

**Army Officers Flies To Oldsmobile Coupe**

Impatient to obtain delivery of his new Oldsmobile coupe at the earliest possible moment, Lieutenant H. A. Sutton, U. S. Army, stationed at Wilbur Wright field, Dayton, O., flew in an airplane to the Oldsmobile factories in Lansing, Mich., recently. He drove his new Oldsmobile back to Dayton the next day. Lieutenant Sutton took advantage of a test flight made between Dayton and Lansing to demonstrate the new radio beacon guide. The airplane, containing Lieutenants Sutton and Zelleit, made the flight in the path of the radio beacon broadcast in a straight line from Dayton to Lansing. Equipped with radio receiving set, the pilot followed the course of a humming noise given off by the beacon ray. A drift to the course to the right changed the hum to a series of dots, while a left swerve was signalled by dashes.

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**PYROXYLIN LACQUER GIVES FINE FINISH**

**Superior Workmanship Insures Best of Work on Ford Cars and Finish**

The external finish of pyroxylin lacquer and the manner in which it is applied are further examples of the superior workmanship that is going into the production of this latest of Henry Ford's products.

When the new Ford body enters the paint department it is first treated to a bath in special spirits until all traces of oil or grease are removed. It is then dried with clean towels and carefully buffed to smooth out all burrs or marks that may have been made in the process of assembling the body. Crevices or other places inaccessible to a towel are blown clean with compressed air.

Next comes another wash which not only cleans the body again, but also neutralizes any acids that may have remained on it. In this final washing process, the workmen are required to use rubber gloves to preclude the possibility of any finger marks on the smooth, metal surfaces. Following this the body is again thoroughly wiped, this time with specially prepared cloths which will not leave any line or dust on the body surface.

Then the clean body goes into a spray booth where it is given the primer coat. Next it is placed in a drier and kept there for two hours at 225 degrees Fahrenheit. Following this any slight imperfections that may remain are removed with a flexible knife and metal glaze.

Next comes a coat of foundation surfacer and another period of drying for an hour and a half at 225 degrees Fahrenheit. The body then emerges from the drying room into a rubbing deck, where skilled workmen wash and smooth the surface with clear water, very fine sandpaper and finely powdered pumice stone.

Another drying process takes thirty minutes, after which the body is ready for the pyroxylin. It is placed in the spraying booth where it is given two "double-header" coats of pyroxylin. Each double header coat consists of two consecutive coats, one applied with vertical strokes of the air brush and the other with horizontal strokes. Twenty minutes is allowed for air drying between each double header coat.

It requires but two and a half hours for the pyroxylin to set and harden thoroughly. Then with water, sponge and fine oil-bonded sandpaper, it is sanded to an absolutely smooth finish. Again the body is washed and dried with clean towels, compressed air again being used to clean out places inaccessible to the towels.

Finally, the body is given a mist coat of pyroxylin thinner—just

enough to permit the microscopic sanding marks to be smoothed over. After drying for twenty minutes at 100 degrees Fahrenheit, the body goes to the polishers where it receives the high lustre which gives it such an attractive appearance.

**JOKE ABOUT WOMAN DRIVER NOT FOUND**

(Continued from page 11)

confidence, and loss of confidence, more than any other factor, accounts for hesitant or eccentric manipulation of motor cars. Every time a man attempts to discredit the driving of women as a class, he is taking an even harder wallop at the men folks, whose impatience is largely responsible for whatever faults women drivers exhibit.

"Almost everyone can think of some few women whom he exempts from the category of unskilled drivers. Among my own acquaintances, at least, the thing works out according to a fairly definite rule. The best women drivers I know—drivers as sure of themselves, and as expert in emergencies as any man—are those who have no men folks about. And the next-best are wives who have cars of their own."

"Such a woman never has to wheedle or cajole to get the family car for the afternoon. No dread of a scolding hangs over her, to affect her driving skill. She may even exercise man's prerogative of getting into a friendly crash, if she feels like it, without making explanations to her lord or being upbraided for her presumed carelessness. Driving becomes automatic with her, just as it does with men."

