NEW ORLEANS-NEW YORK CONTROL FOR PEDESTRIANS. MAY BE 1913 GLIDDEN

to Detroit.

Chance for Newly Formed Contest Association to Attract This Event.

The Glidden tour, or whatever the A. A. A. national reliability run will be alled next time, is not dead, merely terest-the A. A. A. ascribed the postconsment to the price of wheat in North Dakota or the scarcity of caribou in Maine or something like that-the contest was called off. There were only four actual guaranteed entries.

Now Detroit is perhaps a good city for the start of such a tour. The Wolverine A. C. had made agrangements for a good of effort had to be made to achieve the selection of Detroit for the starting point. Furthermore Detroit is maker rather than consumer and the tour is partly to specification. "What with the constantly increasing number of motor vehicles and the responsibility which goes with the driving of

help selling.

The fact that an electric machine did the pathfinding act for the tour was another thing that hurt it. If—as was extremely natural and likely—any gasolene car came to grief on the tour inevitably this would be used as a point in advertising the worth of the electric. Gasolene car makers naturally fought shy of entering the competition with such chances hanging over their heads and as a result the starting field was small. It was hard to get up enthusiasm along the could be got from even a big city in the

New Orleans north to Detroit in 1913. This would mean that the probable worst roads would be encountered first on the tour and that later on the journey would be fine. When it happens to rain there are stretches on the southern section of the route that become impossible. What is called buckshot mud, made up of small pellets, becomes so slippery that it isn't like the deeply rutted muddy roads of the North. It is nearly impossible to keep a car on this road when travelling faster, say, than about eighteen miles an hour.

The first 400 miles of the road from New Orleans to Detroit is level, not a grade of more than 4 per cent. It is bad, except when the weather is dry. such conditions it can be almost levard. It rests with chance whether the early part of the trip is a

for the 191 trip, unless a change is made, it that the first stage shall be through Baton Rouge to Jackson. A side trip is made to Vicksburg and then back to Jackson again.

From here the toute is north to Membis and then over through Corint to Sheffield, in the north part of Alabama. This is a very rough road, filled in the wet season with washouts and hard to negotiate at any time. From Sheffield the way leads to Nashville and Louisville. There is a stretch of eighty miles on this road, a section of Telford pavement more than seventy years old, which seemingth has not been repaired or touched in all its lifetime. There are big nubbly stones sticking out on it which make this stretch an agony to encounter. On one trip over it a motorist had six blowouts in the eighty miles. From Louisville the road is to Indianapolis, Fort Wayne and Detroit. This is about 1,600 miles all told.

The suggestion that has been made is to go from Jackson over through Montgonery to Atlanta and then strike through the Carolinas into Charlottesville. Va., a very beautiful run through an exquisitely picturesque-section of the Atlantic coast, and then to make Washington. Bultimore and Philadelphia on the way back. This will cover a section different, save in a few places, from that touched in the Gildden tour of 1911 and at the same time will take a tour through a country live to automobiles and perhaps a better market than the other.

Here is a thing for the newly formed Motor Dealers Contest Association of New York to urge. It would properly for week end trips and often cross content of the country for week end trips and often cross content of the country for week end trips and often cross content of the country for week end trips and often cross content of the country for week end trips and often cross content.

Motor Dealers Contest Association of New York to urge. It would properly come within its range as a boosting organization to work all ends to get a Glidden tour finishing in this city. The trip from New Orleans to New York would be about 1,700 miles and one for ne most part of great beauty.

It has been said that the A. A. A. failed

to send out notifications that the tour had been called off in October and that hotels on the way with which arrangements had been made for the housing of the on-coming tourists were left high and dry, without learning directly of the postponewithout learning directly of the postponement. This is denied by an A. A. A.
official, who was charged with the duty
of sending out such notifications. He says
and has a special compartment for bagand has a special compartment for baggage.

