can be done toward the looks of the tires by application of one of the many white tire paints now on the market. As a rule, such paint can be had of any automobile supply house, if your dealer does not carry it.

You now have your outfit in the "neat machine" class. It won't take much to get you into the neat rider class, where you and every other motorcyclist belongs. This is supposing that you are not in that class already.

RETURNS FROM SALES CONFERENCE

SALT LAKE CITY, Utah.—E. T. Oakes, local manager of the Fisk Tire & Rubber Company's branch here, has just returned from the Fisk plant at Chicopee Falls, Mass., where he attended the recent sales conference.

HENDERSON IN SALT LAKE CITY

SALT LAKE CITY, Utah.—The Henderson Motorcycle Sales Co. recently opened a shop at 147 E. South Second street. Ben B. Ellerbeck is managing the new agency, which handles the Henderson motorcycle and the Dayton Motor Bicycle.

VITALIC BRIGADIER ENDURO LINE
Very Best Equipment LINE

Dealers quickly see exceptional values offered in these quality tires

VITALIC BRIGADIER ENDURO

Write us today for sample sections of these tires and attractive display material and dealer helps. Your jobber will show you the tires.

CONTINENTAL RUBBER WORKS, 1817 Plum St., Erie, Pa.

A good deed often means a good deal—Please mention MOTOR CYCLE ILLUSTRATED.