"Almost every community has at least one family in which the situation is reversed. The wife wears the trousers, and the husband is the meek and submissive partner. Such a husband, if permitted to drive at all, is likely to exhibit the very faults of which men complain in women. But his friends don't blame him. They say: 'The poor fellow is afraid to call his soul his own. If he scratched the car his wife would kill him.'"

The man really interested in improving his wife's driving should try patience. Mr. Churchill believes.

"Most men are somewhat mechanical-minded," he said, "before they have been driving long, they know exactly what is taking place in their car when gears are shifted or brakes applied. The knowledge makes them better drivers. And it comes so naturally to them that they are inclined to be impatient with persons to whom it does not."

"Women do not as a rule understand mechanical things so readily as men. It is no reflection upon them that they do not. They have had more important responsibilities than driving automobiles. Handling a car in traffic could scarcely be 'second nature' to the average woman, any more than the fine points of housework could be so to the average man. "Women are only now arriving on terms of equality with men, learning to do things which men have been doing for years. Freed of the handicap of criticism, they can pick up the knack of driving readily enough. The trouble is that few wives, even in families otherwise entirely congenial, are permitted to drive without feeling that they are under constant and critical surveillance. Men fill them with doubt and then blame them for reacting in the only way they could possibly react to such treatment."

Mr. Churchill told of a newly-married friend whose bride very timidly broke the news that she had scratched their car. The husband asked her: "Well, what of it?" "Why, aren't you going to scold me?" she demanded incredulously. "I thought husbands' ways did that."

Women drivers as a class, have several points of superiority over men. In Mr. Churchill's opinion, "They are far less liable to the sort of accidents which result from cocksure driving, imposing on other motorists, or ignoring signals," he said. "And they will

become still better drivers as soon as men give them a chance. "At the bottom of the whole thing is fear. A long time before the first automobile, Job in one of his afflictions wailed: 'The thing which I greatly feared has come upon me.' Wives should be encouraged to use the family car, not filled with all sorts of forebodings about what may happen to them if they try to drive. Replace hesitancy with confidence and you transform a poor driver into a good one."

"The wisest man I know, in these matters, chose a unique way of teaching his wife to drive. He showed her the controls, sketched the rules of the road, and made her take the car out alone several times. When she had gained confidence, he went out with her. "She was inclined, with him beside her, to waver now and then. But he paid no attention, offered no suggestions, even when she bumped the car ahead at a stop signal. 'That's nothing,' he told her."

"When an impatient driver behind them sounded his horn, and confused her in the shifting of gears, the husband counseled deliberation. 'Never hurry for one of these fellows,' he advised. 'Just take your time.'"

"That man's wife became a splendid driver, because her husband was wise enough to cultivate in her own ability."

"It may be a long time yet, before a woman's hand, thrust out of the automobile window, means anything very definite. Judging by man's reluctance to see the problem in its true light, it will be a long time. But the solution, when it comes, will come through a complete change of attitude on the part of men. Ridiculing a weakness for which we men ourselves are to blame will only make the situation worse."