The first truck put into-this service
The first truck put into-this service
and has a special compartment for baggage. of sending out such notifications. He says that he sent to each hotel and garage along the line an official copy of the notice, which was sent also by the A. A. A to the newspapers, and that in some cases where a hotel man was also the proprietor of a garage he got two notices of the postponement.

and has a special compartment for bag-garge. The first truck put into-this service be spent is one against the levying of a persist of the postponement of the postponement of the proper highways on which garge. The first truck put into-this service be spent is one against the levying of a population of the postponement of the postponement of the proper highways on which garge. The first truck put into-this service be spent is one against the levying of a population of the postponement of the proper highways on which garge. The first truck put into-this service be spent is one against the levying of a population of the proper highways on which garge. The first truck put into-this service be spent is one against the levying of a population of the proper highways on which garge.

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The first truck put into-this service be spent in one against the levying of a population of the proper highway and that the proper highway and that it levels the proper highway

The need of regulating not alone au-Sentiment in Favor of Running
Such Tour Instead of

tomobile traffic, but pedestrian traffic is a topic that grows in interest and importance right along. Chiefly because public attention from the first has been so concentrated on vehicles it has not been realized how much more of a problem it is becoming to control the move. lem it is becoming to control the move-ments of the man on foot. "The vehicle is under surveillance and

supervision and orders at every point. It must move along a certain side of the street, at a gertain pace; it must cross a street under certain conditions; it must DEALERS HERE SHOULD ACT obey a whole series of rules, the violation of any one of which involves a penalty: but in many places the pedestrian is permitted to use the highways practically

"There are street crossings to which special policemen are assigned for the purpose of assisting pedestrians, but pe-destrians may and do cross crowded destrians may and do cross crowded dormant. There will be a tour of some kind next year and there is a very good chance of having it run from New Orleans to New York city instead of on the New York city in the New York city i non-driving members of the community year to have the tour from Detroit to the through the kingdom, it is certain that the crescent City, but owing to lack of inder no obligations, legal or moral, toward

the drivers of vehicles, and that if they move aside the act is dictated by considerations of prudence alone. "According to reports, efforts are now being made in the British metropolis to have pedestrians understand that although they have the first wick; to the read have the first right to the road this does not mean that they have the last and the sole right to it. Some of the Contineutal cities have begun to make sendoff of the tourists and was prepared to say good-by with great cheeriness and keep to the sidewalk until they come to beartiness. But after all Detroit wasn't so keenly interested in the tour and a lot of effort had to be made to achieve the exactly as in the case of vehicles that

> them and with the ownership of them, it would seem only reasonable and just that pedestrians be made to contribute their share toward insuring an easy, safe and comfortable movement of city traffic. The motor vehicle, it must be recognized. is here to stay and it will be wise to adjust other things to that fact. Ve-hicular traffic in general should not be unnecessarily or wantonly interfered with.
> Individual good citizenship in vehicles
> and on foot will do wonders toward securing to all a free and uninterrupted
> passage through and across the thorough-

PUBLIC'S MOTOR WISDOM IN STEP WITH CAR'S ADVANCES

And of Late. Says National Agent, Development Has Not Touched Engine Design.

By W. C. POERTNER.

Standardization of the pleasure types of cars and the advancement and develop ment in efficiency and refinement are the the carry part of the trip is a structure or a delight. The way as planned attitude of the automobile using public, or the 121 trip, unless a change is made, atthat the first stage shall be through aton Rouge to Jackson. A side trip made to Vicksburg and then back to ackson again. real reasons for the present day informed Orleans. It went into 90 feet of water and stayed there a fortnight. No, the motor was not running when it was

for week end trips and often cross con a time.

MOTOR BUSES ON "BORINQUEN. Peerless Sells a Fleet for Use Down in Porto Rice.

cently been established in Porto Rico where the Schellings Transfer Company of San Juan operates a number of of San Juan operates a number of Peer-less machines with special passenger bodies. Each one will carry forty people

Overland Has All Inside Limousine

SOUTH AMERICA DRAWS **MOTOR TRUCK INTEREST**

Makers in This Country Look for Business in This New Field.

STOPPING THEFTS OF CARS

Time Limit of Standing May Help-A. C. A. Asks for Gasolene Trade.

Attention to South America as a field in this country is being shown by leading United States concerns. The American Locomotive Company through its London office is reaching out after the South American business and the International Motor Company also is paying more marked attention to this territory. There are some concerns, such as the Knox Automobile Company, which have been able to sell some motor trucks down there, but in the main the South American field had been entered by Americans with passen-

tional in some States, it isn't in New Jersey, where this point has been fought out in the courts. It has been upheld there, and it has been ruled that the State has a right to license and register automobiles and to charge a fee for the same.

