

**WOMEN EXCEL MEN IN MECHANICAL END OF CAR OPERATING**

**Authority Declares Gentler Sex Have Greater Facility for Details**

If hitherto you have scoffed at the woman motorist as an amateur, it is both wise and expedient that you reverse your attitude, for, we are told, she has come to claim a permanent and enviable place among the turbulent brotherhood whose passwords are "blow-out" and "puncture". In driving ability, says George Baneroff Duren, in Motor Life, woman does not quite measure up to man, but with the mechanism of her machine she more quickly familiarizes herself, and in the facility with which she locates a defect and repairs damages she is not surpassed by her brother.

Observation says this authority, has shown that men and women have an almost entirely opposite reaction to motoring. Women have a faculty of expressing themselves more clearly in examination for a driver's license, and are more collected and have less apparent fear of the inspector who conducts the test. Invariably they pass the examinations with higher averages. While there are no statistics on which to base exact information, there are more women motorists than the layman realizes, the writer believes. It must be admitted however that woman's rise in the motoring field has been somewhat meteoric, says the writer and explains:

The late war, which has shouldered the burden of many of the reforms and changes of the past three years, was primarily the cause for rapid influx of women drivers.

Thousands of automobiles were idle in garages. Fathers, brothers and sweethearts who had driven them were over there in the mud and hell of Flanders. There were tasks to be done which required the use of automobiles, there were heartaches which could be soothed by drivers into distant places. And thus it was that the great army of women drivers spurred on in part by desire and in part by necessity, came into existence.

This is not fiction, but truth, upheld by actual observation. At one period of the war the New Jersey motor-vehicle inspectors were examining more women for drivers' licenses than they were men. This average continued for many months and it was during this period that the greatest number of women ever recorded became automobilists in every sense of the word.

The many ambulance corps which were organized in every section of the country added appreciably to the number of women motorists. And this type of work, calling for unusual nerve and ability, graduated a class of drivers particularly able at handling cars as well as repairing and otherwise caring for them. The result is that there are probably more women drivers who are familiar with the mechanism of their automobiles than men. That is to say, on a percentage basis.

You don't believe this? Well, in the vernacular, "you'd be surprised." When a woman concentrates on something (if you are a married man you will appreciate this without a detailed discussion) whether it be knitting a sweater, winning a husband, or learning the intricate mechanisms of a motor, she puts her whole heart, soul and ability into the task. If you ever have conversed with any of the young women ambulance-drivers, who were forced during the war to do much of the so-called (and rightly) dirty work about their cars because of the scarcity of male labor, you undoubtedly discovered that they knew more about automobiles than you ever gave them

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credit for. Perhaps, if you were like the writer, you might deftly have changed the subject to something with which you were more familiar in order to save yourself from ignorance.

It was a common practice for the girl members of these corps to do every bit of the repair work on the cars themselves, except in cases where it became necessary to call a mechanical specialist to cure the ill. Changing tires, cleaning carbon, and a great many other similar tasks, which many a man would have done at the nearest garage, was just part of the daily routine for them.

A woman fussing over an inert spark-plug will display as much attention, to detail as her more domesticated sister over the mysterious process of cooking a plum pudding. Or perhaps, to make the picture even more effective, you might find this same Miss Motorist herself bending over some fragrant dainty as it emerges in a vapor of lusciousness from the oven. The fact that a woman makes a good mechanic or driver does not in the least mean that she is not equally as apt at housework or cooking.

The efficiency with the "in'ards" of an automobile seems to be due to woman's infinite patience with detail and to her painstaking care. It has been observed by Mr. Dill that a woman who fails to pass the written test never returns ahead of the next date set for the examination.

A man will return ahead of time with great assurance that this time he "will do the right thing"; but the woman waits patiently for the proper hour. Usually her patience is rewarded with the coveted license, while the man loses even his assurance.

However continues the writer. In respect to driving ability, Mr. Dill believes that women do not quite measure up to men, although he is frank to admit that there are many excellent women drivers. This condition he believes, is due primarily to their natural sense of timidity and nervousness. It must be admitted also that when compared to men they are for the most part virtually novices at the game.

Despite a woman's natural carefulness her feminine horror of causing others pain or discomfort, Mr. Dill has found that they are participants in equally as many accidents as men. Often in that zero hour, when every second of cold, clear headed calculation is of vital importance they are found wanting. Understand this is not a prevailing condition. Yet its occurrence is prevalent enough to offset the advantage which woman has in her other attributes, with the result that statistics show men and women measure

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uring up practically equal in the number of serious and lesser motor catastrophes. So, here's 'em! Hubby will find sweet solace in the assurance that if a tire "blows" wifey will be useful as well as ornamental. Father will be glad to know that daughter will take the wheel when his arms get tired.

**SPARK PLUGS FOUL**

When spark plugs habitually become fouled with oil and soot, it is a good plan to investigate and see whether they may not be projecting too far into the combustion chamber, particularly when they are located in either one or the other of the valve pockets. If they are screwed into the valve port caps, the removal of the caps with the plugs in them will be the best way to determine the condition. The points of the outer end of the shell should extend very little beyond the inner faces of the valve caps. Anyway, the adjustments to the carburetor or lubricating system should be made to prevent excessive gas or oil-feed.

**CHANGING TIRES.**

In changing tires on demountable rims considerable time may be saved by remembering that it is not necessary to remove the two plugs near the valve stem. This is just another instance where we ordinarily waste time by doing needless work.

**CLEAN COOLING SYSTEM**

This is the time of year when it is well to remember the good old method of loosening scale that has formed in the cooling system. Six pounds of washing soda dissolved in five gallons of boiling water is the correct formula. Pour this solution in the cooling system and allow it to remain for a day, then drain and flush the system out with clean water and refill.

**HOMELY "SPUD" WILL KEEP GLASS CLEAR.**

And now comes the homely "spud" the common or garden variety potato as a substitute for the many preparations recommended for keeping the windshield of the automobile clear in rainy or foggy weather. The enthusiastic supporters of what must be termed the "spud method" of keeping the windshield clear say that all that is necessary is to keep a nice fresh and juicy spud in the car.

**WASHING RULES.**

The car should never be washed in direct sunlight. If the operation is not carried out in the shade while being washed. The direct rays of the sun striking on water causes heating, which tends to dull the finish. In the same way the hood should never be washed when it is hot, as directly after the run.



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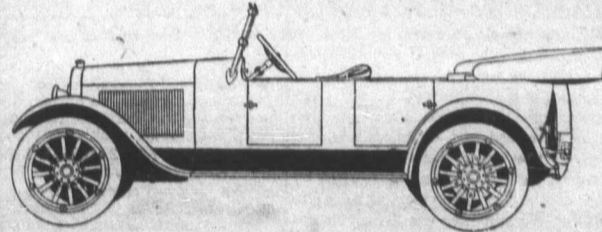
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