**By The Way**

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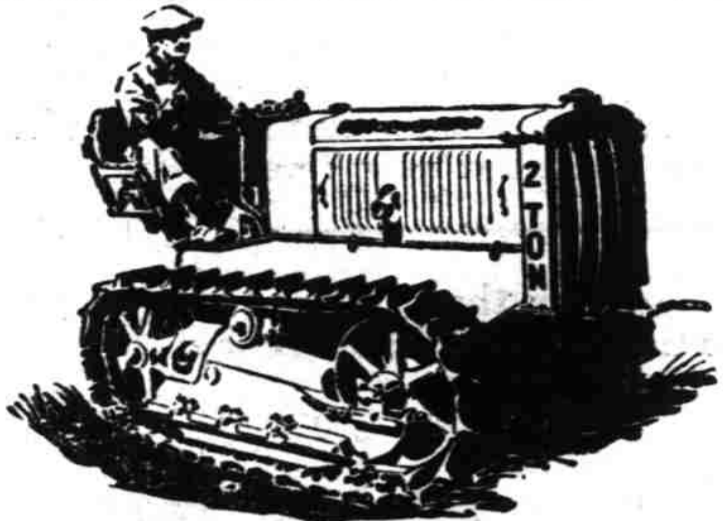
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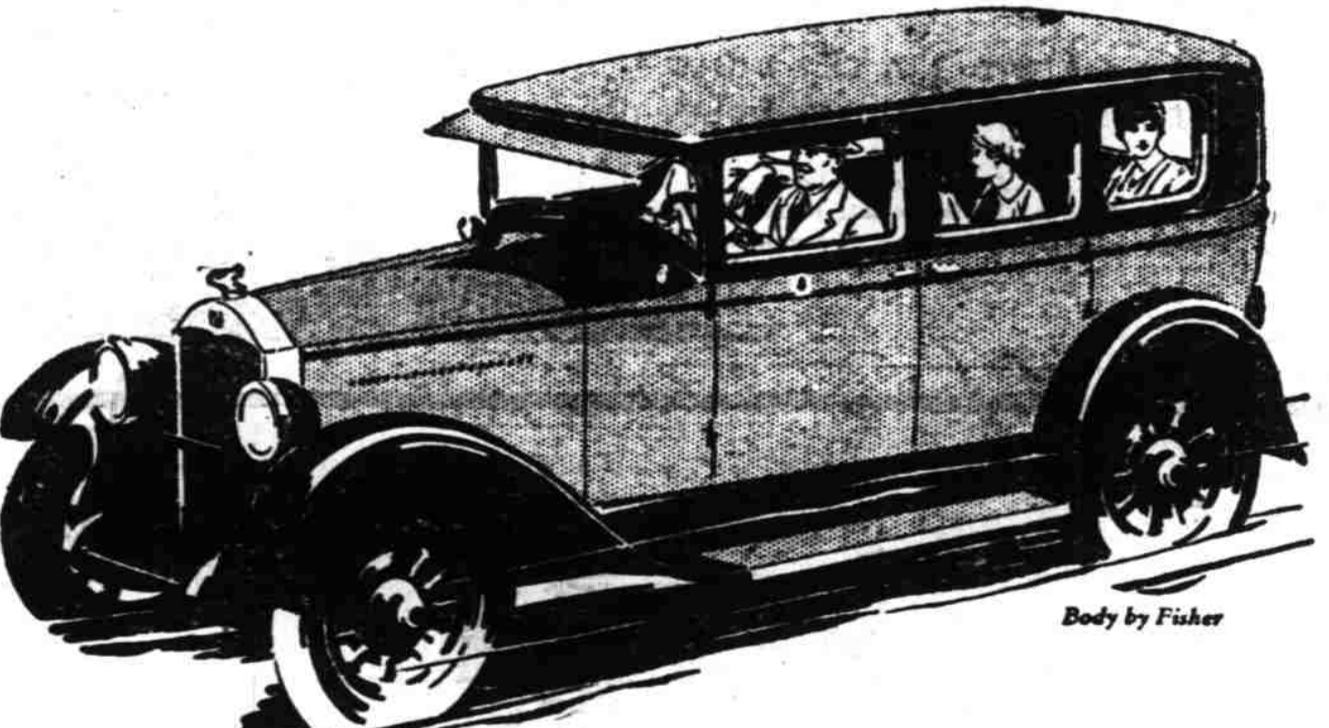


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Spike Tooth Harrow	20 to 30-ft.	7-10
Rotary Hoe	Three 10-ft.	10
Grain Drills	Two 10-ft.	7
Mowing Machines	Two 7-ft.	5 1/2
Grain Binders	Two 8-10-ft Cut	5 1/2
Combine Harvesters	12-ft Cut	3 1/2
Picker Huskers	One Row	1
Potato Diggers	One or Two	1-2

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