The most recent number of the Club

The most recent number of the Club Journal, the organ of the A. C. A., contains the suggestion made by the Board o' Governors and sets forth in capitals: "DRIVE BY THE CLUBHOUSE EVERY DAY AND BUY YOUR GASOLENE AT 20 CENTS A GALLON."

It is followed by this: "If members who do not store at the garage would get gasolene from the club while purchasing their automobile accessories, or have their chauffeurs make special trips chasing their automobile accessories, or have their chauffeurs make special trips for the purpose, the department's usefulness to the club would be greater."

"At current commercial rates for gasolene, members can secure substantial benefits by adoping this suggestion."

Undoubtedly it will endear any A. C. A.

member to the proprietor of the private garage where he stores his car, if he makes a practice of buying his gasolene for the sale of commercial vehicles made at the club. Inasmuch as the garage in this country is being shown by leading men's profits nowadays depend almost entirely on their sales of gasolene to consumers, they will no doubt hail the sug-gestion of the board of governors of the Automobile Club of America with un-

In the Garford factory in Elyria one man devotes his whole time to the regu-lation of temperature in the plant and lation of tonsperature in the plant and does nothing but this, "Thermometer Tomm;" is what the other men call this to sell some motor trucks down there, but in the main the South American field had been entered by Americans with passenger vehicles only.

It is interesting to notice, too, that the Goodyear Tire and Rubber Company has incorporated a South American company, which has given rise to the report that the Goodyear concern intends to plant its

qualified delight.

"OUT OF THE WRECK I RISE"

"INVASION" CRY CLOAKS A CLEVER PROMOTION

British Uproar Stirred Up by Two Makers Who Had "Interests."

TO ASSEMBLE 'AMERICANS'

Cars Built of Our Parts Put Together Abroad to Oppose Real Imported Kind.

There is some reason to believe that the latest uproar from Great Britain about the "American invasion" of motor cars may have had in back of it a well cars may have had in back of it a well laid promotion scheme. At least so it appears from a study of the campaign and some things that have been done since. This is the analysis made by the trade press in this country since seeing an announcement made by two British manufacturers who spent some time visiting factories here and looking for parts, and have been most active in raising the cay of invasion.

means of rescuing themselves. The firm mentioned before came forward with its plan, prepared to get to work on its mis-

"It is perhaps the only example on rec-

"Charles Jarrott said at the meeting: The factory is ready and waiting. The car to be made will be sold ready for the road at \$200 (\$1.000), showing a net profit of \$10 (\$50) each on an estimated output of \$6.000 cars, which should yield a profit of \$16 1-2 per cent, on a working capital of \$300,000 a still greater profit of

capital of £300,000, a still greater profit of

a larger output in the second year, and more still in the third. Brains, experience

and skill are all ready. The question is

Can the necessary money be found or such a proposition?

"It seems that several capitalists, attracted by the promise of that 16 1-2 per cent. and also feeling that the project had had enough good advertising

to be most popular there.

ture in great numbers, but because even if they did there would be no market for the cars. In other words, the British market is not large enough to support the manufacture of low priced cars in the quantity in which they must be produced in order that their price may connecte with that of cars from the may compete with that of cars from the

CAREFUL GOING UP THIS HILL Motorists May Be Fined in Yonkers

if They Go Too Fast. The touring department of the Auto-mobile Club of America advises motor-Ists that after going through Getty Square, Yonkers, caution should be used going up the hill. A report has been received that non-residents of Yonkers are being as-sessed a fine of \$15 for negotiating this hill at a greater speed than fifteen miles

The department also reports that the construction work on the Boston Post road between Portchester and Greenwich is new completed and the road is open to traffic between these places. This will offer an alternate connection between White Plains and the Boston Post road which will avoid the rather complicated turns between White Plains and Greenwhich The alternative is to bear left at the water trough in White Plains into Westchester avenue, which is followed to Liberty Square, Portchester. From this point the Boston Post road is used to New Haven and has been improved, being in better condition at present than at any time for the past six months. time for the past six months.

RUSSIA'S BAD ROADS HELP AMERICAN CARS

Better Suited Than European Product to the Inferior Highways.

Frederick A. Sterling, second secretary of the American Embassy at St. Petersburg in Russia, writing on the condition of the automobile market there, says he believes there is a golden opportunity for the sale of American built cars in the kingdom of the Bear.

Giving a brief sketch of the history of the automobile industry in Russia, he says:

"Prior to 1905 there were few automobiles in Russia and small interest was taken in automobiles of German make first appeared, owing to the proximity of the German market and the facilities for transportation overland and via the Baltic Sea. In 1906 the first American cars appeared in Russia, More than 150 of them were sold. Inasmuch, however, as no American companies had an organical service. Cutting, Davis, Edwards-Knight, Empire. them were sold. Inasmuch, however, as no American companies had an organization in Russia there were no spare parts to be had and no representative of the factory who could advise the purchaser low to handle or repair his car.

T. Lenox, Marathon, Marion, Metz, Michler for the purchaser low to handle or repair his car.

to be had and no representative of the factory who could advise the purchaser low to handle or repair his ear.

"The first automobile exposition took place in St. Petersburg in 1908. This was the first time the Russian public had an opportunity to examine any kind of automobile, for St. Petersburg at that time had not more than 200 ears, all told, of which, perhaps, only five or six could be seen in the streets during the day, and then only during the summer months. Taxleabs were quite unknown, notwith-Taxicabs were quite unknown, netwith-standing the fact that the city had more

13,000 horse cabs. 1999 the first taxicab service in Russia was established by the representa-tive of the Ford Motor Company and Ford cars were the first taxicabs in Russia. It was difficult to get trained chauffeurs for this service. But the enterprise sucwas difficult to get trained chauffeurs for this service. But the enterprise succeeded in putting on the streets of St. Petersburg seventy-five taxicabs. At the present time there are more than five hundred taxicabs in service.

"In May, 1912, the Imperial Automotive Research Resea

"In May, 1913, the Imperial Automobile Club wil hold another exhibition in St. Petersburg. At the same time it is proposed by the American representative of the Ford Motor Company, who has made a study of the possibility of introown rubber hereafter. The objects of the incorporation are given as being to operate rubber plantations in South America and to manufacture the raw product. A short time ago the Brazilian-Minister of the Interior issued a proclamation to corporations and individuals glesirous of installing factories of all kinds in the Upper Amazon district, promising bo-

English manufacturer. At last the newspaper came out with a nice long article entitled "Specialization the Secret of Meeting Competition," and "going into great detail to show just how the two merchants were going to specialize.

Then came a meeting of British automobile manufacturers to devise ways and means of rescuing themselves. The firm Empire, with its 175,000,000 people, no more than 6,000, or less than one of the smaller cities in the United States, it can easily be seen what a field for the sale

automobiles the country offers. "Especially is there a favorable oppor "Especially is there a favorable opportunity for the American manufacturer if
this product is properly represented. He
should be successful for the following reasons: First, the American car of to-day
is in construction as good, if not better,
than that of European make: second, for
the same powered car it is lower in price:

"Especially is there a favorable opportunity for the American manufacturer if
the Allanta Branch of the
Manager of the Atlanta Branch of the
Locomobile Company of America, a place
of Hartford, Conn. Mr. Whitney was
for a long time connected with the American Locomotive Company, having general third, being better suited to the poor roads in Russia.
"There is a growing tendency among

the Russians to understand these advan tages and the situation presents a golden opportunity."

4.100 MILES ACROSS COUNTRY.

Simplex Owner With Illa Wife Comes Motoring From Pacific.

S. K. Rindge of Los Angeles, Cal., has com-S. K. Rindge of Los Angeles Cal., has completed a 4,100 mile trip from the Pacific coast in a Simplex car. He is now in New York city, Mr. Rindge, accompanied by W. F. Smith, resigned. Mr. Duncan was York city. Mr. Rindge, accompanied by his wife, left Los Angeles late in September and completed the trip in twenty-five days.

GREAT EXHIBITORS' LIST FOR AUTOMOBILE SHOW

More Than 530 Firms or Persons Will Display Goods Next Month.

GARDEN SPACE ALL TAKEN

And Grand Central Palace Too. Is Pretty Well Crowded for Two Weeks.

The exhibitors' list for the thirteenth The exhibitors' list for the thirteenth National Automobile Show in Grand Central Palace and Madison Square Garden in January has more than 530 firms or individuals on it. On the Garden list there are forty-three makers of pleasure vehicles and 272 accessory concerns exhibiting in this building the first week. The Palace in the first week will have forty-six or more exhibitors of complete pleasure cars; twenty-five displays of motorcycles and more than 100 accessory displays.

In Part II, twenty-five companies will show complete commercial vehicles in the Garden, and the Palace will house models of forty-one truck manufacturers. In each building the majority of the accessory makers will exhibit the entire two weeks.

Every bit of space in Madison Square

Every bit of space in Madison Square Garden has been contracted for by manu-facturers and dealers. All told there will be more than 2,000 products of various makers displayed, inasmuch as some of the exhibitors exhibit a large line of

tion and delivery problems. The Garden representation of commercial vehicles, most of them veterans of the industry, is as follows :

as follows:
Alco, Autocar, Buick, Federal, Garford,
G. M. C., Gramm, Newitt, Hupmobile,
Kelly-Springfield, Kissel, Knox, Locomobile, Mack, Packard, Peerless, PierceArrow, Pope-Hartford, Reo, Saurer, Selden, Speedwell, Velie, Walter and White

Bessemer, Blair, Modern, Brown, Buffalo Chase, Dart, Durant-Dort, G. M. C., Gen-eral Vehicle, Gramm-Bernstein, Grand Rapids, La France, Koehler, Lansden, Rapios, La France, Roenier, Lansden, Lauth-Juergens, Lippard-Stewart, Mais, Mercury, M. & P. Electric, Randolph, Rowe, Sanford, Schacht, Service, A. O. Smith, Standard, Stegeman, Sternberg, In-ternational Harvester, Stewart, Stude-baker, Sullivan, Universal, Ward, Waver-ley, Wohl, Macarr, and Krah

NOTES OF THE MOTOR TRADE.

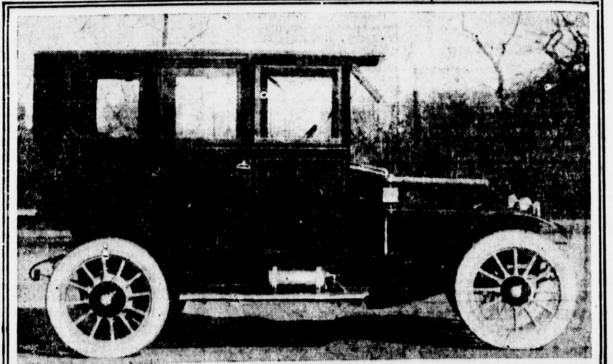
At the recent automobile show in Atlanta, Ga., forty-two of the eighty-eight cars were equipped with Goodyear tires.

The new one ton Universal truck which has worm drive, left hand drive and cen-tre control, with a single pedal for clutch and service brake, is on view at the service station, 146 West Sixty-third street.

supervision of sales for the Southern

The Empire Automobile Company in Indianapolis has for chief engineer Louis Schweitzer, who was a lieutenant in the Austrian Army in 1901 and 1902, serving then in the Balkan States. He has had places with a number of automobile firms in this country, among them Pierce-Arrow, Alder-Sampson, Marmon and Atlas En-

Henry M. Duncan has been appointed formerly general manager of the West-chester Appliance Company of New York. Atlanta, Syracuse, Washington and Pitts-



The car shown here is one of the new Overland social limousines, in which all passengers ride inside. The machine one of those in the showroom of the local dealer, C. T. Silver, at Broadway and Forty-ninth street.

operate rubber plantations in South America and to manufacture the raw product.

A short time ago the Brazilian Minister of the Interior issued a proclamation to corporations and individuals desirous of installing factories of all kinds in the Universe Amaron district promising by ises and freedom from duties and taxation to interested parties. It is under-stood that flattering offers have been made to the Goodyear company to come to Brazil and start the ball rolling by operating a factory in the Amazon val- Tryout to Continue Through

Aside from the proposition to fix gear shift locks so that no machine may be started in the absence of its owner and so prevent thefts, another suggestion of-fered is the passage of municipal ordinances everywhere that forbid any car remaining in any one place more than an hour at a time, unless there is a driver

It is generally only after a car has been standing unattended and unwatched for a long time that a thief manages to make off with it. Probably, if a man other than the original driver came up to the machine very soon after it was left alone there would be some one around who had seen the other leave and whose suspicions would be aroused. Under such conditions, the best safeguard would be conditions the best safeguard would be leave a machine standing for an

One of the points made by the American Automobile Association in the pre-amble to a resolution favoring national roads as the proper highways on which

Emerging from the waters of Lake Pontchartrain is seen a Hupmobile, which ran not long ago from Detroit to New

hauled out. But the car after two days overhauling took to the road once more,

OF ROAD SURFACE STUFFS

Winter, as Making It More Severe and Thorough. The State Road Commissioner in New

sion of rescue—except for the small item of necessary capital. Thus was the cam-paign brought to a crux with the solicit-ing of the means they wanted to start them in the wholesale manufarture in England of the cars which have proved to be most results. Jersey, Col. Edwin A. Stevens, has given out contracts for the construction of six sections of different road surfacing materials on the road from the Passaic River to the Passaic Valley road, in Mor-ris county, used daily by thousands of ord where a firm tried to get capital from competitors under the guise of helping them, while in reality doing exactly the opposite." says one trade paper. "Charles Jarrott said at the meeting: automobiles and other vehicles between Plainfield and Bernardsville, and thus a most severe testing point in the State. The roads will be built before the cold weather stops road construction.

thus giving the State Road Department the required time in the most severe testthe required time in the most severe testing weather to watch how each road surfacing material holds up under the strain, as well as to gather the data as to the holding up qualities of such materials after the cold weather has passed and the damaging weather of the spring sets in. This season of the year was selected for doing the work so that the greatest This season of the year was selected for doing the work so that the greatest value of the tests would accrue. Besides the materials are all in one road, one starting in where the other leaves off. starting in where the other that its per cent. The promise of that its inthus presenting a uniform course for the thus presenting a uniform course for the that per cent. and also feeling that the project had had enough good advertising at one end of this road traverse it to

Col. Stevens and State Road Supervisor Robert A. Meeker will inspect these sections of road all winter. The department is seeking just the right kind of road pavement, having in mind that the automobile is here to stay, and some surfacing material must be got to render road travel comfortable. It must be of such consistency that the heavy machines will not tear it to pieces.

The department is giving all road surfaces fair treatment and refuses to advocate any kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of a road until actual usage has demonstrated what is the right kind of American ears! However, there should cars are to be doubt every possible condition of road was encountered. The truit is the trip in twenty-five days. M. I. Las About every possible condition o

cate any kind of a road until actual usage has demonstrated what is the right kind of road to build. What will be done when i the engineers have solved the problem they will not say, but it is a fair assumption that out of the results of this experiment the department will evolve a standard road.

Say Moon's Wiring System Can't Be Mixed.

A point claimed for the electric starting and lighting system on the Moon car, is that it is impossible to connect up the wires so that the starter won't work. The wiring system consists of two wires running from the battery to the motor. Either pole of the electric motor can be connected to either pole of the battery. The generator of the Moon system weighs sixty pounds.

Gives Car and School Course to Fair. One of the latest gifts in aid of the industrial exposition to be held in the new Grand Central Palace for the benenew Grand Central Palace for the bene-fit of the Bronx Hospital Building, from December 11 to 19, is a new Pullman automobile given by the Stewart Auto-mobile Company. The firm gives a course of instruction free to the winner of the car.

Chinese Merchant Touring Coast. Sing Woo, a merchant of Shanghal, recently bought a Stoddard-Dayton 48 and started on a thirty days' tour of the Pacific coast. After that he will ship the When First Lozier Light Six Set Out



The occasion of the first of the Lozier Light Sixes to be shipped from the factory was made one of ceremony. ture shown here, Sales Manager Emise appears twice in separate places. He is standing in back of the middle of the bonnet and his reflection in the windshield is also fairly clear.